DRAFT 8/18/2021 *RLM*

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE CERTIFYING THE SUBSEQUENT ENVIRONMENTAL IMPACT REPORT, MAKING FINDINGS REQUIRED BY THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ADOPTING THE MITIGATION AND MONITORING REPORTING PROGRAM, STATING OVERRIDING CONSIDERATIONS IN THE APPROVAL OF THE LAWRENCE STATION AREA PLAN (LSAP), ADOPTING THE WATER SUPPLY ASSESSMENT, AMENDING THE LSAP AND THE SUNNYVALE GENERAL PLAN, ADOPTING THE LSAP SENSE OF PLACE PLAN, AND AMENDING THE LSAP DEVELOPMENT INCENTIVES PROGRAM

WHEREAS, on December 6, 2016, the City Council adopted the Lawrence Station Area Plan (LSAP) to guide future development of the area surrounding the Lawrence Caltrain Station, at which time the Council also directed staff to return with a plan to study additional housing opportunities within the LSAP district; and

WHEREAS, the LSAP district, as approved in 2016, consists of approximately 199 acres (not including roads) in the east-central part of Sunnyvale adjacent to the City of Santa Clara. The largest portion of the LSAP district is located north of the Caltrain tracks and is generally bounded by Kifer Road and the City of Santa Clara to the north, Uranium Drive and the City of Santa Clara to the east, the Caltrain tracks to the south, and 960 Kifer Road to the west. The LSAP also includes two areas south of the Caltrain tracks and west of Lawrence Expressway, as depicted more particularly in the map attached hereto as "Exhibit A" and incorporated herein by reference; and

WHEREAS, on June 26, 2018, the City Council directed staff to proceed with a study and undertake the appropriate environmental review of amendments to the LSAP that would increase the amount of housing allowed in the LSAP to a maximum of 5,935 units by increasing the maximum density in the MXD-I and MXD-II-zoned areas from 68 to 100 dwelling units per acre, allowing residential uses in the M-S/LSAP areas east of Calabazas Creek, and amending the zoning for the properties on Reed Avenue between Willow Avenue and Lawrence Expressway from O-R (Office/Retail) to a mixed-use residential designation with a maximum residential density of 54 dwelling units per acre. The City Council also directed staff to study a pedestrian/bicycle route from the area east of Calabazas Creek to the Lawrence Caltrain Station ("the Project"); and

WHEREAS, on August 14, 2018, the City Council authorized the study to include an expansion of the LSAP boundaries to include three sites (containing four parcels) on Kifer Road totaling approximately 32.4 acres, known as the Intuitive Surgical, Inc. (ISI) corporate campus project, as depicted more particularly in the map attached hereto as "Exhibit A" and incorporated herein by reference; and

WHEREAS, the overall purpose of the LSAP is to promote greater use of the Lawrence Caltrain Station by creating a diverse, transit-oriented, mixed-use neighborhood that locates homes, jobs, recreation, goods and services in close proximity to high quality mass transit; and

WHEREAS, pursuant to the City Council's direction, the amended LSAP was prepared with extensive community input, and the policy and regulatory elements of the amended LSAP reflect consultation with business and property owners, developers, staff, and the general public, in order to serve as a land-use policy document to regulate future development within the Project area; and

WHEREAS, implementation of the amended LSAP will require (1) adoption of amendments to the City of Sunnyvale General Plan and the General Plan map, (2) adoption of the amended LSAP, (3) adoption of amendments to the City's Zoning Code, including the Precise Zoning Plan/Zoning District Map; and

WHEREAS, the amended LSAP has been prepared, along with related zoning code amendments and a proposal to amend the General Plan, including the General Plan Map, designating land use for the Project area, as described and depicted in "Exhibit B" and attached hereto and incorporated herein by reference; and

WHEREAS, the LSAP includes a Sense of Place Plan that builds off of the goals, policies, and guidelines in the LSAP in order to create safer and more inviting streets for pedestrians, bicyclists, and transit users, as further outlined in "Exhibit C" attached hereto and incorporated herein by reference; and

WHEREAS, the LSAP includes a development incentives program that will offer development incentives in return for providing community benefits such as public improvements and amenities to benefit nearby residents, Lawrence Station workers and the community as a whole, as further outlined in "Exhibit D" attached hereto and incorporated herein by reference; and

WHEREAS, the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq*., ("CEQA") and the Guidelines for Implementation of the California Environmental Quality Act (14 California Code of Regulations, Sections 15000 *et seq*.) (the "CEQA Guidelines") requires local agencies to consider environmental consequences of projects for which they have discretionary authority; and

WHEREAS, on December 6, 2016, the City Council adopted Resolution No. 794-16 certifying a Programmatic Environmental Impact Report for the LSAP, making findings required by CEQA, stating overriding considerations for approval of the LSAP, and adopting a Mitigation Monitoring and Reporting Program; and

WHEREAS, Section 15162 of the CEQA Guidelines provides that an agency should prepare a Subsequent Environmental Impact Report if there are substantial changes to the project or the circumstances under which the project is undertaken that will require major revisions of

the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

WHEREAS, preparing a subsequent EIR for the LSAP update and ISI project was determined to be appropriate as a result of new or potentially more significant impacts to several environmental categories that require analysis under CEQA; and

WHEREAS, a Subsequent Draft Environmental Impact Report ("DSEIR") and Final Subsequent Environmental Impact Report ("FSEIR", collectively, the "SEIR") have been prepared for and by the City of Sunnyvale for the Project pursuant to CEQA and the CEQA Guidelines; and

WHEREAS, the SEIR addresses the environmental impacts of the Project, which is further described in Section 2 of Exhibit E attached hereto and incorporated herein by reference; and

WHEREAS, pursuant to CEQA Guidelines Section 15043 the City Council has the authority to approve this project even though it may cause significant effects on the environment so long as the City Council makes a fully informed and publicly disclosed decision that there is no feasible way to lessen or avoid the significant impacts (CEQA Guideline Section 15091) and that there are specifically identified expected benefits from the project that outweigh the policy of reducing or avoiding significant environmental impacts of the projects (CEQA Guidelines Section 15093); and

WHEREAS, in conformance with CEQA, the City has issued notices, held public hearings, and taken other actions as described in Section 3 of Exhibit E attached hereto; and

WHEREAS, the SEIR is incorporated by this reference in this Resolution, and consists of those documents referenced in Section 3 of Exhibit E attached hereto; and

WHEREAS, in August 2020, a Water Supply Assessment was prepared to assess the available water supply for the LSAP area as required by Section 10910 of the Water Code and Section 15155 of the CEQA Guidelines; and

WHEREAS, by motions adopted on August 23, 2021, the Sunnyvale Planning Commission recommended that the City Council certify the SEIR, adopt the LSAP, and make related amendments to the City's Zoning Code and General Plan; and

WHEREAS, a public hearing was held by the City Council on September 14, 2021, regarding the Project and the SEIR, following notice duly and regularly given as required by law, and all interested persons expressing a desire to comment thereon or object thereto were heard, and the SEIR was considered; and

WHEREAS, by this Resolution, the City Council, as the lead agency under CEQA for preparing the SEIR and the entity responsible for approving the Project, desires to comply with

the requirements of CEQA and the CEQA Guidelines for consideration, certification, and use of the SEIR in connection with the approval of the Project.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE THAT:

1. SEIR CERTIFICATION. The City Council hereby finds and certifies that the SEIR has been completed in compliance with CEQA and the CEQA Guidelines; that the SEIR adequately addresses the environmental issues of the Project; that the SEIR was presented to the City Council; that the City Council has reviewed and considered the information contained in the SEIR prior to approving the Project; and that the EIR reflects the independent judgment and analysis of the City Council.

2. MITIGATION MONITORING AND OVERRIDING CONSIDERATIONS. The City Council hereby identifies the significant effects, adopts the mitigation measures, adopts the monitoring Mitigation Monitoring and Reporting Plan to be implemented for each mitigation measure, makes the findings, and adopts a statement of overriding considerations set forth in detail in the attached Exhibit E, which is incorporated in this Resolution by this reference. The statements, findings and determinations set forth in Exhibit E attached hereto are based on the above certified EIR and other information available to the City Council, and are made in compliance with Sections 15091, 15092, 15093, and 15096 of the CEQA Guidelines and Sections 21081 and 21081.6 of CEQA.

3. WATER SUPPLY ASSESSMENT. The City Council hereby finds that projected water supplies are sufficient to satisfy the demands of the Project in addition to existing and future uses. The City Council hereby approves the Water Supply Assessment (WSA) in compliance with Section 10910 of the Water Code and Section 15155 of the CEQA Guidelines, and adopts the WSA as a technical addendum to the Environmental Impact Report.

4. GENERAL PLAN AMENDMENT. Based on the foregoing findings, the City Council finds and determines that the General Plan Amendment constitutes a suitable and logical change in the plan for physical development of the City of Sunnyvale, and it is in the public interest to approve the General Plan Amendment, which is in detail in the attached Exhibit B, which is incorporated in this Resolution by this reference.

5. ADOPTION OF AMENDED LAWRENCE STATION AREA PLAN, SENSE OF PLACE PLAN AND DEVELOPMENT INCENTIVES PROGRAM. Based on the foregoing findings, the City Council finds and determines that adoption of the proposed amendments to the Lawrence Station Area Plan (LSAP) constitutes a suitable and logical change in the plan for the physical development of the City of Sunnyvale, and it is in the public interest to approve the amended LSAP. The City Council finds that the amended LSAP is consistent with the City's General Plan, and supports the City's long-term goals for the area. Based upon the LSAP's consistency with the General Plan, and subject to the implementation of the Mitigation Monitoring and Reporting Program as a condition of approval, the City Council approves and adopts the LSAP, with certain modifications recommended by staff. The City Council further adopts the LSAP Sense of Place Plan and the amended LSAP Development Incentives Program,

attached hereto as Exhibits C and D and incorporated in this Resolution by reference. Copies of the LSAP are on file in the office of the City Clerk.

Adopted by the City Council at a regular meeting held on _____, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:
RECUSAL:

ATTEST: APPROVED:

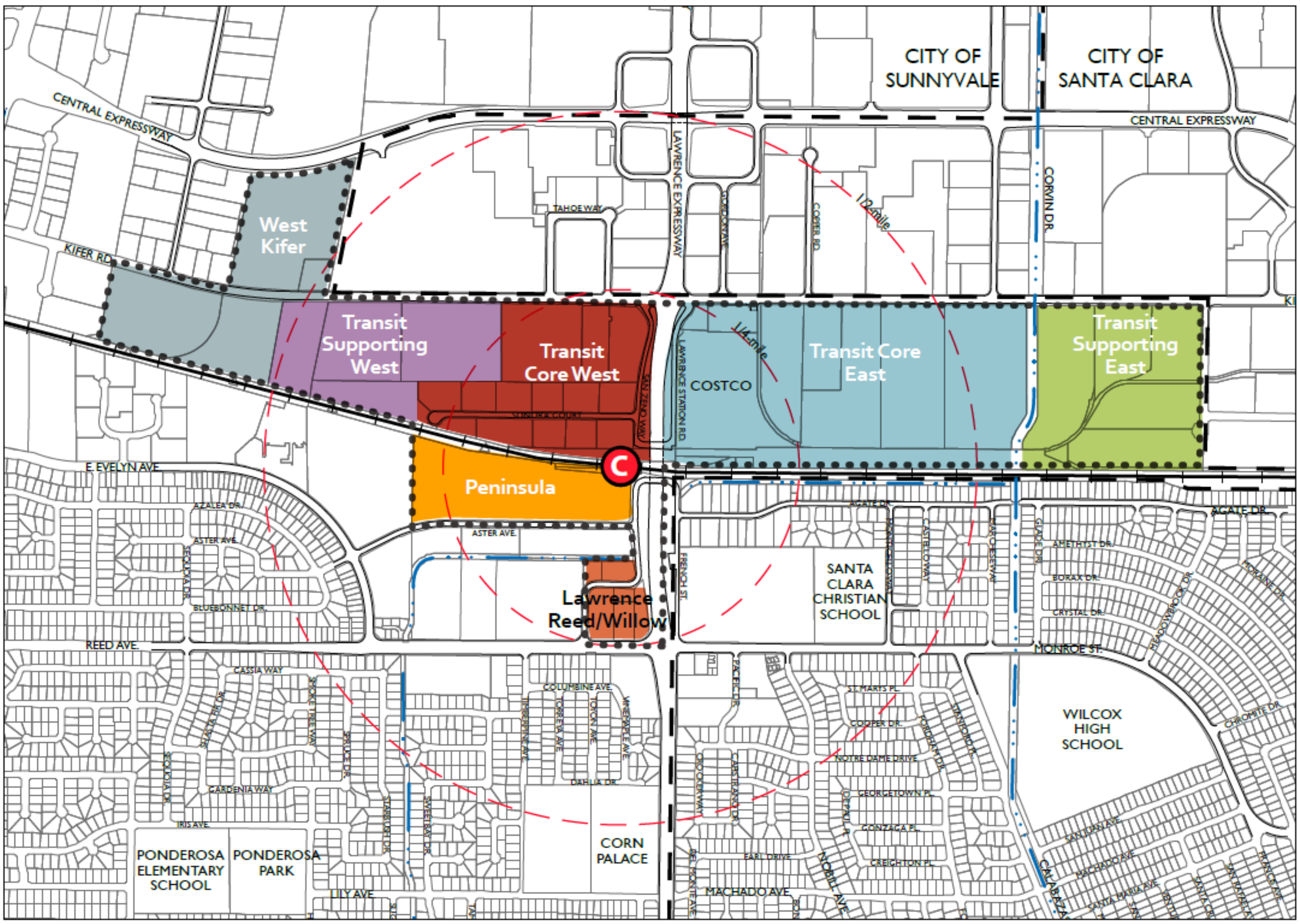
_____ _____
City Clerk Mayor
(SEAL)

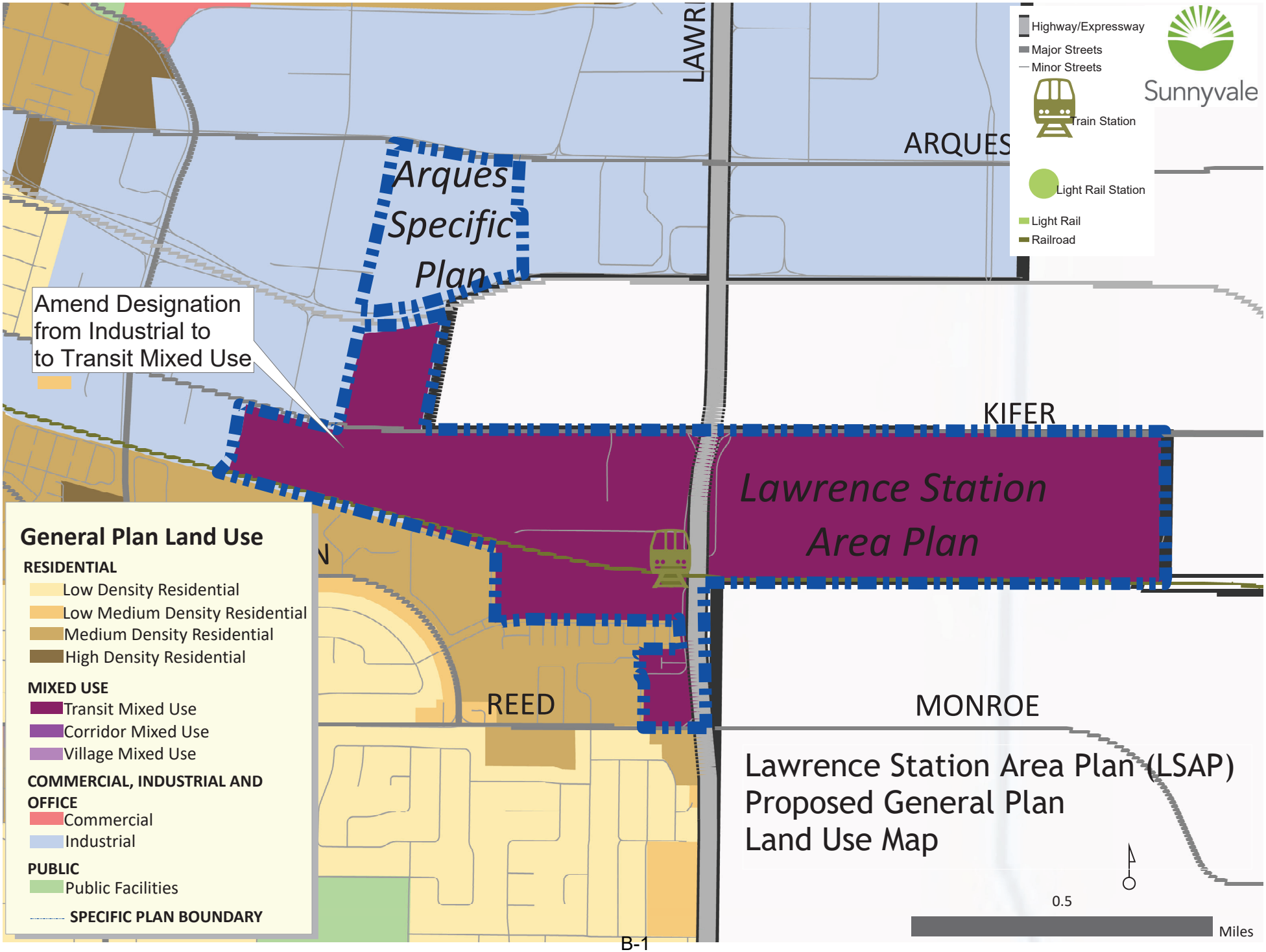
APPROVED AS TO FORM:

_____
City Attorney

Exhibits
A – Map of the LSAP district
B – Amendments to the General Plan and General Plan Map
C – LSAP Sense of Place Plan
D – LSAP Development Incentives Program
E – CEQA Findings and Statement of Overriding Considerations

EXHIBIT A


CITY OF SUNNYVALE
CITY OF SANTA CLARA
CENTRAL EXPRESSWAY
West Kifer
KIFER RD
Transit Supporting West
Transit Core West
COSTCO
Transit Core East
Transit Supporting East
1/2 mile
1/4 mile
Peninsula
Lawrence Reed/Willow
E. EVELYN AVE
REED AVE
MONROE ST
SANTA CLARA CHRISTIAN SCHOOL
WILCOX HIGH SCHOOL
CORN PALACE
PONDEROSA ELEMENTARY SCHOOL
PONDEROSA PARK
LAWRENCE EXPRESSWAY
CORVIN DR.
AGATE DR.
MACHADO AVE
LILY AVE



Community Development Department, 2021

Lawrence Station Area Plan General Plan Language Updates
Land Use and Transportation Chapter
Sunnyvale General Plan

Updates to Figures 3-1, 3-9, 3-10, 3-11 illustrate the boundary expansion.

Page 3-8
In summary, as shown in Figure 3-2, the ~~2035~~ buildout scenario represents the following potential changes from existing conditions:

Figure 3-2: Comparison 2014 to Horizon 2035 + Approved General Plan Amendments (up to September 2021).

	2014 Existing Conditions	Horizon 2035 Buildout + Approved General Plan Amendments (up to Sept. 2021)
Population	147,055	174,500
Housing Units	57,000	~~72,460~~76,665
Industrial/Office/Commercial (million s.f.)	47.3	59.2
Jobs	82,000	123,010
Jobs-to-Housing Units Ratio	1.44	1.60~~9~~

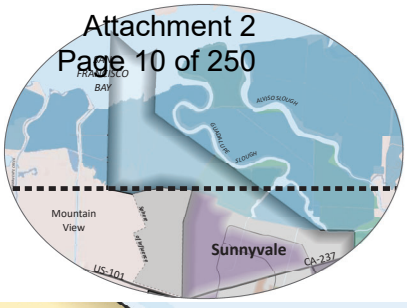
Page 3-73
Office, Industrial, Research & Development
Lawrence Station Area Plan
The Lawrence Station Area Plan was originally adopted in 2016 and ~~completed~~ updated in 20~~16~~21 to maximize benefits for Sunnyvale that come from the area's proximity to Lawrence Caltrain Station. The plan supports mixed use office/research and development, residential and retail uses in the approximate ½ mile radius around the station. The land uses and circulation identified in the plan support transit ridership, and provide access through the area for pedestrians, bicyclists and motor vehicles.

3-86
Mixed Use Designations
Transit Mixed-Use
This category ~~allows~~ will allow for a wide variety of uses and densities located in close proximity to rail stops or other major forms of mass transit when~~.~~ ~~High-density residential is desirable closest to transit stops/stations;~~ specific densities and intensities for residential, commercial, and office uses are determined by a specific plan or area plan. ~~greater than 65 dwelling units per acre may be compatible with this designation. Other residential densities are also desirable in Transit Mixed-Use areas.~~ High-intensity commercial and office uses should be expected. Buildings may be up to eight stories. In the Downtown area, regional commercial is allowed. Densities and intensities in each Transit Mixed-Use area will be ~~further refined and~~ implemented with a specific plan or area plan and a toolkit of development standards and design guidelines.

LAND USE CATEGORY	TRANSIT MIXED-USE
DESCRIPTION	~~Allows~~ Will allow a mix of residential uses at various densities, ~~highintensity~~high intensity commercial uses, regional commercial uses, and office uses located near rail stops or other mass transit when defined in a Specific Plan or Area Plan.
DENSITY/INTENSITY	~~Typically up to 65 du/acre near transit stations;~~ Specific densities and intensities determined by Specific Plan or Area Plan
TYPICAL ZONING DISTRICTS	Downtown Specific Plan Blocks 1-23, Lawrence Station Area Plan, Lawrence Station Mixed Use Development

3-93
Mixed-Use Area Plans
Lawrence Station Area Plan
This plan addresses a ~~372~~231-acre area, or approximately a one-half-mile radius, surrounding the Lawrence Caltrain Station. The plan promotes greater use of this existing transit asset and guides the development of a diverse neighborhood of employment, residential, retail, other support services, and open space. The densities allowed in the plan area will result in high- and very high-density residential units, higher-intensity office/research and development uses, retail space, and industrial uses.

CHANGING CONDITIONS 2010-2035



CHARACTER OF CHANGE

PRESERVE. *Area is expected to experience minimal infill and upgrades. Fundamental purpose, form and character stay the same.*

ENHANCE. *Area is expected to experience minor infill, improvements and redevelopment. Form may change, but will stay consistent with the current character.*

TRANSFORM. *Area is expected to experience major improvements and redevelopment. Form and character will change significantly through intensification in residential density or non-residential floor area, and/or change in use entirely.*

The illustration to the right dentifies the relative amount of change that is expected to occur through 2035. This is a simplified diagram and the boundaries depicted do not coincide with actual property line boundaries.

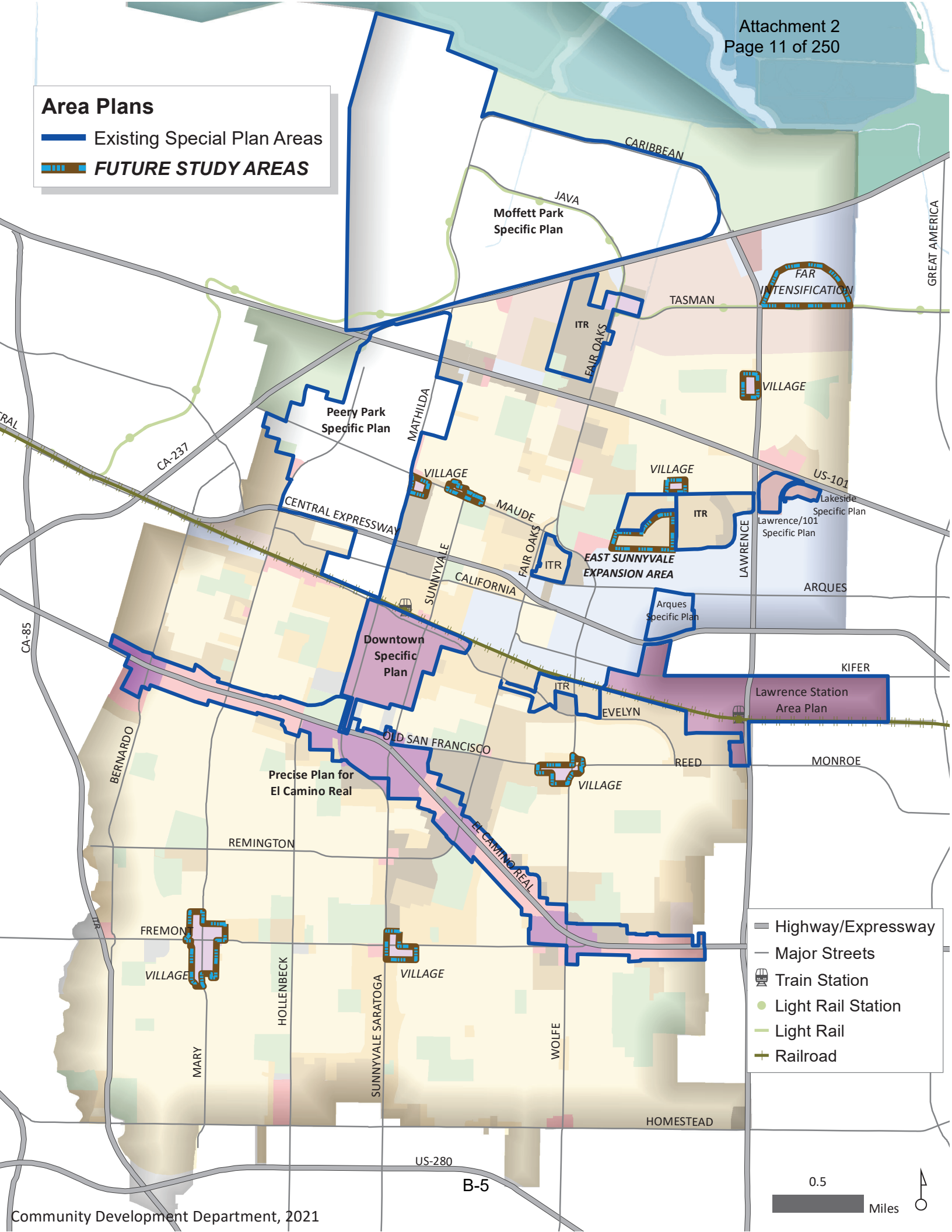
- **Preserve**
- **Enhance**
- **Transform** - *Residential*
- **Transform** - *Office/Industrial*
- **Transform** - *Mixed-Use*

Sphere of Influence
CARIBBEAN
JAVA
CA-237
TASMAN
FAIR OAKS
MATHILDA
US-101
CENTRAL EXPRESSWAY
MAUDE
FAIR OAKS
LAWRENCE
CALIFORNIA
ARQUES
BERNARDO
KIFER
SUNNYVALE
EVELYN
OLD SAN FRANCISCO
REED
MONROE
CA-85
REMINGTON
EL CAMINO REAL
FREMONT
HOLLENBECK
SUNNYVALE SARATOGA
WOLFE
MARY
HOMESTEAD
US-280

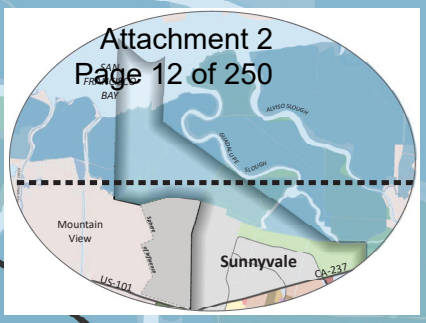
- Highway/Expressway
- Major Streets
- Train Station
- Light Rail Station
- Light Rail
- Railroad
- Creek
- Channel

0.5 Miles

Community Development Department, 2021



Community Development Department, 2021



City of Sunnyvale General Plan Land Use

RESIDENTIAL
- Low Density Residential
- Mobile Home Park
- Low Medium Density Residential
- Medium Density Residential
- High Density Residential
- Very High Density Residential

MIXED USE
- Transit Mixed Use
- Corridor Mixed Use
- Village Mixed Use

COMMERCIAL, INDUSTRIAL AND OFFICE
- Commercial
- Industrial
- Office

PUBLIC
- Public Facilities
- Baylands

SPECIFIC PLAN BOUNDARY

Sphere of Influence

Moffett Park Specific Plan

Peery Park Specific Plan

Downtown Specific Plan

Lakeside Specific Plan

Lawrence/101 Specific Plan

Arques Specific Plan

Lawrence Station Area Plan

Precise Plan for El Camino Real

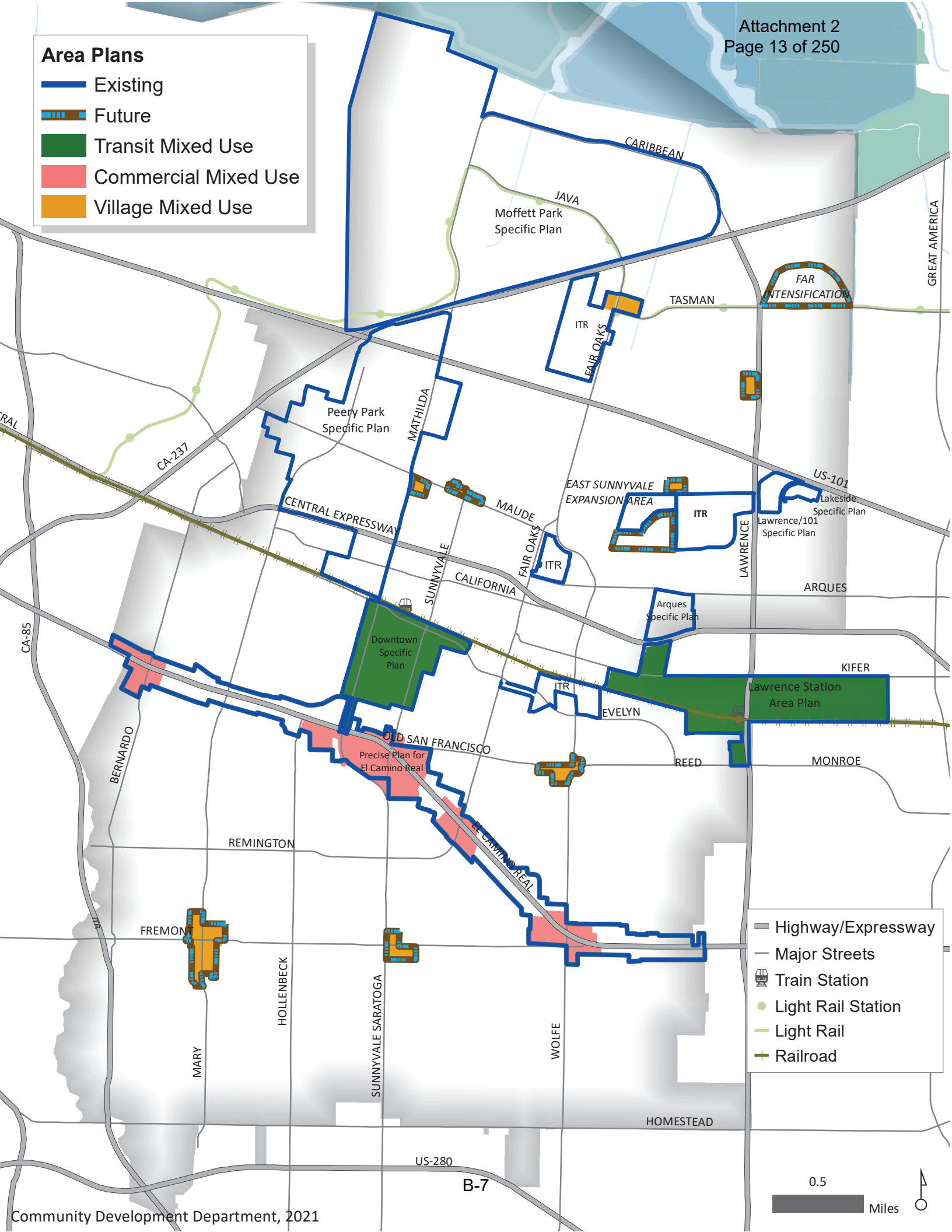
FAR Intensification

CARIBBEAN
IAVA
TASMAN
FAIR OAKS
MATHILDA
MAUDE
CENTRAL EXPRESSWAY
CALIFORNIA
BERNARDO
LAWRENCE
ARQUES
KIFER
EVELYN
REED
MONROE
OLD SAN FRANCISCO
SUNNYVALE
EL CAMINO REAL
REMINGTON
FREMONT
HOLLENBECK
MARY
SUNNYVALE SARATOGA
WOLFE
HOMESTEAD
GRANT
CA-85
US-101
US-280

- Highway/Expressway
- Major Streets
- Minor Streets
- Train Station
- Light Rail Station
- Light Rail
- Railroad

0.5 Miles

Community Development Department, 2021



Community Development Department, 2021

FINAL DRAFT

LAWRENCE STATION SENSE OF PLACE PLAN

August 16, 2021

Sunnyvale

ACKNOWLEDGEMENTS

City of Sunnyvale Staff

Community Development Department, Planning Division; Office of the City Manager; and Public Works Department, Engineering Division and Transportation and Traffic Division

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Mary Jeyaprakash, Associate Planner

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Nancy Smith, (former Councilmember)
Mason Fong, Councilmember
Michael S. Goldman, (former Councilmember)
Glenn Hendricks, Vice Mayor
Gustav Larsson, Councilmember
Russ Melton, Councilmember
Alysa Cisneros, Councilmember
Omar Din, Councilmember

Planning Commission

Sue Harrison

Daniel Howard, Chair

John Howe

Ken Olevson

Ken Rheaume

David Simons, Vice Chair

Carol Weiss

Bicycle and Pedestrian Advisory Commission

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LIST OF FIGURES

1 INTRODUCTION

Background

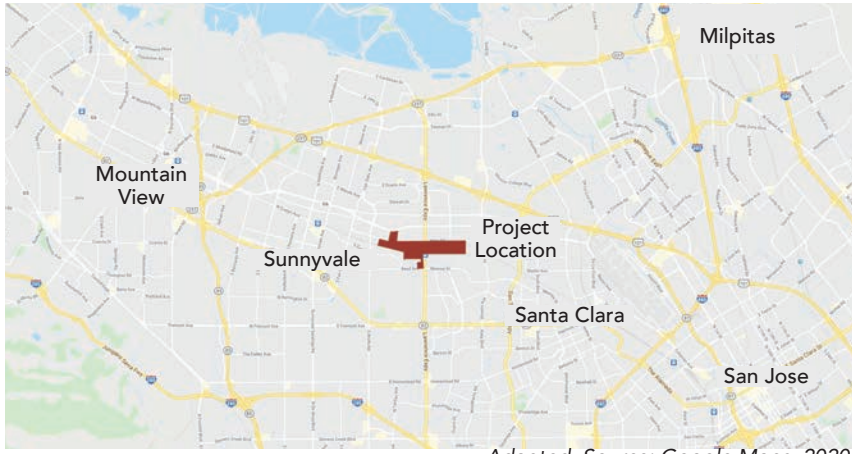
The Lawrence Station Area Sense of Place Plan ("SOP plan" or "Sense of Place Plan") has been prepared to supplement the Lawrence Station Area Plan ("LSAP"), which the Sunnyvale City Council adopted in 2016 and amended in 2021. The LSAP was developed to promote greater use of existing transit facilities and to guide the development of a diverse neighborhood that provides employment, residential, retail, and other services and recreational spaces. The Sense of Place Plan builds off of the goals, policies, and guidelines outlined in the LSAP and provides recommendations to shape the future character and improve the streetscape experience around Lawrence Station.

Purpose

The purpose of this report is to function as a policy document to ensure improvements to the Lawrence Station Area are implemented in accordance with the Sense of Place Plan.

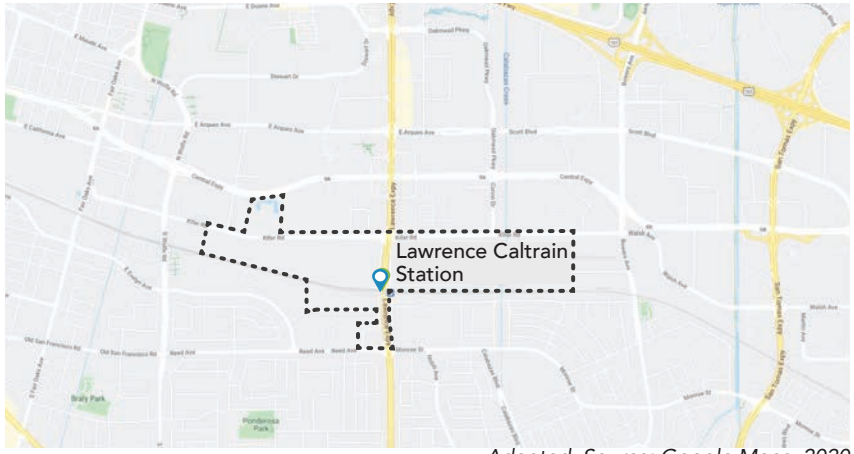
The primary goals of the Sense of Place Plan are to:

- Enhance the quality of life for current and future residents by promoting a vibrant streetlife
- Encourage multimodal transportation, with an emphasis on safer and more inviting streets for pedestrians, bicyclists, and transit users, in order to reduce the impacts of higher intensity development on traffic, greenhouse gas emissions, and noise.
- Enhance neighborhood identity and character through streetscape enhancements



Adapted, Source: Google Maps, 2020

Figure 1-1. Vicinity Map



Adapted, Source: Google Maps, 2020

Figure 1-2. Project Location Map

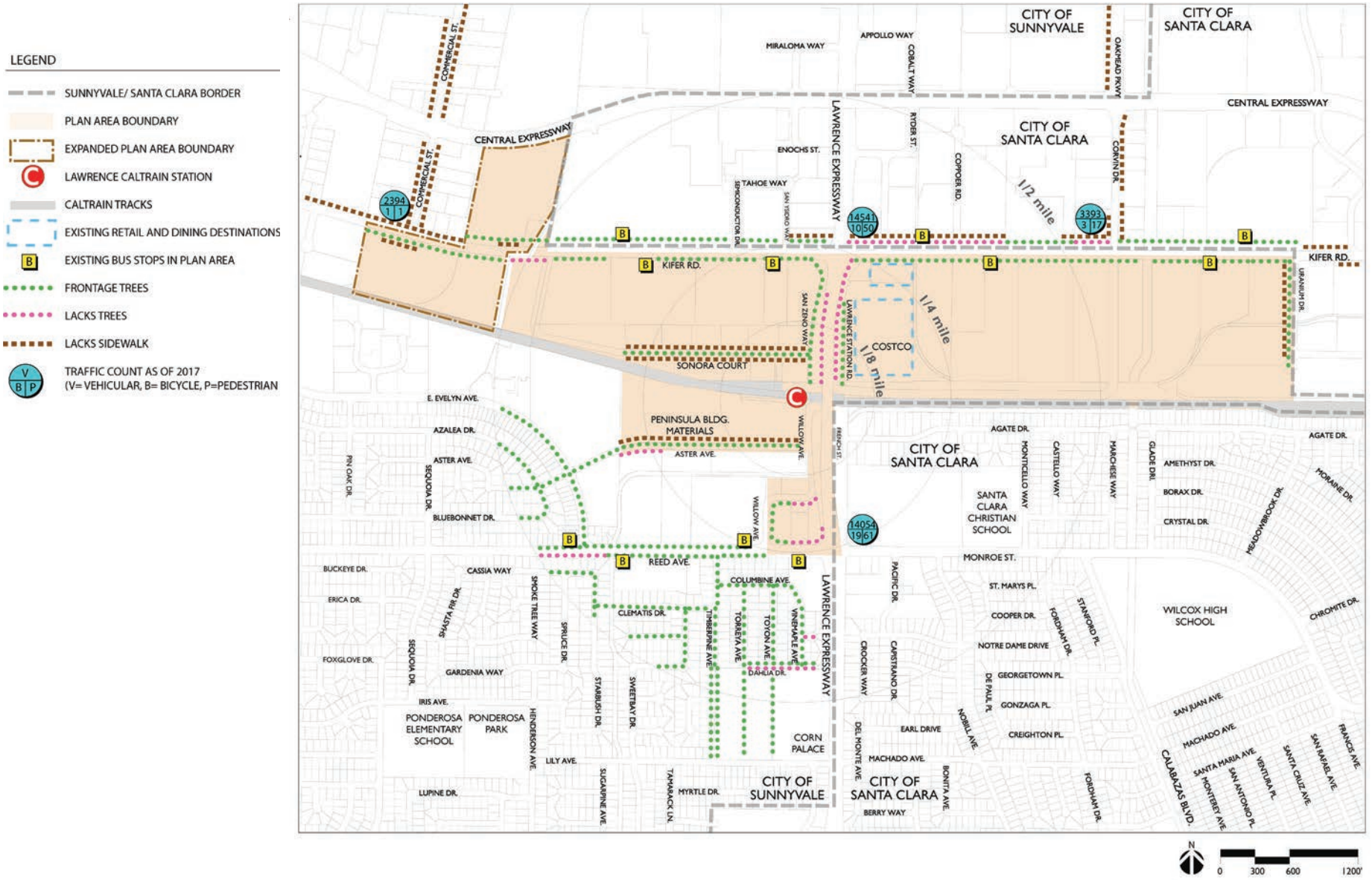


Figure 1-3. Existing Conditions Plan

Base Map Source: LSAP, February 2015

Location

The project is centered around the Lawrence Caltrain Station in Sunnyvale ("City"), California, and the study area is roughly bounded by Kifer Road to the north, Uranium Drive to the east, Reed Avenue, Aster Avenue and the Caltrain tracks to the south, and Commercial Street to the west. The project is also bounded by the Sunnyvale and Santa Clara city limits to the north and east as shown in Figure 1-3. The jurisdiction of the northern boundary of Kifer Road is shared between the City and Santa Clara.

Existing Conditions As of 2021

Two main collector roads, Kifer Road and Reed Avenue, run through the study area and connect to Lawrence Expressway, a major arterial that is under the jurisdiction of the County of Santa Clara. In the City of Santa Clara, offices line Kifer Road, directly north of the plan area. A new mixed-

Existing conditions at Aster Avenue (upper left), Lawrence Expressway (upper right), Kifer Road (lower left), and Uranium Drive (lower right)

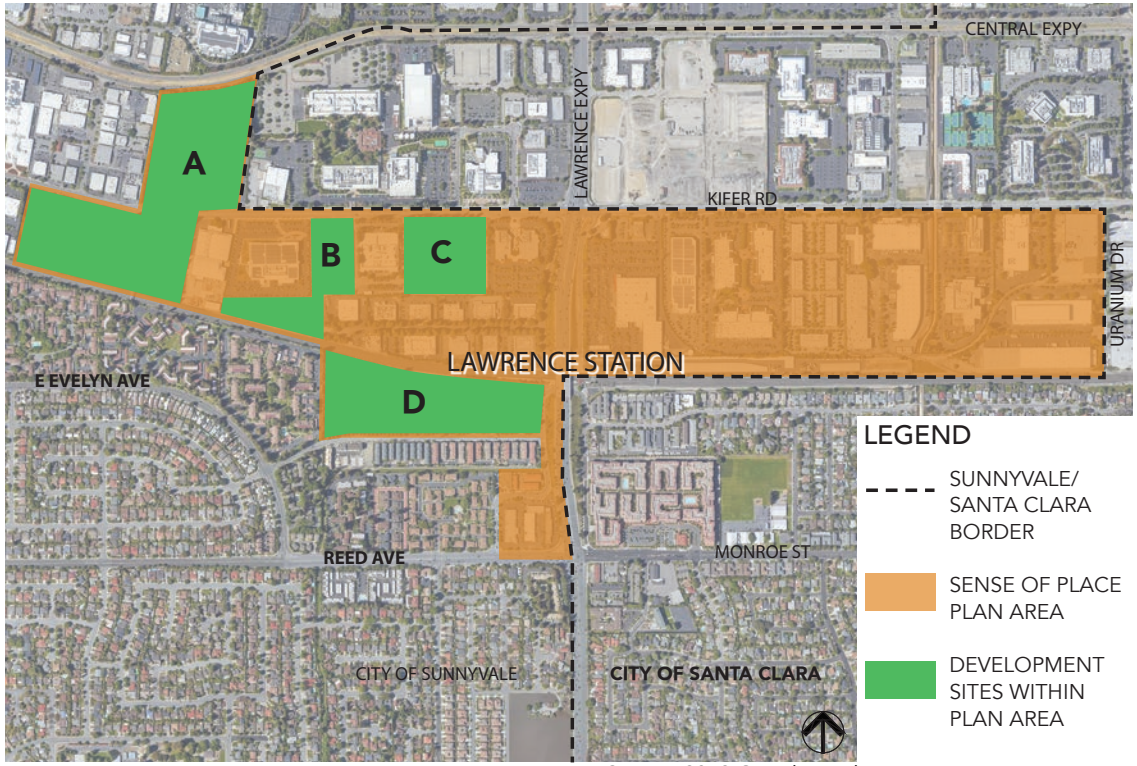
use housing development was recently constructed just outside the plan area, directly northeast of the Lawrence Expressway and Kifer Road intersection in the City of Santa Clara's LSAP. Industrial developments lie to the east of Uranium Drive (City of Santa Clara), and residential developments lie to the south of the plan area both in Sunnyvale and Santa Clara. These include apartment and townhome complexes directly to the south, and mature single-family residential neighborhoods that lie beyond those complexes.

Currently the plan area consists mostly of office uses. Industrial parcels include the eastern area between Calabazas Creek and Uranium Drive. A townhome/ condominium/apartment community has been approved on the former Calstone/Peninsula Building Materials site. Plans for new Intuitive Surgical office and manufacturing facilities are underway for the parcels at the western edge of the study area as shown in Figure 1-4. A mixed-use apartment development was recently completed at 1120 and 1130 Kifer Road and an expansion of the Intuitive Surgical campus was also recently completed at 1050 Kifer Road and 1127 Sonora Court, all located west of Lawrence Expressway.

Caltrain, Santa Clara Valley Transportation Authority (VTA), and the Altamont Corridor Express (ACE) shuttle provide public transit service to the study area.

Street trees are present primarily at office developments that were redeveloped in the recent years, and sidewalks and curb ramps are missing at some locations within the study area as shown in Figure 1-3. Mature street trees line portions of Kifer Road and all along Sonora Court.

Overall, existing conditions do not favor walking and bicycling in the plan area due to gaps in the sidewalk and bicycle lane network, wide, auto-oriented streets, large blocks, and inconsistent frontage amenities, such as street trees. Moreover, VTA buses do not make stops at Lawrence Station because of insufficient roadway access.



Base Map Source: 2019 Google Earth

KEY

A: INTUITIVE SURGICAL (932 & 945-955 KIFER ROAD), PLANNED

B: INTUITIVE SURGICAL (1050 & 1127 SONORA COURT), RECENTLY COMPLETED

C: GREYSTAR (1120 & 1130 KIFER ROAD), RECENTLY COMPLETED

D: OLYMPIC RESIDENTIAL GROUP (1155 & 1175 ASTER AVENUE), APPROVED, NOT BUILT

Figure 1-4. Developments Planned or Under Construction as of 2021

Other Studies

This report supplements the Lawrence Station Area Plan, as previously noted.

An amendment to the LSAP housing component was undertaken to study an increase in housing opportunities in the plan area. In June 2018, City Council selected an alternative that would increase the density allowance for areas zoned as mixed-use north of the railroad tracks and expand areas where housing may be considered to the area east of Calabazas Creek and the commercial center at Willow Avenue and Reed Avenue. This results in an increase of 3,612 units beyond the 2,323 units originally adopted. Rezonings of certain portions of the LSAP would occur as part of the density increase as shown in Figure 1-5.

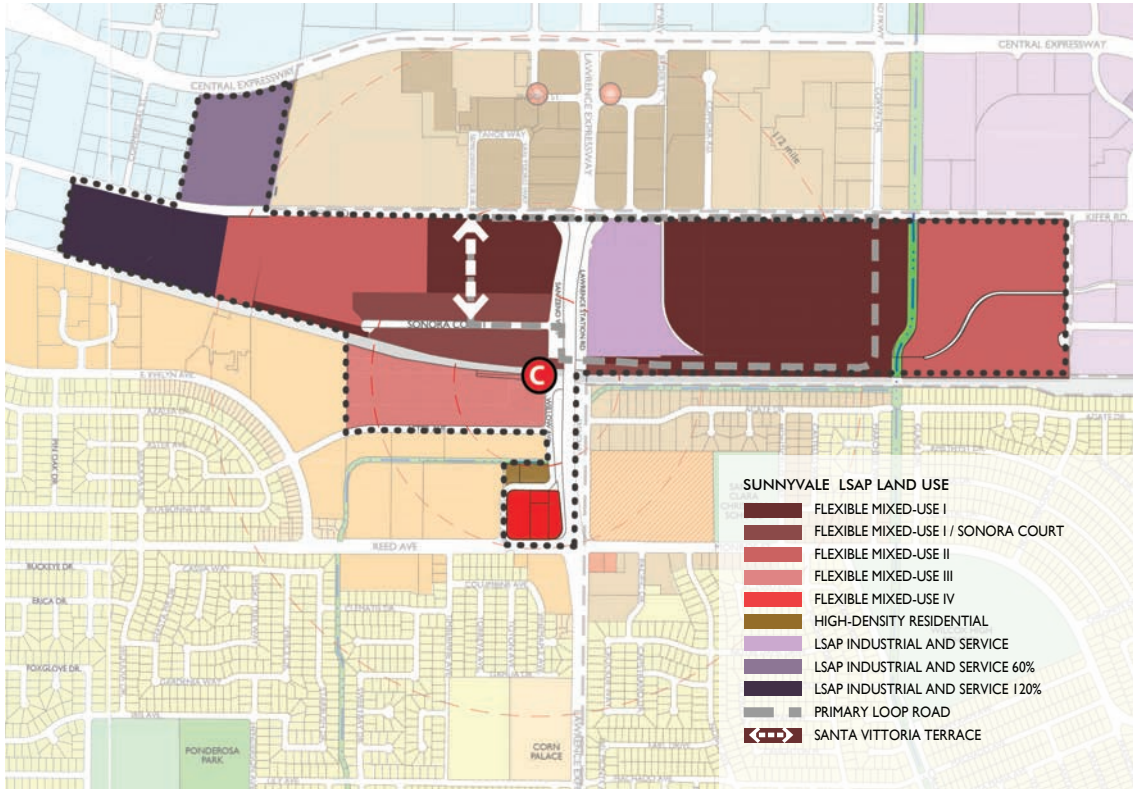
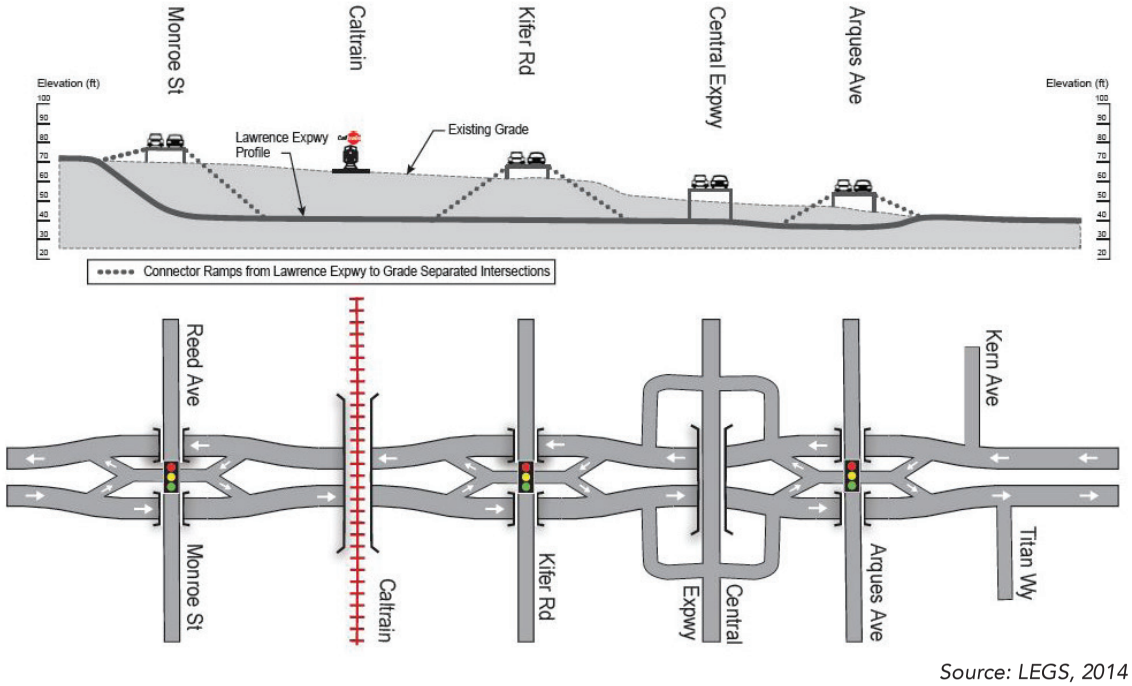


Figure 1-5. Zoning Map

The Lawrence Expressway Grade Separation ("LEGS") Concept Study was a report completed in 2014 by the County of Santa Clara that evaluated the potential for grade separations at the intersections of Lawrence Expressway with Arques Avenue, Kifer Road, and Reed Avenue/Monroe Street as shown in Figure 1-6. These were reportedly the most congested intersections along the expressway according to the 2003 Comprehensive County Expressway Planning Study, and congestion has continued to increase since then. The LEGS report presented a high-level concept that included improvements to pedestrian and bicycle circulation along the expressway. The Lawrence Expressway Grade Separation project from Reed/Monroe to Arques is included in the VTA's Santa Clara County Expressway Tier 1 Improvements list using 2016 Measure B funds. While the concept will require further study and development, including configuration of connections



Source: LEGS, 2014

Figure 1-6. Proposed Lawrence Expressway Grade-Separated Conceptual Design

between the expressway and local collector roads, select elements of the proposed concept are reflected in the Sense of Place Plan.

The Sense of Place Plan takes into consideration the City of Santa Clara Bicycle Plan Update 2018 and input from traffic engineering staff at the City of Santa Clara regarding proposed improvements along the city boundaries at Kifer Road and Uranium Drive.

Overview

The report organizes neighborhood sense of place enhancements into circulation improvements and streetlife improvements. These improvements pertain primarily to the public-right-of-way, although some recommendations affect site design. Recommendations are followed by a discussion of existing City policies, potential funding sources, likely cost, and methods and timing of implementation.

2 GOALS AND OBJECTIVES

The goal of the Lawrence Area Sense of Place Plan is to guide the future character of the neighborhood by defining key physical elements and improving the streetscape experience around Lawrence Station through circulation and streetlife improvements. It is also intended that the improvements in this plan will reduce the impact of higher intensity development on automobile traffic generation and noise, and greenhouse gas emissions. The term 'streetlife' in this document refers to the activation of the public street right-of-way and the public-private interface through the development and provision of amenities in public and publicly-accessible private spaces.

Objectives to improve circulation include:

- Creating new pedestrian pathways that reduce block sizes to increase walkability
- Creating a new shared-use path and buffered bike lane network to increase safety and circulation for pedestrians and bicyclists
- Enhancing safety through the addition of signalized intersections and landscaped medians at key locations along Kifer Road, which improve roadway crossings and aid traffic calming
- Addressing existing, minor pedestrian barriers such as eliminating gaps in sidewalks and missing curb ramps
- Achieving funding to provide grade-separated structures such as a tunnel or overcrossing to bridge major pedestrian and bicycle barriers such as the Caltrain tracks and Lawrence Expressway
- Providing new vehicular routes that provide alternatives for motorists accessing Lawrence Station and other destinations in the plan area

Objectives to improve streetlife include:

- Encouraging transit use by providing vehicular- and pedestrian-scale signage to increase visibility of and wayfinding access to the Lawrence Caltrain station
- Making public access corridors through private developments highly visible and intuitive
- Encouraging an exterior, public-street focus at private developments in lieu of developments that face the interior and are closed off to the surrounding neighborhood
- Introducing thematic elements such as site furnishings, lighting, and signage that strengthen the identity of the neighborhood
- Promoting community connections and social interactions through the provision of publicly accessible parks, plazas and seating
- Planting street trees, and creating landscaped parkway strips and landscaped medians that provide increased shade for pedestrians, bring a human scale to wide roads, and beautify the neighborhood
- Providing monumental signage to announce entries to the Lawrence Station Area neighborhood
- Providing pedestrian-scale and roadway lighting to improve

safety, encourage walkability, and to enhance community connectedness

Process

The goals and objectives were developed through a process that began in August 2018 and included the review of multiple City documents and a site visit to understand existing conditions.

Documents that were reviewed included:

- City GIS information (aerial, street trees, street lights, parcel boundaries)
- Collision data
- Traffic counts for key intersections
- Land use and zoning maps
- Lawrence Station Area Plan
- Lawrence Expressway Grade Separation Concept Study
- 1120 to 1130 Kifer Road development plans

Community workshop in March 2019

- 1050 Kifer Road development plans
- 1155 to 1175 Aster Avenue development plans
- City of Santa Clara Bicycle Plan Update 2018
- Sunnyvale Urban Forest Management Plan 2014
- City design guidelines and zoning standards

Site opportunities and constraints were evaluated and documented in Figure 1-3, and several meetings were held with City staff to review

draft planning documents. A meeting with the Intuitive Surgical team (owner, developer, and design consultants) for the 945, 955, 932, and 950 Kifer Road parcels was held to understand their design objectives. Coordination with the City of Santa Clara Department of Public Works was conducted to review proposed improvements to Kifer Road, French Street, and Uranium Drive.

In March 2019 a community workshop was held to solicit public input on the changes area residents wanted to see incorporated into the plan. After a short overview of the project goals and objectives, attendees were encouraged to visit four different discussion stations. The purpose of the stations was to share the project background, to understand the types of streetscape improvements residents wanted to see, to understand how residents currently circulate through the site compared to how they would like to circulate through the site, and to learn which motif residents identified with.

Community members sharing their thoughts at the workshop stations

Fifty people signed in at the meeting, and 28 completed questionnaires were returned at the end of the workshop. After the meeting, an online survey was made available and there were 37 respondents. Comments from the Caltrain Bicycle Advisory Committee and an employee who works in the plan area were emailed to the City as well. A more detailed summary of the public input is included in the Appendix.

In general, respondents had the following input:

1. **Which motif and architectural style do you feel should be used to enhance the character and identity of the Sense of Place plan area as a unique neighborhood?** Residents preferred trees as the motif for the neighborhood and Spanish Eclectic as the architectural style for future development.

2. **Where do you go and which route do you take to get there? Are there places you would consider problem areas?** The main destination for attendees was Costco and the main location identified as in need of improvement is the area immediately around Lawrence Caltrain Station. The intersections of Lawrence Expressway and Reed Avenue, Timberpine Avenue and Reed Avenue, and Kifer Road and Lawrence Expressway were also considered problem areas. When residents walk, bike, or take transit, they tend to take Timberpine Avenue, Willow Avenue, and Sonora Court. When driving, residents primarily take Lawrence Expressway, Timberpine Avenue, Kifer Road, Reed Avenue, Monroe Street, Central Expressway, and Wolfe Road.

3. **How can your experience on Kifer Road, Reed Avenue, Willow Avenue, and Uranium Drive be improved?** Residents primarily preferred for all these streets to be more walkable. They also wanted these streets to be more bikeable and have better wayfinding.

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3 NEIGHBORHOOD IMPROVEMENTS

Circulation Improvements

Circulation improvements provide safer routes for pedestrians and bicyclists through traffic calming measures, intersection improvements, and shared-use path networks. New vehicular routes and smaller block sizes provide more alternatives for both motorists and pedestrians and make the neighborhood more walkable. Circulation improvements are shown in Figure 3-1 and are described in more detail in this section.

Signal-Controlled Intersections

The existing traffic signals on Kifer Road are generally spaced at no more than 0.3-mile intervals. At Texas Instruments (3833 Kifer Road), the existing signal will be removed once the new traffic signal is installed at the 1020 Kifer Road driveway. A new traffic signal is also planned at the intersection of Kifer Road and Commercial Street, in conjunction with recent office project approvals nearby. The addition of other stop-controlled intersections will be determined based on location and necessity on a project-by-project basis.

A signal-controlled intersection at Kifer Road and Uranium Drive will replace the existing stop-controlled intersection to improve pedestrian and bicycle access to Uranium Drive, which will serve as the eastern connection to a Class I shared-use path. The current block length along Kifer Road from Corvin Drive to Bowers Avenue is approximately 0.5-miles, which is far longer than the typical recommended block length and a significant distance for pedestrians wishing to cross Kifer Road to detour. Providing the signal at Uranium Drive will reduce the interval to 0.3-miles, which is consistent with the maximum interval between signal-controlled intersections elsewhere in the plan area.

Santa Clara Valley Transportation Authority (VTA) Bus Stops

VTA has identified the following bus stops as in need of upgrades in order to meet current ADA and VTA standards:

- Eastbound Kifer Road opposite of Commercial Street
- Eastbound Kifer Road opposite of San Ysidro Way
- Eastbound Kifer Road opposite of Copper Road

Recommended improvements at each of these stops are:

- An 8’ x 40’ passenger pad per VTA standards to provide sufficient circulation and ADA access
- A 10’ x 55’ minimum bus pad per VTA standards to maximize pavement longevity

Additional bus stop standards and policies can be found in the following documents:

- VTA Bus Stop and Passenger Facilities Standards
- VTA Transit Passenger Environmental Plan
- VTA Bus Stop Placement, Closures, and Relocations Policy

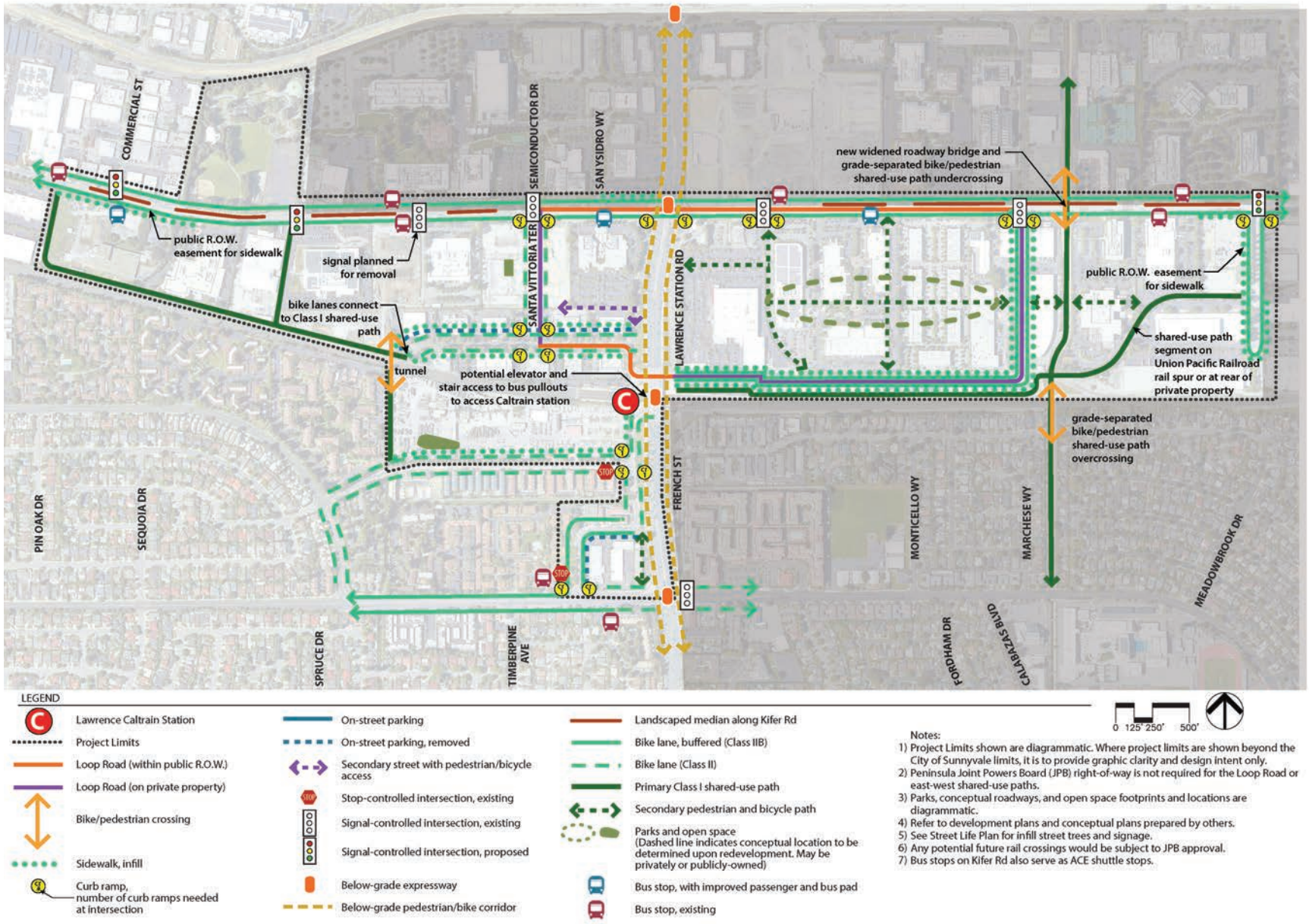


Figure 3-1. Sense of Place Plan
All improvements shown are conceptual and subject to further analysis and refinement.

Primary Shared-Use Paths

A network of publicly-accessible primary Class I shared-use paths will provide pedestrians and bicyclists routes that are physically separated from vehicles and an alternative to the use of on-street bike lanes. The path network west of Lawrence Expressway runs adjacent to the Caltrain tracks along the back end of parcels owned by Intuitive Surgicial. A section of the path that connects to Sonora Court was recently completed on the 1020 Kifer Road site. The path segment running east-west to the east of Lawrence Expressway is envisioned to be located within the dedicated 12'-0" path easement on the Extra Space Storage parcel at 106 Lawrence Station Road. From Calabazas Creek, it is envisioned to continue eastward on the rail spur property. If locating the path within the rail property is determined to be infeasible, the path shall be located at the rear of the parcels fronting Kifer Road. The path will also run north-south along Calabazas Creek, and an undercrossing should be provided at Kifer Road. This crossing would be a joint venture between the City, City of Santa Clara, and Valley Water.

A typical section of the shared-use path consisting of a 14'-0" wide paved path within a 22'-0" minimum shared-use path easement is shown in Figure 3-2. Lighting shown in Figure 3-3 should be provided along the path corridor to support commuter uses. Landscaping, including shade trees, and amenities like seating should be provided to provide a comfortable and inviting environment for path users. The maintenance of all landscaping,

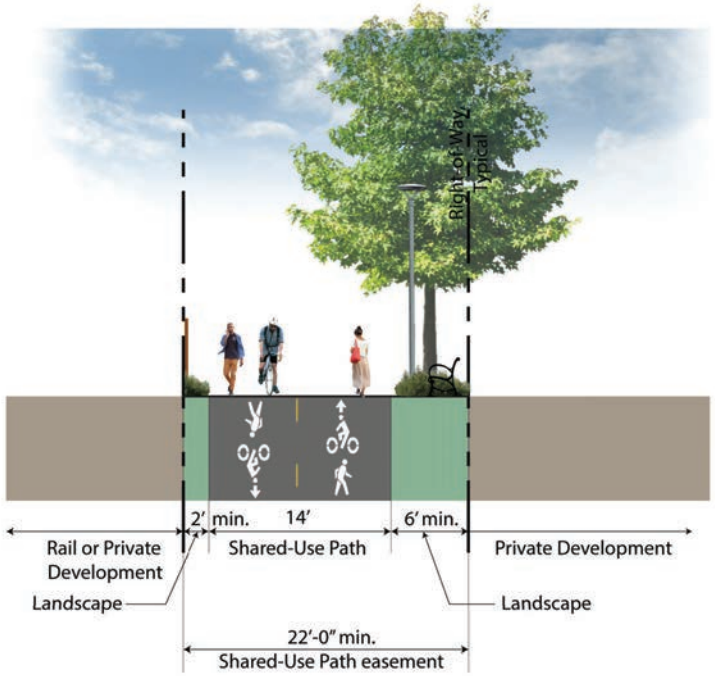


Figure 3-2. Typical Shared-Use Path Cross Section
All improvements shown are conceptual and subject to further analysis and refinement.

Source: Visionaire Lighting

Shared-use path lighting shall be Visionaire Lighting Premier II PRE-2-L-T2-32LC-3-3K-UNV-PT-SL-DIM-MS, POLE RNTA4RS-188-15'-AKB-343-T4R-SL, 15'-0" mounting height, single-mount pole, type II, cast aluminum housing, with silver metallic finish

Figure 3-3. Shared-Use Path Lighting

lighting, and amenities are the responsibility of individual property owners along the path.

Secondary Pedestrian and Bicycle Pathways

The secondary pedestrian and bicycle pathways break up large blocks on Kifer Road and provide shortcuts for pedestrians and bicyclists within the area east of Lawrence Expressway by reducing the block size from upwards of 1500' to 500' to 800'. The smaller block size is more walkable and convenient for pedestrians.

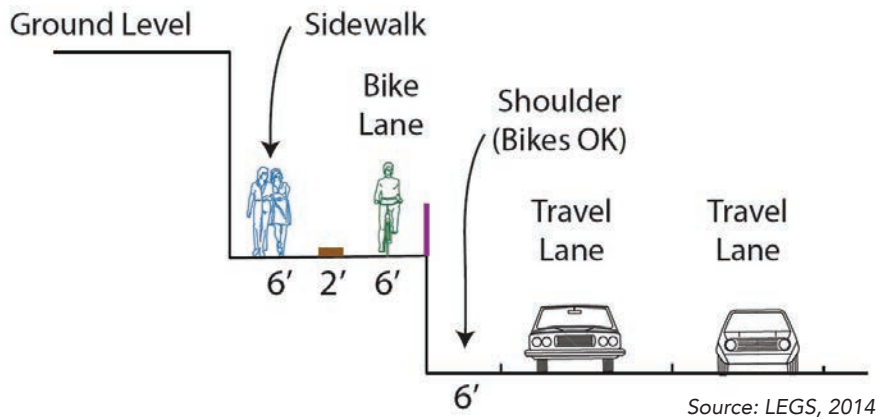
The pathways would connect the southernmost portion of the Loop Road with Kifer Road and would be similar to the shared-use path section shown in Figure 3-2. Curb ramps should be provided where these conceptual pathways intersect with sidewalks.

Lawrence Expressway Grade Separation

A below-grade expressway and below-grade pedestrian and bicycle corridor is envisioned in the County of Santa Clara's Lawrence Expressway Grade Separation Concept Study ("LEGS") from 2014.

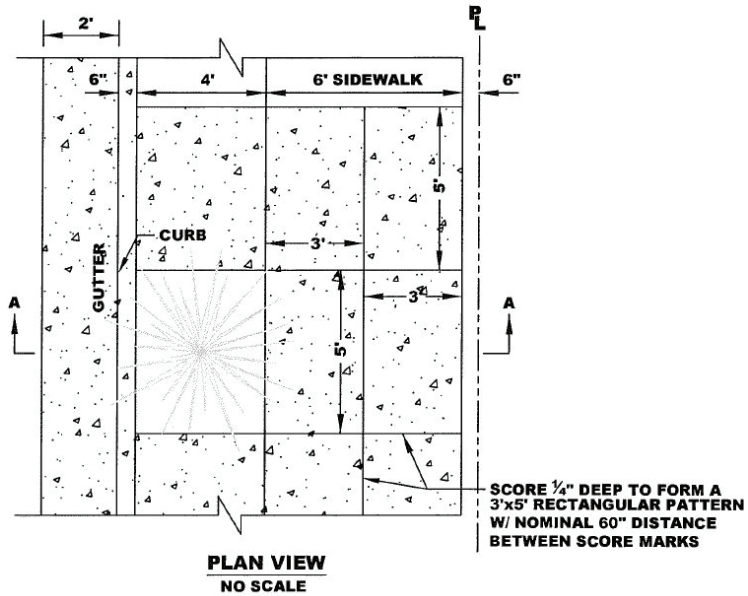
The below-grade expressway can improve east-west circulation on Kifer Road and Reed Avenue by prioritizing local traffic. Motorists traveling at higher-speeds would be kept separate from those roadways. The existing free right-turn lanes and "pork chop" or triangular raised islands between the free right-turn lane and the through lane, cater towards turning vehicles and tend to impede pedestrians and bicyclists. They currently provide motorists direct access to Lawrence Expressway at-grade and if they are removed, Kifer Road and Reed Avenue could be safer for pedestrians and bicyclists to cross.

The pedestrian and bicycle corridor shown in Figure 3-4 runs parallel to the below-grade expressway, and it is elevated five or six feet above the vehicular roadway to provide a safer pedestrian and bicyclist experience. This grade difference also results in less elevation change between the sidewalk and bike lanes on the collector roads and the below-grade corridor. The concept may also incorporate an elevator to bring people up to street-level and up to transit level. All information on the grade separation is conceptual and subject to change by the County pending further refinement. However, the County's plan indicates that land dedications may be required along the expressway to implement the project.



Source: LEGS, 2014

Figure 3-4. Lawrence Expressway Bicycle and Pedestrian Corridor



Source: City of Sunnyvale Standard Details for Public Works Construction, Revised 2019

Figure 3-5. Standard City Tree Well Sidewalk Detail

Street-Specific Improvements

The current City standards for streetscapes is a 11′-0″ minimum overall width measured from face of curb which consists of a 6′-0″ minimum paved width, a 4′-0″ by 5′-0″ tree well, six-inch curb, and six-inch back of sidewalk as shown in Figure 3-5. This provides a cohesive aesthetic throughout the City and offers a comfortable walkway width, shade, and a visual and physical buffer from the roadway.

Street-specific treatments are discussed below and may vary from these standards. Proposed road sections are conceptual-level diagrams and further refinement is required prior to construction. Some of the improvements shown will be implemented as part of capital improvement projects while others will likely occur when adjacent parcels redevelop.

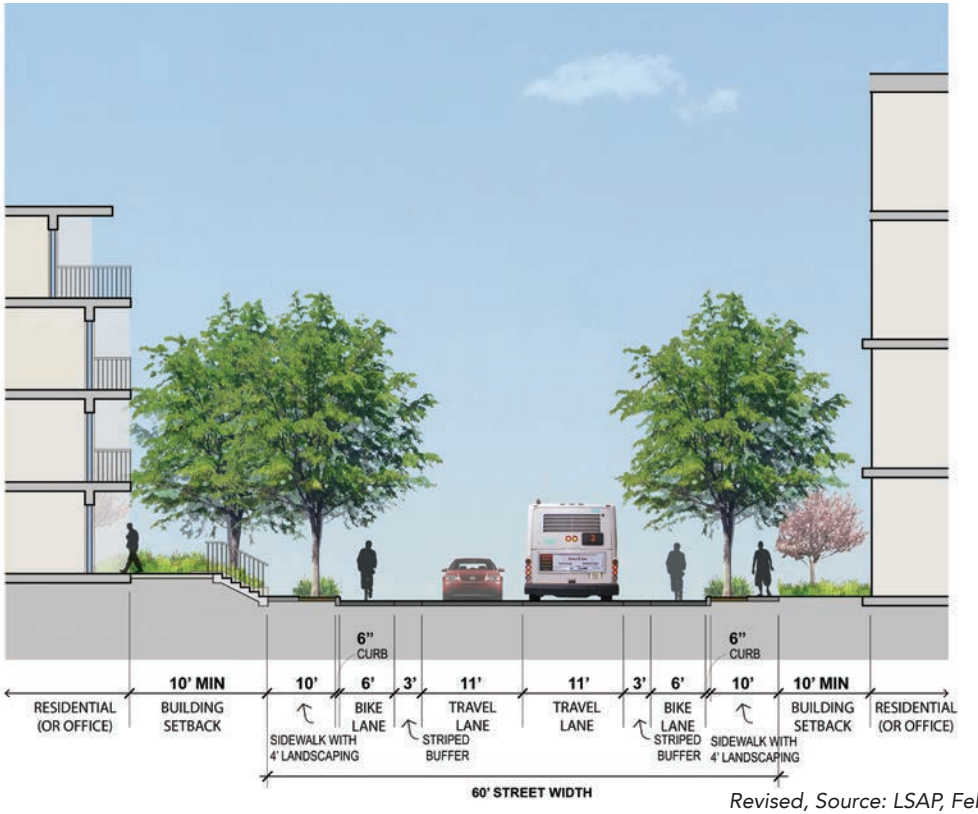
San Zeno Way & Lawrence Station Road

Given the uncertain extent of the Lawrence Expressway Grade Separation improvements, the street sections for San Zeno Way and Lawrence Station Road will remain largely the same with new sidewalk and street tree improvements in accordance with the standard noted in this plan. New street lights should be provided along both streets.

Loop Road

The Loop Road is primarily a privately-owned and maintained collector road that provides north-south access between Kifer Road and the station. It enables motorists traveling east-west along Central Expressway to readily access the station via its eastern arm, East Loop Road, which aligns with Corvin Drive. The typical section is shown in Figure 3-6. It also provides important transit connections to the station for bus riders and bicyclists.

The western arm of the Loop Road is Santa Vittoria Terrace, a pedestrian-friendly retail street which will connect to Sonora Court, which continues with direct access to the station via San Zeno Way. Parallel parking should be provided along Santa Vittoria Terrace to encourage mixed use/ retail development. Santa Vittoria Terrace would have a 15-foot wide pedestrian zone due to higher anticipated pedestrian volumes. The 15 feet is inclusive of a five-foot building zone, minimum paved pedestrian zone of six feet, and four-foot wide street buffer zone. See Figure 3-7



Revised, Source: LSAP, February 2015

Figure 3-6. East Loop Road, Typical Cross Section
All improvements shown are conceptual and subject to further analysis and refinement.

for a typical cross section of the street. The proposed location for the eastern arm of the Loop Road is the self-storage property located at 106 Lawrence Station Road. The development rights on this parcel could be transferred to the developer that is building the improvements on an adjacent parcel. If that is not feasible, the road would be located at the rear of the parcels fronting Kifer Road. The Loop Road would then utilize the existing Lawrence Station Road right-of-way to connect to the station and then utilize the San Zeno right-of-way to connect westward to Sonora Court.

It is important to note that the location of the Loop Road through private property on Figure 3-1 is conceptual, and the final location, width, and alignment will be determined upon review of development projects on sites in and near the path of the road.

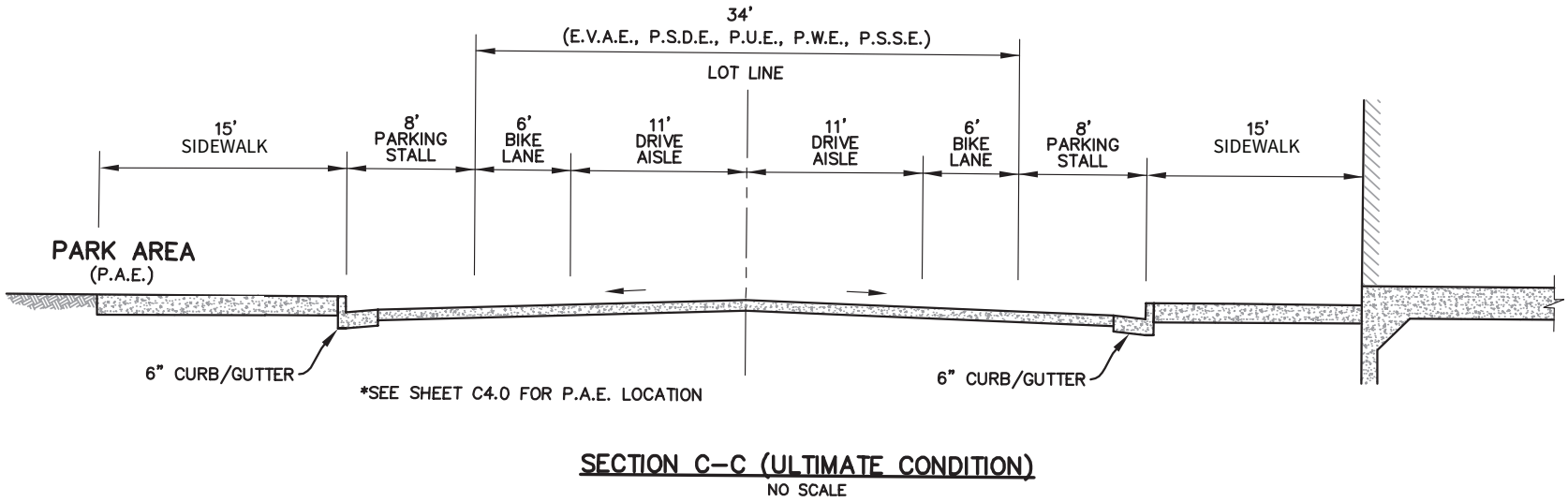


Figure 3-7. Santa Vittoria Terrace, Typical Cross Section
All improvements shown are conceptual and subject to further analysis and refinement.

Kifer Road

Previously, the LSAP had proposed a road diet on Kifer Road that would remove one travel lane from each side of the road. Due to the increase in housing density and higher traffic volumes projected, a road diet on Kifer Road is no longer appropriate.

The proposed road section in Figure 3-8 retains two travel lanes in each direction. Kifer Road runs along the city boundary and is disproportionately shared between City of Sunnyvale and City of Santa Clara, so proposed improvements shown beyond the City of Sunnyvale limits are for graphic clarity and to show design intent only. Actual improvements would be subject to City of Santa Clara approval. Kifer Road widths vary both east and west of Lawrence Expressway. Depending on existing widths, the City will require right of way dedications

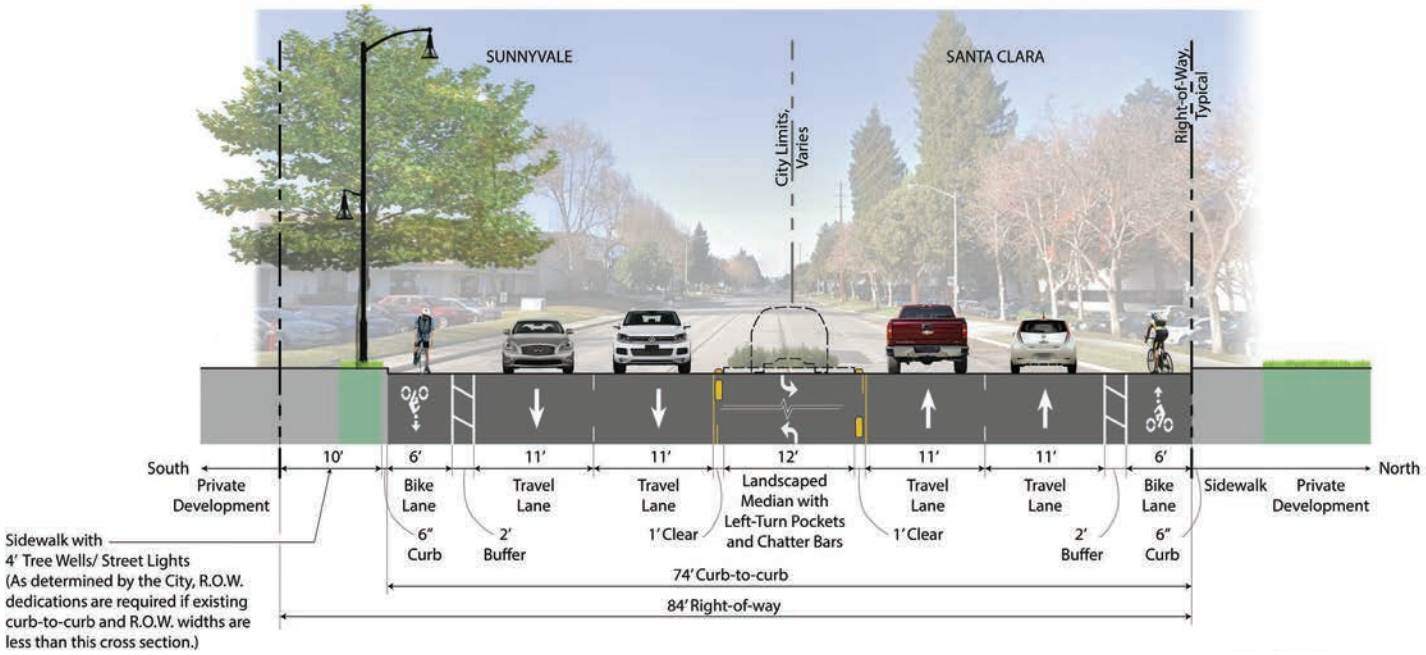


Figure 3-8. Kifer Road, Typical Cross Section
All improvements shown are conceptual and subject to further analysis and refinement. The right-of-way width varies along Kifer Road. This section shows roadway widths east of Lawrence Expressway. Widths west of Lawrence Expressway will be reduced as determined by the City.

east of Lawrence Expressway upon redevelopment for improvements shown in Figure 3.8.

Specific recommendations for Kifer Road include the following:

- Sidewalks: Sidewalks shall be a 10'-0" minimum overall width (measured from back of curb) and a 6'-0" minimum paved width. Street lights and 4'-0" tree wells shall also be provided. Sidewalk easements may be required to accommodate proposed improvements as shown.
- Bike lanes: Bike lanes shall be 6' wide with 2' wide buffers.
- Landscaped median and left-turn pockets: A 12' wide landscaped median will calm traffic by visually reducing the width of the road, beautifying and greening the road through landscaping, and providing left-turn pockets. In order to balance improved traffic calming and access to driveways, left turn pockets would be provided as determined by the City. No trees shall be planted in the landscaped medians east of Lawrence Expressway due to the presence of underground utilities along the center of Kifer Road.
- Travel Lanes: The 12'-0" wide center double left turn lane is removed and replaced with a 12' wide landscaped median with 11' wide travel lanes on either side of the median, and 11' wide travel lanes alongside bike buffers as shown in Figures 3-8, 3-9, and 3-10.

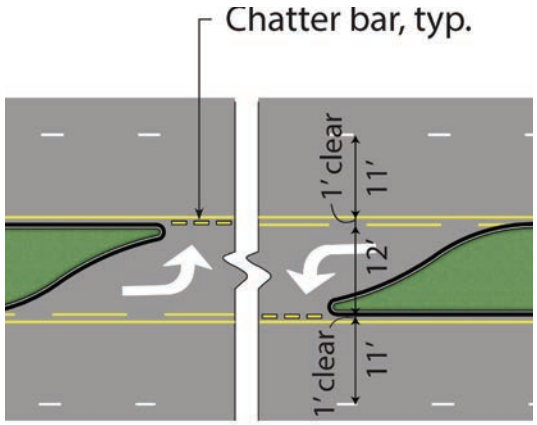


Figure 3-9. Kifer Road, Typical Left Turn Pocket
All improvements shown are conceptual and subject to further analysis and refinement.

Uranium Drive

Uranium Drive runs along the city boundary between the City of Sunnyvale and the City of Santa Clara. Proposed improvements shown beyond the City of Sunnyvale limits are for graphic clarity and to show design intent only. Actual improvements would be subject to City of Santa Clara approval.

Specific recommendations for Uranium Drive include the following:

- Sidewalks: Existing mature redwood trees on the west side shall remain. In order to accommodate a sidewalk behind the trees, a 6'-0" sidewalk easement will be required as shown in Figure 3-11. Should the redwood trees be in decline, the City may re-evaluate and implement 4'-0" tree wells instead as shown in Figure 3-10, which would allow the 2'-0" bike lane buffer to be increased to 3'-0", if a 2'-0" sidewalk easement is provided. The east side is in the City of Santa Clara, and sidewalks were recently

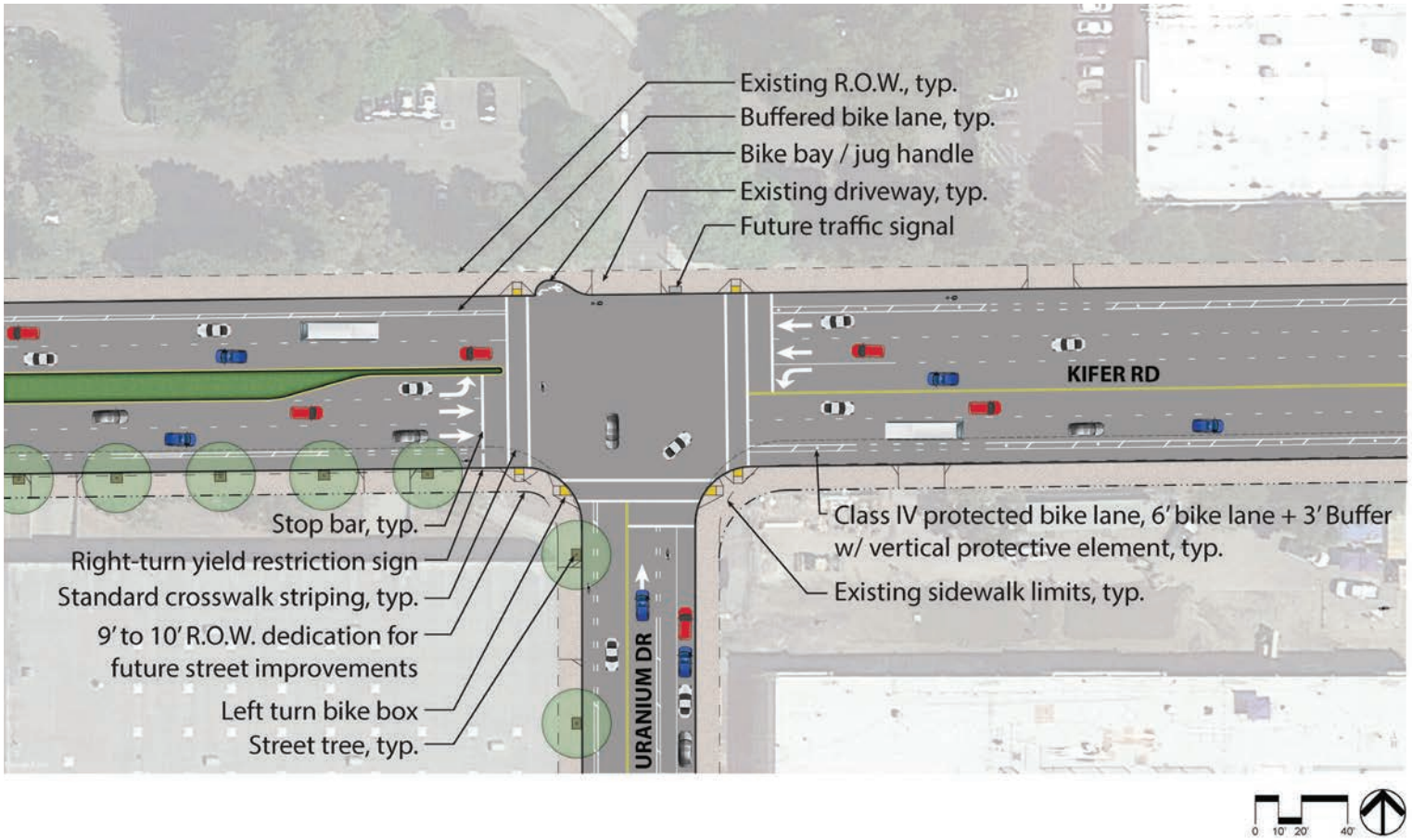


Figure 3-10. Kifer Road and Uranium Drive Plan
All improvements shown are conceptual and subject to further analysis and refinement. Improvements shown beyond project limits are for graphic purposes only.

installed along the eastern segment of Uranium Drive.

- Bike Lanes: A buffered bike lane shall be provided on the west side of Uranium Drive, composed of a 6′-0″ bike lane and a 3′-0″ striped buffer. A buffered bike lane is also shown on the east side within the City of Santa Clara.
- Parking: On-street parking is shown on the City of Santa Clara side for the use of the existing industrial developments. Sunnyvale parcels on the west side are required to provide onsite parking, so on-street parking on the west side of Uranium Drive is not needed.
- Travel Lanes: Shall be 12′-0″ minimum in width to accommodate large trailers and trucks that currently use Uranium Drive.

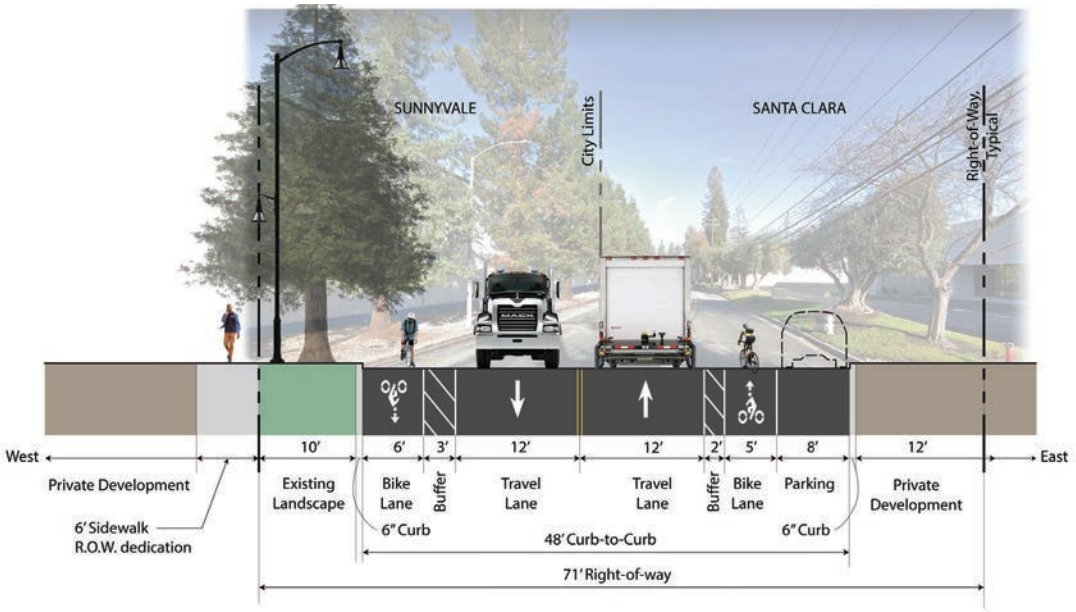


Figure 3-11. Uranium Drive, Typical Cross Section
All improvements shown are conceptual and subject to further analysis and refinement. Improvements shown beyond project limits are for graphic purposes only.

Reed Avenue

Specific recommendations for Reed Avenue include the following:

- Sidewalks: Shall be 10′-0″ minimum overall width (measured from back of curb), composed of 6′-0″ minimum paved width and 4′-0″ tree wells as shown in Figure 3-12. Existing parkway strips and paved sidewalk width along single family residences and existing magnolia trees along apartment complex frontages will likely remain.
- Bike Lanes: Bike lanes shall be City standard 6′-0″ minimum width with a 3′-0″ striped buffer on both sides of the road. Class IV protected bike lanes were evaluated but are not recommended due to the large number of existing driveways on Reed Avenue, where left turns from the existing residences would be restricted.
- Parking: On-street parking shall be retained on both sides of the road to serve the residents as shown in Figures 3-12 and 3-13.
- Travel Lanes: Reduce existing 18′-0″ wide lanes to 11′-0″ to accommodate buffered bike lanes.

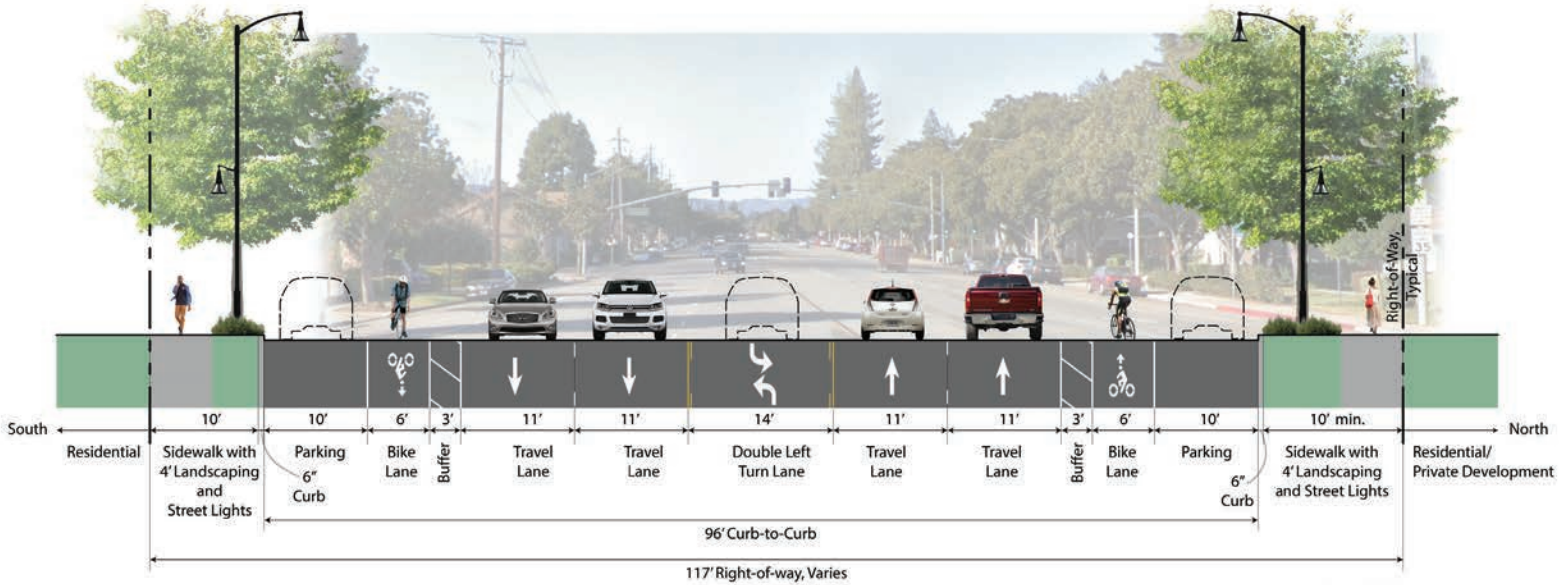


Figure 3-12. Reed Avenue, Typical Cross Section
All improvements shown are conceptual and subject to further analysis and refinement.

Willow Avenue

The condition shown in Figures 3-13 and 3-14 represents Willow Avenue at Reed Avenue when the parcels northeast of the intersection are redeveloped and a sidewalk easement can be obtained from the developer. Before those parcels are redeveloped, the City will install bike lanes along Willow Avenue. This will be an intermediate condition as it is not contingent upon changes to the existing sidewalk alignment. The portion of Willow Ave adjacent to Lawrence Expressway has a narrower curb-to-curb width, so it requires a different treatment as shown in Figure 3-15.

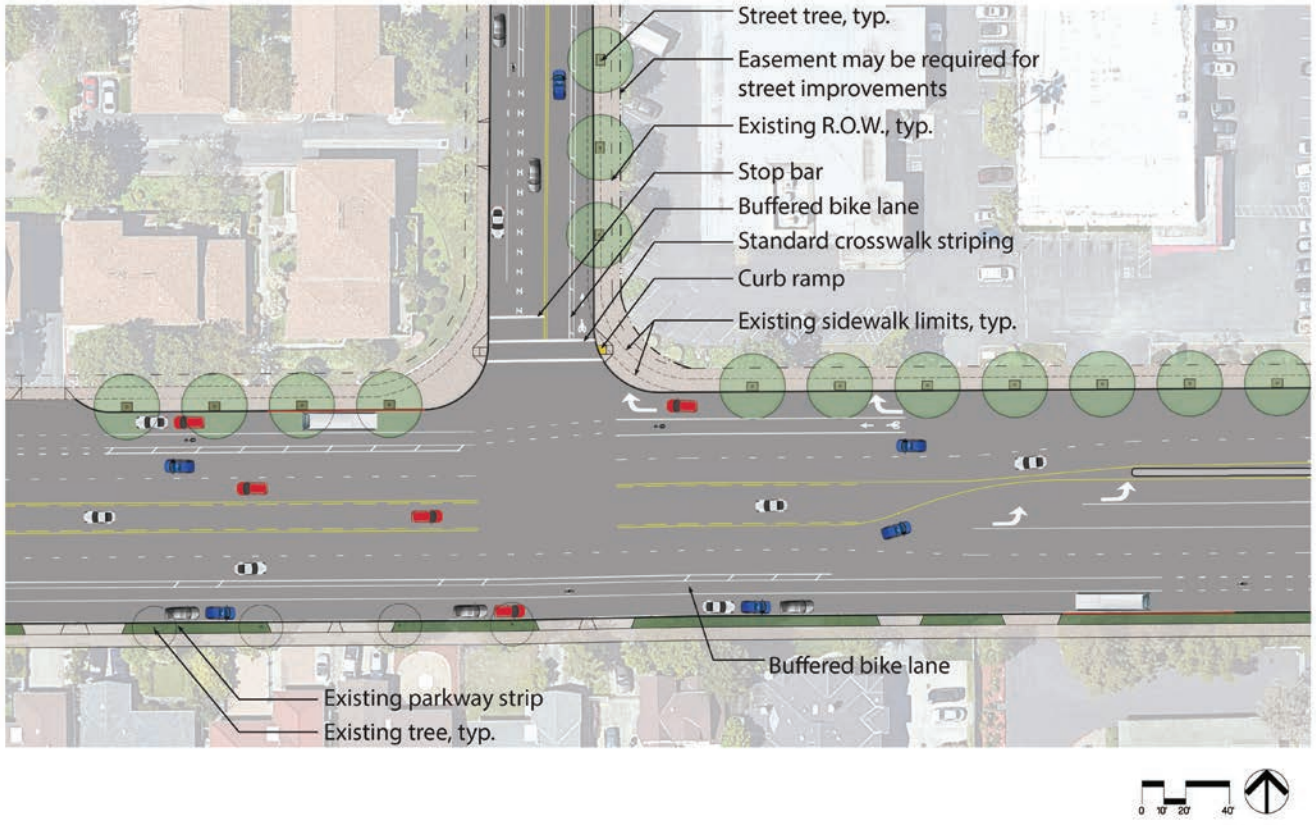


Figure 3-13. Willow Avenue and Reed Avenue Plan
All improvements shown are conceptual and subject to further analysis and refinement.

Specific recommendations for Willow Avenue include the following:

- Sidewalks: Sidewalks shall be 10'-0" minimum overall width (measured from back of curb), composed of a 6'-0" minimum paved width and 4'-0" tree wells on the east side. While the City standard is to provide tree wells between the paved path and the roadway, in this case the paved path is shown adjacent to the roadway on the west side of Willow Avenue in order to preserve the mature ginkgo trees. A sidewalk bulbout, reduced turning radius, crosswalk striping, and a stop bar shall be installed to create a safer pedestrian crossing experience as shown in Figure 3-13.
- Bike Lanes: The City will install 5'-0" wide bike lanes with 2'-0" striped buffers along approximately half the length of Willow Avenue from Reed Avenue to the bend in the road north of the commercial parcels. From the bend in the road to Aster Avenue, bike lanes shall be 6'-0" wide with no buffers. When the adjacent commercial parcels redevelop, a sidewalk easement would be required to accommodate proposed improvements shown in Figures 3-13 and 3-14.
- Bike Lanes at Caltrain Station: As Willow Avenue approaches the Caltrain station, bike lanes transition to sharrows in order to provide a dedicated Caltrain passenger loading zone on the City side of the boundary and on-street parking on the Santa Clara side of the boundary as shown in Figure 3-15.

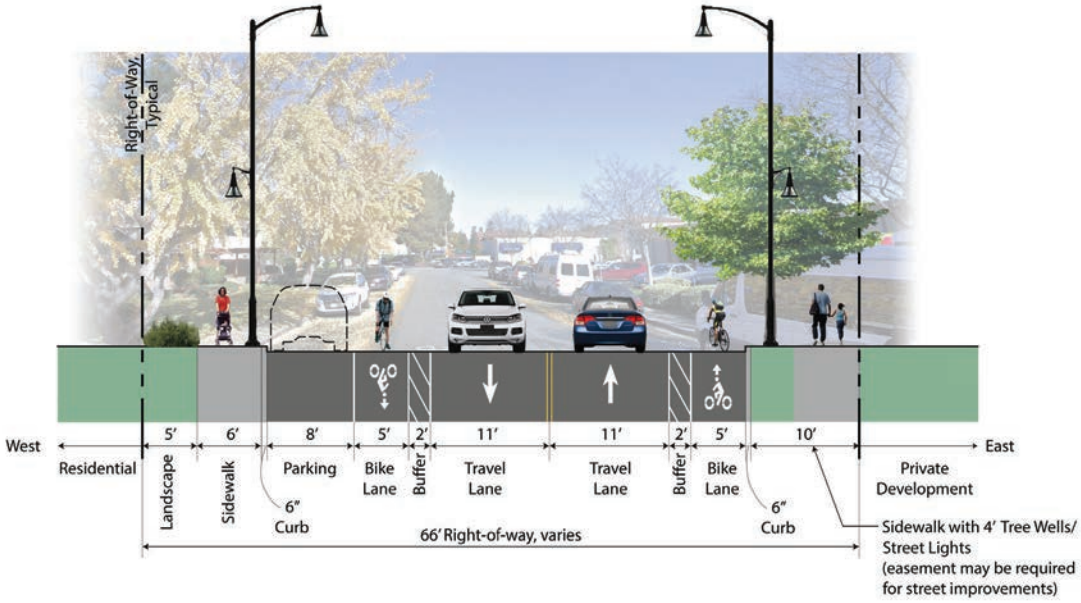


Figure 3-14. Willow Avenue, Typical Cross Section
All improvements shown are conceptual and subject to further analysis and refinement.

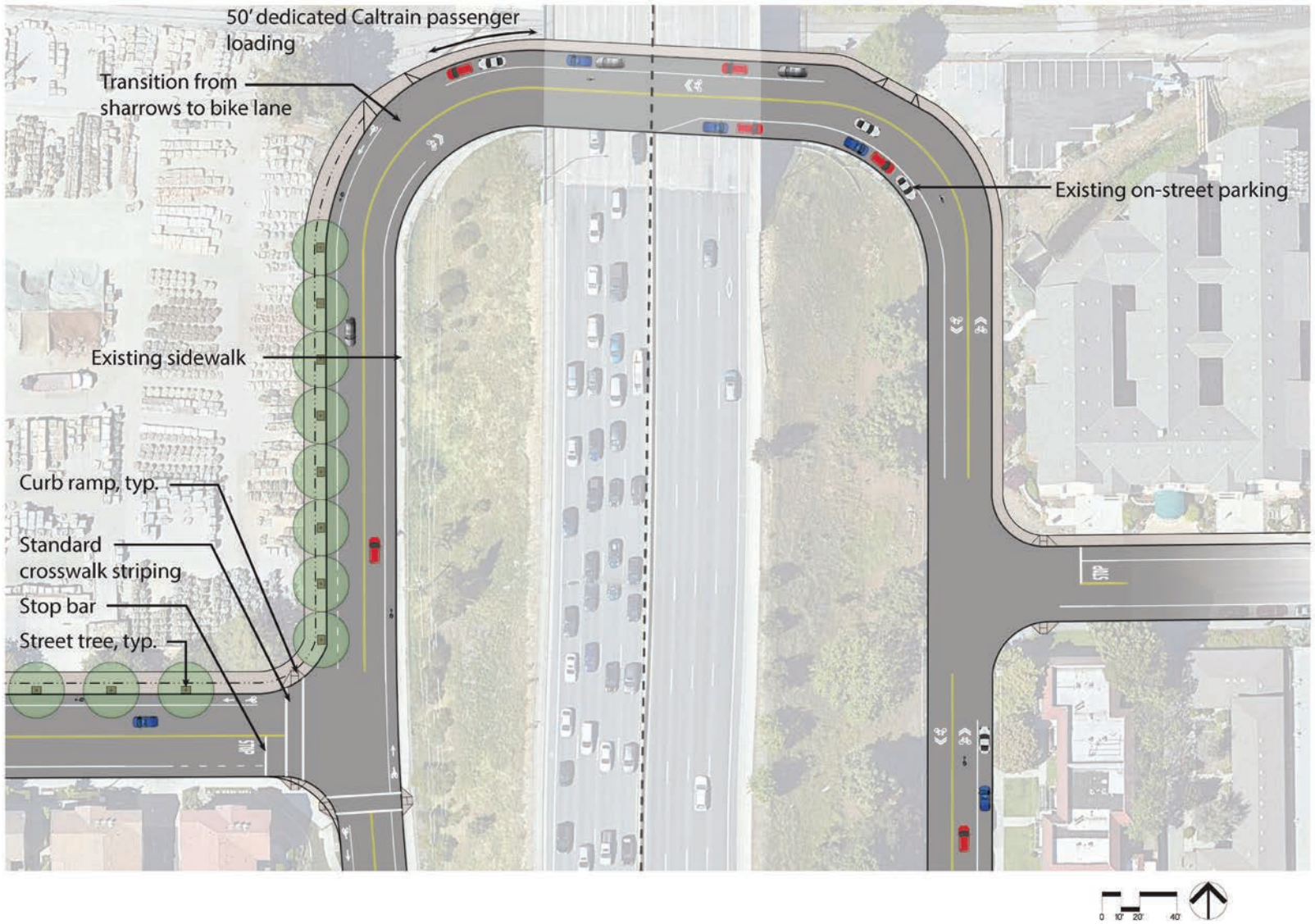
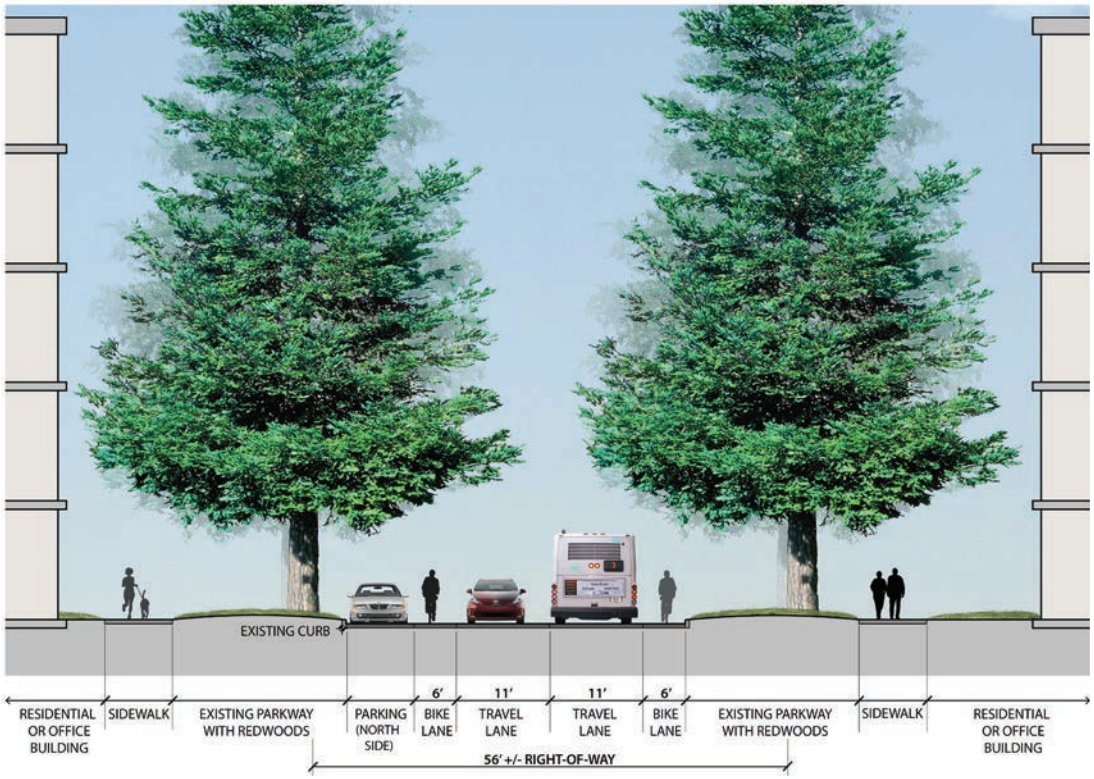


Figure 3-15. Willow Avenue and French Street Plan
All improvements shown are conceptual and subject to further analysis and refinement. Improvements shown beyond project limits are for graphic purposes only.

- Parking: On-street parking will be retained on both sides in the interim, but in the longer-term, on-street parking shall be retained on the west side only to serve residents of the existing apartment complex. The future development would provide onsite parking, so removing parking on the east side of Willow Avenue would provide a more open and pedestrian-friendly experience.
- Travel Lanes: Existing 12'-0" wide travel lanes are reduced to 11'-0" to accommodate buffered bike lanes.
- "No Left Turn" Sign: A "No Left Turn" sign is required at the intersection of Willow Avenue and Reed Avenue as part of the redevelopment project at the former Calstone/Peninsula Building Materials site. This sign would prohibit left turns from Willow Ave, Monday through Friday, 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m., excluding holidays.



Revised, Source: LSAP, February 2015

Figure 3-16. Sonora Court, Typical Cross Section Looking East
All improvements shown are conceptual and subject to further analysis and refinement.

Sonora Court

In order to preserve the mature redwood and cedar trees along Sonora Court, improvements shall minimize disturbance to the trees.

Specific recommendations for Sonora Court include the following:

- Sidewalks: Sidewalk easements shall be provided when parcels develop in order for a new sidewalk to be constructed behind the existing trees. Conceptual pedestrian access improvements for Sonora Court are shown in Figure 3-16.
- Bike Lanes: Bike lanes shall be City standard 6'-0" wide on both sides of the road. In order to preserve the existing trees and retain some on-street parking capacity, the bike lanes will not have striped buffers. Bike lane installation involves the following:
  - Removal of existing striping and slurry seal
  - Installation of signage on both sides of the street:
    - Bike lane R81 (CA) signs installed on the north side of the street
    - Combination R26/R81 no parking any time/bike lane signs installed on the south side of the street
  - Striping of the Class II bike lanes on both sides of the street, as well as the associated bike markings
  - Striping of centerline on Sonora Court, as directed by the City
- Parking: On-street parking will be removed from the south side and retained on the north side in order to continue providing parking for businesses, residents, and Caltrain passengers.
- Travel Lanes: Travel lanes shall be City standard 11'-0" wide in each direction.

Streetlife Improvements

Streetlife improvements promote an active and engaging space within the public realm. By making the street more comfortable, interesting, and easy to navigate for pedestrians and bicyclists, streetlife improvements can encourage residents to get out of their cars and use non-vehicular modes of travel. These improvements are shown in Figure 3-17 and are described in more detail in this section.

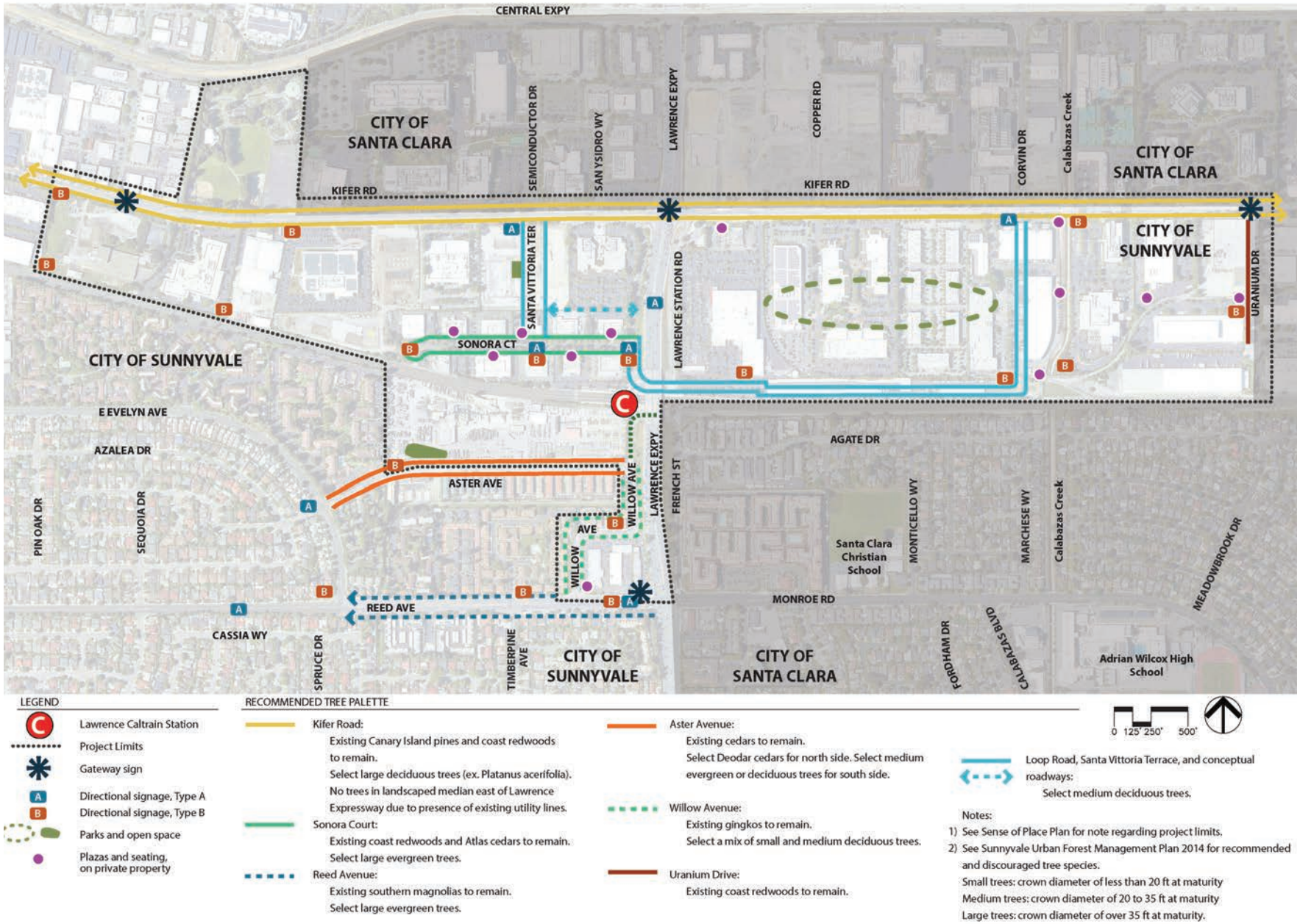
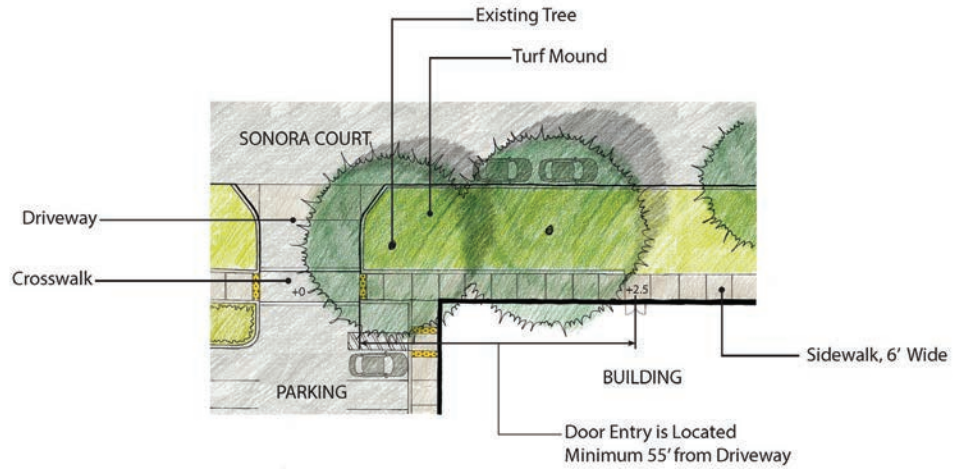
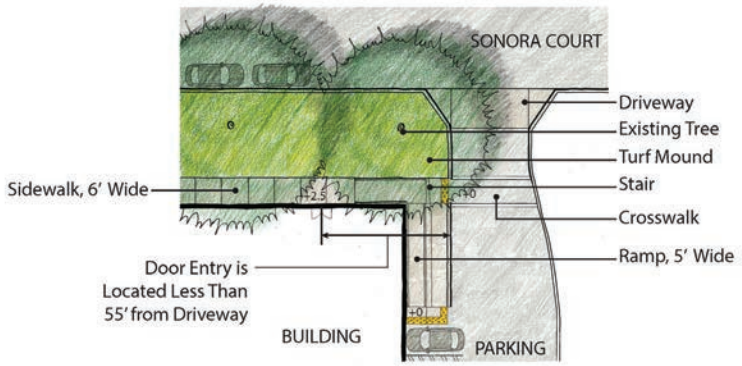


Figure 3-17. Streetlife and Wayfinding Plan
All improvements shown are conceptual and subject to further analysis and refinement.



SCENARIO A
Ramp Along Building Frontage



SCENARIO B
Ramp Along Building Side

Figure 3-18. Sonora Court Pedestrian Access Improvements
All improvements shown are conceptual and subject to further analysis and refinement.

Existing plaza and walkway at Sonora Court

BENCH

BIKE RACK

TRASH RECEPTACLE

Figure 3-19. Site Furnishings

Plazas and Seating

Plazas and seating shown on the plan are envisioned to be privately-owned and maintained, publicly-accessible spaces. The locations shown on Sonora Court suggest that the existing plazas can be redeveloped to accommodate increased activity from the recently completed Class I trail segment and loop road at Santa Vittoria Terrace. Plazas should incorporate adequate protection of existing trees and meet accessibility requirements. Each scenario in Figure 3-18 highlights how an accessible public sidewalk can be provided given varied site conditions, and the existing locations of private walkways will be made public through sidewalk easements. Suggested plaza and seating locations along Calabazas Creek and east of the creek are located at shared-use path nodes. Site furnishings shown in Figure 3-19 are envisioned to be located on private property. The furnishings balance comfort and function, where metal provides durability and a black finish provides an unobstrusive and timeless look.

Gateway and Wayfinding Signage

Gateway signs are monumental structures that provide a visual cue that people are entering the Lawrence Station Area, and gateways are shown at each of the primary northern, southern, eastern, and western entrances to the Sense of Place Plan area. The pylon form and modern eclectic aesthetic of the gateway signs was designed based on the architectural style of the recent developments in the plan area. The gateway will consist of solid metal panels containing the city logo and area name in dimensional letters over a structural core as shown in Figure 3-20. The conceptual dimensions are 16’-0” height by 3’-6” width by 1’-0” depth. The final details will be determined by the City.

Directional sign Type A is vehicular scale and directs motorists to the Lawrence Caltrain Station, while directional sign Type B is pedestrian scale and directs pedestrians and bicyclists to Caltrain as well as to other local destinations as shown in Figures 3-21 and 3-22. The

A1: "Lawrence Station" in horizontal orientation

A2: "Lawrence Station" in vertical orientation

Both designs have push-through letters.

Color Palette

Figure 3-20. Gateway Sign

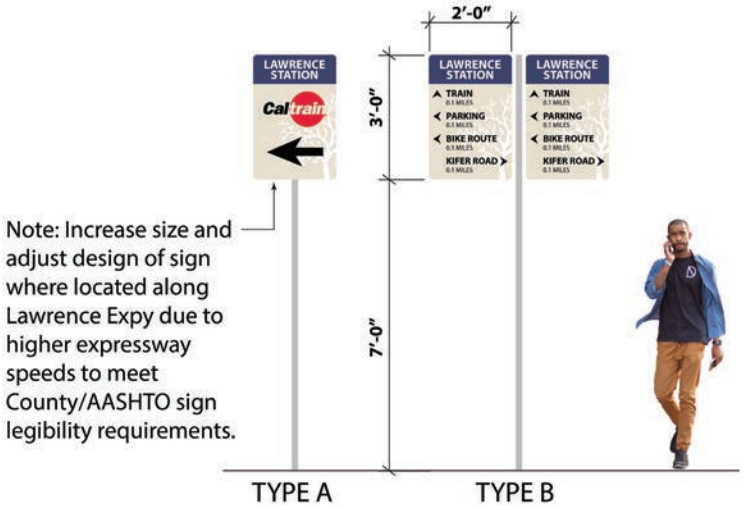


Figure 3-21. Directional Sign

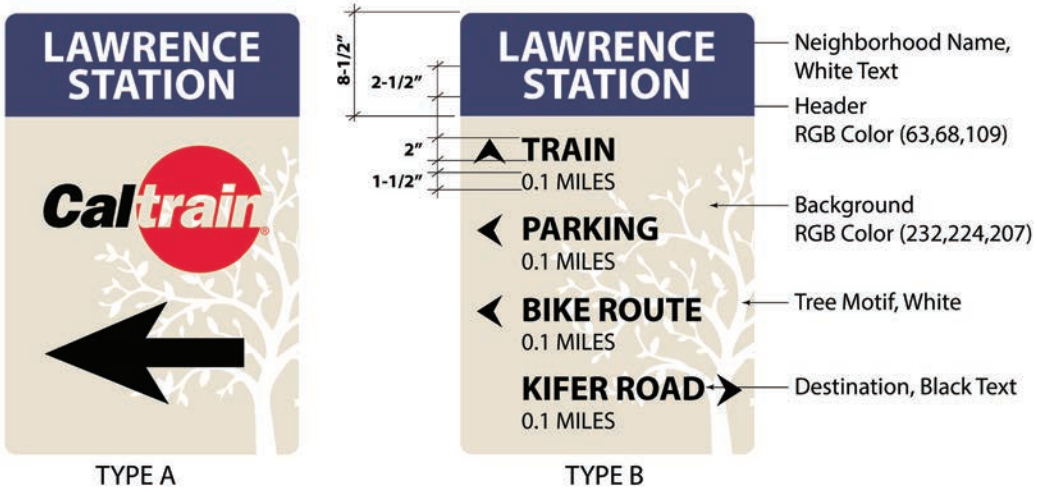


Figure 3-22. Directional Sign Enlargement

community preferred a tree as the motif for the neighborhood, and this input is incorporated in the directional sign graphic.

A sign at E. Evelyn Avenue and Reed Avenue directs eastbound bicyclists towards Aster Avenue in order to access the Caltrain station. Signage is also provided at Reed Avenue and Willow Avenue to access the station from Willow Avenue. Signage directing motorists to Lawrence Caltrain Station should be provided on Monroe Street and Lawrence Expressway if approved by the jurisdictions of City of Santa Clara and County of Santa Clara, respectively.

All gateway monuments and signs shall be placed beyond the intersection corner and driveway vision triangles per City Planning and Building Division requirements. Placement on the new Kifer Road median may also be considered.

Parks and Open Space

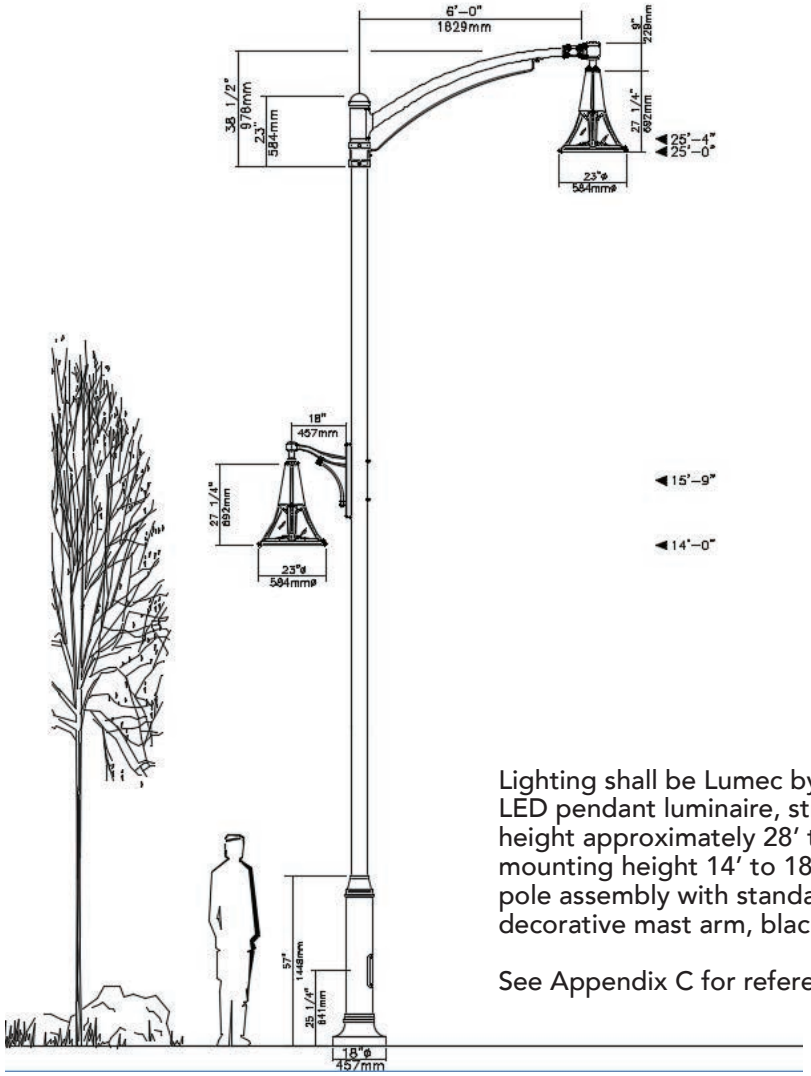
Parks and open space shown on the plan are based on development projects that are either approved and not under construction or currently being built. There is a need for parks and open space throughout the entire plan area, particularly east of Lawrence Expressway, and locations will be determined upon project review.

The City envisions a combination of publicly dedicated parks and privately-owned, publicly-accessible open spaces.

Lighting

The area is currently serviced by LED roadway lights, and the City will require developers to upgrade streetlight poles in the plan area as shown in Figure 3-23. Figure 3-24 shows the pedestrian and roadway light. The pedestrian and roadway light meets the functional needs for vehicular and pedestrian circulation and provides a cohesive look with the pendant style and a black finish that is consistent with the modern eclectic style site furnishings. These

Figure 3-23. Lighting Plan



Lighting shall be Lumec by Signify. UrbanScape LED pendant luminaire, street light mounting height approximately 28' to 32', pedestrian light mounting height 14' to 18', round non-tapered pole assembly with standard SSM8V muffler pole, decorative mast arm, black powder coat finish.

See Appendix C for reference drawings.

Figure 3-24. Pedestrian and Roadway Light

lights help define the plan area as a unique neighborhood.

Poles and luminaires should be Lumec Urbanscape to align with the modern eclectic style. Lights should meet the City's lighting system operational and performance requirements.

Street Trees

Street trees should be provided for shade, shelter from the street, and to create a more human-scale pedestrian experience. Tree

species should be selected with respect to the scale of the roadway and to complement or match the existing species that appear to be doing well. The species along each corridor provide diversity but also reinforce a sense of spatial organization and are spaced every 30'-0" to 35'-0" depending on its size and as determined by lighting spacing. Tree wells are composed of stabilized decomposed granite. Trees not only beautify the area, but they also provide wildlife habitat and help manage stormwater.

Existing trees along Aster Avenue

4 RELATION TO EXISTING POLICIES

The objectives this report aims to achieve are directly related to existing City and City-endorsed policies.

Land Use and Transportation Element (LUTE)

A selection of related policies from the Sunnyvale General Plan Land Use and Transportation Element is listed below.

Policy LT-1.4 Coordinate with adjacent cities on local land use and transportation planning.

Policy LT-1.5 Recognize and plan so that neighborhood villages may cross borders into adjacent cities.

Policy LT-1.6b Support regional efforts which promote higher densities near major transit and travel facilities.

Policy LT-1.7 Emphasize efforts to reduce regional vehicle miles traveled by supporting active modes of transportation including walking, biking, and public transit.

Policy LT-2.3 Accelerate the planting of large canopy trees to increase tree coverage in Sunnyvale in order to add to the scenic beauty and walkability of the community; provide environmental benefits such as air quality improvements, wildlife habitat, and reduction of heat islands; and enhance the health, safety, and welfare of residents.

Policy LT-2.5 Recognize the value of protected trees and heritage landmark trees (as defined in City ordinances) to the legacy, character, and livability of the community by expanding the designation and protection of large signature and native trees on private property and city parks.

Policy LT-3.1 Use land use planning, including mixed and higher-intensity uses, to support alternatives to the single-occupant automobile such as walking and bicycling and to attract and support high investment transit such as light rail, buses, and commuter rail.

Policy LT-3.2 Refine land use patterns and the transportation network so they work together to protect sensitive uses and provide convenient transportation options throughout the planning area.

Policy LT-3.6 Promote modes of travel and actions that provide safe access to city streets and reduce single-occupant vehicle trips and trip lengths locally and regionally.

Policy LT-3.8 Prioritize safe accommodation for all transportation users over non-transport uses. As City streets are public spaces dedicated to the movement of vehicles, bicycles, and pedestrians, facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.

Policy LT-3.9 As parking is the temporary storage of transportation vehicles, do not consider parking a transport use of public streets.

Policy LT-3.10 Prioritize street space allocated for transportation uses over parking when determining the appropriate future use of street space.

Policy LT-4.1 Preserve and enhance an attractive community, with a positive image, a sense of place, landscaping, and a human scale.

Policy LT-4.2 Encourage nodes of interest and activity, public open spaces, well-planned development, mixed-use projects, signature commercial uses, and buildings and other desirable uses, locations, and physical attractions.

Policy LT-5.1 Strengthen the image that the community is composed of cohesive residential neighborhoods, each with its own individual character and village center; allow change and reinvestment that reinforces positive neighborhood concepts and standards such as walkability, positive architectural character, site design, and proximity to supporting uses.

Policy LT-5.2 Preserve and enhance the character of Sunnyvale's residential neighborhoods by promoting land use patterns and transportation opportunities that support a neighborhood concept as a place to live, work, shop, entertain, and enjoy public services, open space, and community near one's home and without significant travel.

Policy LT-6.1 Improve and preserve the character and cohesiveness of existing residential neighborhoods.

Policy LT-7.4 Promote new mixed-use development and allow higher residential density zoning districts (medium and higher) primarily in village centers, El Camino Real nodes, and future industrial-to residential areas.

Policy LT-8.4 Promote compact, mixed-use, and transit-oriented development in appropriate neighborhoods to provide opportunities for walking and biking as an alternative to auto trips.

Policy LT-8.5 Promote walking and bicycling through street design.

Policy LT-9.1 Ensure that the planned availability of open space in both the city and the region is adequate.

Policy LT-9.5 Maintain existing park and open space tree inventory through the replacement of trees with an equal or greater number of trees when trees are removed due to disease, park development or other reasons. (previously Open Space and Recreation Policy 2.2.A.4)

Policy LT-9.11 Facilitate and encourage pedestrian traffic in public recreational open spaces and utilize the Santa Clara Valley Transportation Authority's pedestrian technical design guidelines whenever appropriate and feasible. (previously Open Space and Recreation Policy 2.2.A.10)

Policy LT-9.18 Improve accessibility to parks and open space by removing barriers.

Policy LT-10.4 Support a regional path system by coordinating with adjacent jurisdictions to facilitate path connections wherever possible. (see also City of Sunnyvale Bicycle

Class I Shared-Use Path at Intuitive Surgical

Plan.) (previously Open Space and Recreation Policy 2.2.C.4)

Policy LT-14.1 Prepare specific area plans and special zoning tools (including but not limited to specific plans, precise plans, design guidelines, specialized zoning, and sense of place plans) to guide change in areas that need special attention.

Policy LT-14.2 Support the following adopted specialized plans and zoning tools, and update them as needed to keep up with evolving values and new challenges in the community: Downtown Specific Plan, Lakeside Specific Plan, Arques Campus Specific Plan, Lawrence/101 Site Specific Plan, Precise Plan for El Camino Real, Moffett Park Specific Plan, Peery Park Specific Plan, and Lawrence Station Area Plan.

Community Character Element

A selection of related policies from the Sunnyvale General Plan community character element is listed below.

Policy CC-1.1 Identify the boundaries of the City with attractive and distinctive features. (Previously Community Design Policy A.1)

Policy CC-1.4 Support measures which enhance the identity of special districts and residential neighborhoods to create more variety in the physical environment. (Previously Community Design Policy A.3)

Policy CC-1.6 Maintain City neighborhoods as safe, healthy places to live. (Previously Socio-Economic Policy A.5)

Policy CC-2.1 Maintain and provide attractive landscaping in the public right-of-way to identify the different types of roadways and districts, make motorists more comfortable and improve the enjoyment of residential neighborhoods. (Previously Community Design Policy B.1)

Policy CC-2.2 Minimize elements which clutter the roadway and look unattractive. (Previously Community Design Policy B.3)

Policy CC-4.1 Ensure that Sunnyvale's public facilities are easily identified, accessible, attractive and representative of the community's values and aspirations. (Previously Community Design Policy D.1)

Lawrence Station Area Plan

A selection of related goals, policies, and urban design guidelines from the Lawrence Station Area Plan is listed below. This list is not all-inclusive, but instead highlights those that are most directly related to this report. Goals and guidelines are listed in the order shown in the LSAP. Several guidelines in the LSAP also directly reference this plan.

CF-G3 Create a new Loop Road that provides a variety of vehicular access options and is scaled to bicycles and pedestrians.

CF-G4 Provide improved north-south access throughout the Plan area.

CF-P2 Prioritize the provision of improved north-south access for pedestrians and bicyclists between the northern and the southern portions of the Plan area.

CF-P3 Establish a secondary bicycle/pedestrian network through private property of publicly-accessible north/south and east/west paths.

CF-P5 In the area north of the Caltrain tracks, develop a Loop Road that will provide direct north-south access to Lawrence Station from Kifer Road on both the east and west sides of Lawrence Expressway.

CF-P6 Locate the Loop Road to align with Corvin Road on the east and to intersect with Kifer Road and Semiconductor Drive/Santa Vittoria Terrace, west of Lawrence Expressway.

CF-P11 Provide a wide, landscaped pedestrian sidewalk zone, continuous Class II bicycle lanes, and transit stops continuously along Kifer Road in the Plan area.

P-P1 Promote walking access through new street connections.

P-P7 For new sidewalks in the Plan area, provide a minimum sidewalk width of ten feet inclusive of a minimum paved pedestrian travel zone width of six feet and a landscaped four-foot street buffer zone. Exceptions may be approved by the City's Public Works Department based on site-specific conditions, such as preserving existing mature trees.

B-P3 Provide two new primary Class I shared-use paths at the east and west ends of the LSAP boundaries with access to Lawrence Station.

Calabazas Creek at Kifer Road

B-P4 Provide Class IIB (or Class II where determined by the City) bicycle access on the Loop Road.

CON-P1 Carry out the Sense of Place Plan's publicly-accessible framework of the Loop Road, shared-use paths, and pathways scaled to pedestrian and bicycle users, with the Loop Road accessible to all modes of travel.

CON-UDG1 Where the Sense of Place Plan identifies the location of the new loop road and shared-

use paths, development projects on these properties shall be required, at a minimum, to provide a public access easement for their future construction. Development incentives may be provided for the construction of the improvements.

CON-UDG2 The Loop Road, shared-use paths, and pathways should follow the locations, cross sections, and alignments shown in the Sense of Place Plan.

CON-UDG3 If, upon development review, the City determines that creating the Loop Road through a property identified on the Sense of Place Plan is not immediately feasible, property owners shall construct an initial shared-use path per the locations, cross sections, and alignments shown in the Sense of Place Plan and reserve public space for future implementation by recording a public access easement.

CON-UDG4 Ensure that the Loop Road connects to Kifer Road and Corvin Drive east of Lawrence Expressway and Kifer Road and Semiconductor Drive/Santa Vittoria Terrace west of Lawrence Expressway, with direct access to Lawrence Station.

TSW-UDG1 Provide a new primary Class I shared-use path linkage between the Kifer West subarea and the existing shared-use path on the property at 1020 Kifer Road.

TSE-UDG1 Provide right-of-way dedications along Uranium Drive, where determined by the City to be consistent with Uranium Drive cross section in the Sense of Place Plan, to install new sidewalk and bicycle lane improvements.

LRW-UDG2 Site planning should prioritize enhanced bicycle and pedestrian access to Lawrence Station by providing a north-south shared-use path from Reed Avenue to Willow Avenue as shown in the Sense of Place Plan circulation diagram.

LRW-UDG3 Provide right-of-way dedications along Willow Avenue, where determined by the City to be consistent with the Willow Avenue cross section of the Sense of Place Plan, to install new sidewalk and bicycle lane improvements.

STP-UDG2 Locate street trees in the curb zone of the street (within 4-6 feet of the curb, depending upon sidewalk width) unless the width of the sidewalk and/or right-of-way prevents planting in that area. In such cases, locate street tree planting within the front setback of private parcels if possible.

STP-UDG3 Where feasible in on-street parking areas, plant trees in bulbouts to soften the visual impact of parking.

L-UDG1Utilize the LSAP lighting standard identified in the Sense of Place Plan, Figure 3-24 along public streets in order to create a unique district within the City. Refer to Figure 3-23 in the Sense of Place Plan for the locations of the LSAP lighting standard placement.

L-UDG2 On publicly-accessible shared-use paths and pathways,

Mature redwood trees and cedars on Sonora Court

utilize the lighting standard identified in the Sense of Place Plan, Figure 3-24.

SF-P1 Provide well-designed furnishings along publicly-accessible private streets, shared-use pathways, and paths that are:

- Useful and comfortable for pedestrians
- Meet the functional needs of utilities and services
- Attractive
- Generally consistent throughout the Plan area.

SF-UDG6 Install seating that is user-friendly, but does not encourage long term use and sleeping. Refer to Figure 3-19 of the Sense of Place Plan for thematic design.

SF-UDG7 Provide two trash receptacles at diagonally opposite corners of each private street intersection in areas with high pedestrian circulation, such as Santa Vittoria Terrace. Refer to Figure 3-19 of the Sense of Place Plan for thematic design.

SF-UDG9 Provide bicycle parking facilities on each side of private streets in each block per VTA guidelines. Refer to Figure 3-19 of the Sense of Place Plan for thematic design.

OSW-G1 Implement the Sense of Place Plan's coordinated signage program that:

- Clearly and attractively directs people to Lawrence Station and other neighborhood destinations, services and amenities.
- Reinforces a sense of place with design elements that give the neighborhood a unique identity.
- Provides gateway signs to highlight entry into the Plan area.

OSW-UDG1 Follow the Sense of Place Plan that includes a larger gateway signage at key intersections and Plan area entrances (Figure 3-20) and smaller directional signage

(Figures 3-21 and 3-22) as shown in the Streetlife and Wayfinding Plan (Figure 3-17).

ID-UDG1 As identified by the City's Transportation and Traffic Manager, provide highly visible crosswalks at key intersections in accordance with City standards and the Sense of Place Plan.

The following LSAP goals and guidelines for specific streets directly reference the Sense of Place Plan:

- LR-UDG2
- SV-UDG2
- SC-UDG3
- KR-UDG2
- NI-P2
- PT-P1
- PP-P1
- WS-UDG1
- RA-UDG1
- UD-UDG2

Community Design and Transportation Program

The Sunnyvale City Council officially endorsed the Santa Clara Valley Transportation Authority (VTA) Community Design and Transportation (CDT) Program on September 30, 2003.

The City's endorsement conveys support for the following CDT principles:

• Principle 1: Target growth to cores, corridors and station areas.

• Principle 3: Provide a diverse mix of uses.

• Principle 4: Design for pedestrians: comfortable, easy access to buildings, transit, wide sidewalks and pedestrian amenities.

• Principle 5: Design in context: create unique place identities via materials, design details, architectural styles, walks, streets and spaces.

• Principle 6: Focus on existing areas: infill versus outlying development, maintenance of existing communities.

• Principle 7: Create a multi-modal transportation system: balance walking, biking, and transit with vehicle movement.

• Principle 8: Establish streets as places: de-emphasize arterial network, provide wide sidewalks and landscaping.

• Principle 9: Integrate transit: locate transit stations within community cores, integrate transit stops and features into site designs.

• Principle 10: Manage parking: do not let parking dominate mode choice decisions, provide Transportation Demand Management (TDM) programs to heighten attractiveness of other modes.

City-Wide Design Guidelines

The City-Wide Design Guidelines were adopted by the City Council in June 1992 in order to implement

the Community Design Sub-Element goals and policies and provide detailed direction on site and building design issues. They mainly address development projects on private properties and are intended to: enhance the overall image of the City, protect and preserve the existing character of the community, communicate the image the community desires, and achieve a higher design quality. The guidelines were last amended in 2014.

All site layout and design guidelines provided in this Plan are consistent with existing City-Wide Design Guidelines.

Toolkit for Mixed-Use Development

The majority of the SOP plan area is zoned as mixed-use. Council adopted The Toolkit for Mixed-Use Development in July 2015 to guide the form and character of mixed-use developments in the City, and additional area-specific guidelines are noted in the LSAP.

5 FUNDING OPPORTUNITIES

Some of the improvements discussed would be funded through the Sense of Place fees, and others would be funded through developer fees. Grant funding opportunities through county, state, and transportation agencies may be a third source of funding for improvements. A selection of potential grant opportunities are discussed in this section.

2016 Measure B Bicycle & Pedestrian Program

Voters in Santa Clara County approved 2016 Measure B, a 30-year, half-cent countywide sales tax to enhance transit, highways, expressways, and active transportation. One of the Measure B programs is the Bicycle and Pedestrian Program, which funds significant pedestrian and bicycle projects within the county. The program prioritizes projects that connect to transit, schools, and employment centers. It will fund projects that fill gaps in the existing pedestrian and bicycle networks and make these networks safer and more convenient. This program is administered by VTA and the application deadline for 2021 has passed, but additional cycles are anticipated.

One Bay Area Grant Program

The Metropolitan Transportation Commission's (MTC) One Bay Area Grant (OBAG) program was first established in 2012 to target regional transportation priorities, land-use, and housing goals. Its first round of funding, known as OBAG 1, guided the allocation of $827 million in federal funds over a five-year period, from 2012-2013 to 2016-2017. OBAG 2 was adopted in 2015 and is projected to total $916 million to fund projects from 2017-18 through 2021-22. MTC manages OBAG 2's Regional Program and the nine Bay Area Congestion Management Agencies (CMAs) manage its County Program.

Priority Development Areas (PDAs) are a priority for both the Regional and County programs, and the County Program may be used on improvements to pedestrian and bicycle facilities. According to the program timeline, CMAs submitted a list of recommended projects for County Program funding to MTC in July 2017, and all County Program funds will be allocated by January 2023.

The study area is part of the Lawrence Station Transit Village PDA, and the plan includes pedestrian and bicycle facility improvements, so implementation may be eligible if OBAG has a third round of funding.

Transportation Development Act Article 3

Transportation Development Act Article 3, also known as TDA 3, provides funding for bicycle and pedestrian projects annually. The City or County Bicycle Advisory Committee must review any proposed projects. In addition, the city must request that the county

recommend the proposed projects so that the projects can be included when the county submits an annual request for project funding to MTC for consideration.

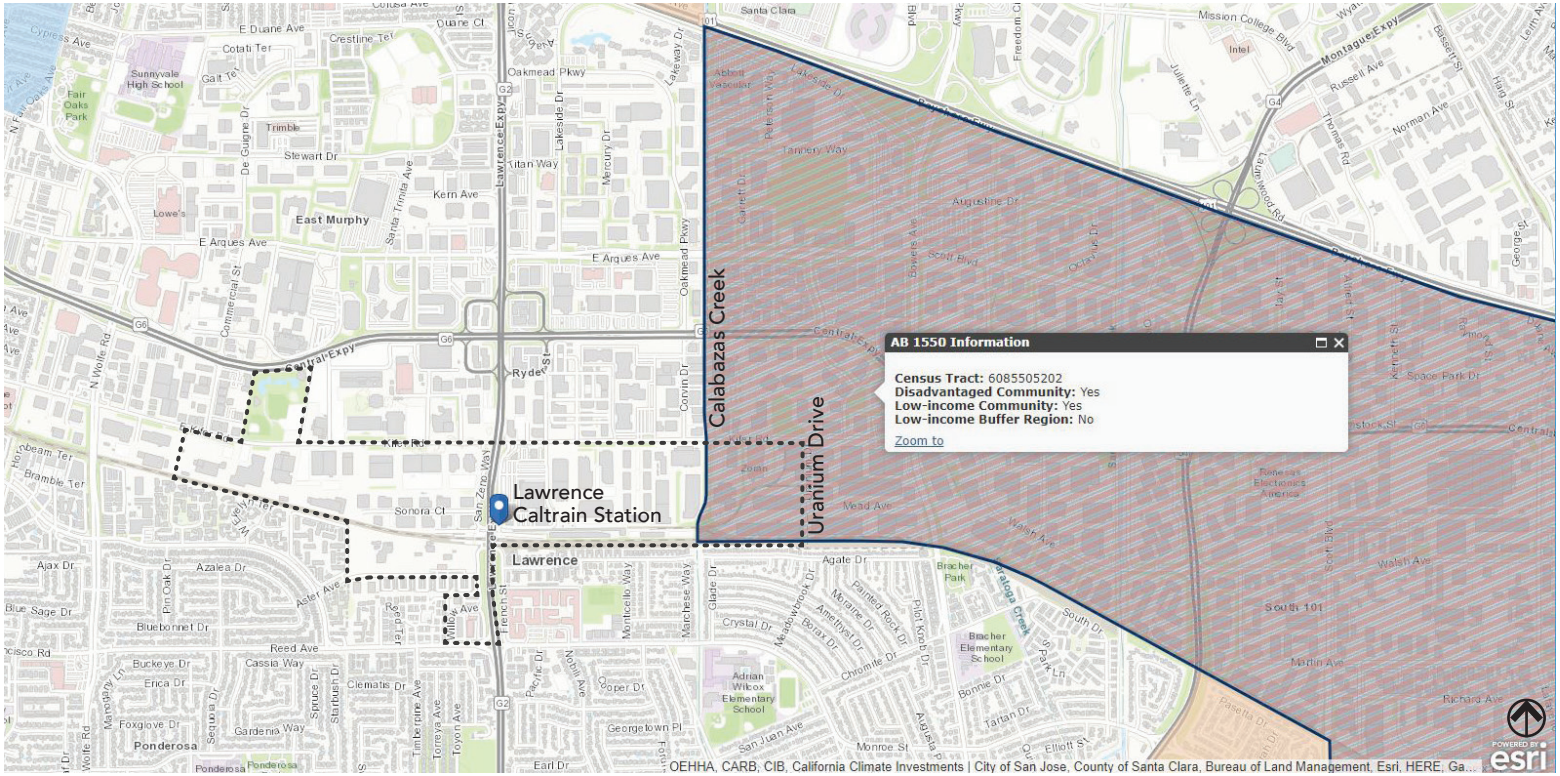
Transportation Fund for Clean Air

The Bay Area Air Quality Management District (BAAQMD) manages the Transportation Fund for Clean Air (TFCA), and the Air District's Board of Directors approve the allocation of funds on an annual basis to projects that reduce on-road motor vehicle emissions. The funds are generated through a $4 surcharge on vehicles registered within BAAQMD's jurisdiction, and 40% of the funds are disbursed by the nine Bay Area counties while the remaining 60% is awarded through the TFCA Regional Fund. Projects eligible for TFCA funding include the operation of commuter shuttles, construction of clean air vehicle infrastructure, and installation of bike parking facilities. Public agencies are eligible to apply for funding to implement plan improvements such as the construction of new bikeways.

Urban Greening Program

The California Natural Resources Agency's Urban Greening Program is funded by the Greenhouse Gas Reduction Fund to support the development of green infrastructure programs that reduce greenhouse gas (GHG) emissions and provide multiple benefits. The Urban Greening Program was created when Senate Bill (SB) 859 was signed into law on September 14, 2016, and the program's goal of reducing GHG emissions is consistent with Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. Eligible projects must perform at least one of the following: sequester and store carbon by planting trees, reduce building energy use by planting trees to shade buildings, or reduce community vehicle miles traveled by constructing bicycle and pedestrian facilities that provide safer routes between residences, workplaces, commercial centers, and schools. Funding prioritizes investments in disadvantaged and low-income communities, and Round 4 allocated a minimum of 80% of available funds to these neighborhoods in California. The Round 4 application period closed in 2020, and future funding cycles are contingent upon the number of competitive applications received.

According to the metrics defined in the program, the area east of Calabazas Creek lies within a disadvantaged and low-income census tract as shown in Figure 5-1, so pedestrian and bicycle facility improvements, tree planting, and park and open space projects in this area could be a candidate for potential future funding cycles of the program.



Adapted, Source: California Air Resources Board Priority Populations Map, 2020

Legend

SB 353 Disadvantaged Communities and AB 1550 Low-Income Communities
Project Limits

Figure 5-1. Disadvantaged and Low-Income Community Census Tract

6 IMPLEMENTATION

Implementation Process

The goals of the Lawrence Station Area Sense of Place Plan shall be implemented primarily through the private development approval process by constructing improvements in conjunction with projects and payment of Sense of Place fees. Grant-funded public improvement projects may also be pursued.

Improvements fronting a parcel will primarily be funded and constructed by the developer as part of the project development approval process. The minimum required frontage improvements upon site redevelopment are construction of curbs, curb ramps, gutters, driveway approaches, street pavement and striping, street signs, sidewalks, street trees and landscaping, and street lights on street(s) along the project frontage(s) in accordance with this Sense of Place Plan. Other public utilities not addressed in this plan, such as utility extensions and connections and meters/vaults may also be required. If warranted by a City study, traffic signal installation/ fair-share funding or modification may also be required.

After development applications are submitted for projects located within the plan area, City staff will review the development proposals and verify that they are consistent with the design guidelines described in this document. City staff will then recommend that Conditions of Approval be applied to the approval of Planning Applications, Building Permits, and encroachment permits. The Conditions of Approval may include modifications to address deviations from the SOP plan.

The City of Sunnyvale may also consider competing in grant funding programs such as those listed in Chapter 5 to fund improvements in the public right-of-way. Funding opportunities for areas that do not currently have pedestrian access or that pose existing pedestrian safety issues will be prioritized. Improvements that enhance safety should be prioritized.

Sense of Place Fees

The streets and pedestrian facilities in the Plan area are critical elements of the overall neighborhood environment in which commerce, travel, and community networking takes place, and in large measure will determine its livability and attractiveness for new development. The high density development anticipated by the LSAP will place new demands on streets and pedestrian facilities as new residents and businesses make use of the public realm. The present design of the circulation elements discourages pedestrian and bicycle mobility due to gaps in the sidewalk and bicycle lane network, wide, auto-oriented streets, large blocks, and inconsistent frontage amenities. Additionally, access to Lawrence Station is constrained by current conditions, which do not promote transit use. Creating a more pedestrian and bicycle-friendly environment is essential to reduce automobile trips by new residents and employees in the area, which

prepared for
City of Sunnyvale

Estimate of Probable Construction Costs
Sense of Place Plan
Preliminary Plan

prepared on: 7/27/2021
prepared by: MW
checked by: MM

Item #	Description	Unit	Cost	TOTAL Qty	TOTAL Item Total	TOTAL Subtotal
A	**Class I Shared-Use Path**					
1.	Pedestrian/bicycle crossing near Calabazas Creek at Kifer Rd	EA	$1,000,000	1	$1,000,000	
2.	Pedestrian/bicycle crossing near Calabazas Creek at Caltrain tracks	EA	$2,250,000	1	$2,250,000	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$3,575,000	
						$6,825,000
B	**Landscaped Median**					
1.	Demolition (sawcutting, AC)	LF	$40	9,040	$361,600	
2.	Curb	LF	$60	7,240	$434,400	
3.	Chatter bars	LF	$35	800	$28,000	
4.	Landscaping and irrigation	LF	$180	3,620	$651,600	
5.	Start-up, design, inspection, contingencies	LS	110%	Allow	$1,623,200	
						$3,099,000
C	**Wayfinding**					
1.	Gateway sign	EA	$50,000	4	$200,000	
2.	Directional sign	EA	$1,000	15	$15,000	
3.	Electrical service and gateway sign lighting	EA	$40,000	4	$160,000	
4.	Start-up, design, inspection, contingencies	LS	110%	Allow	$412,500	
						$788,000
D	**Bike Lane**					
1.	Demolition (existing striping)	LF	$2.50	6,300	$15,750	
2.	Demolition (existing markings)	EA	$110	15	$1,650	
3.	Pavement markings	EA	$84	31	$2,604	
4.	Slurry seal	SY	$3	18,000	$54,000	
5.	Bike lane striping	LF	$2.75	47,700	$131,175	
6.	Buffer striping	LF	$5	20,200	$101,000	
7.	Signs and sign posts	EA	$425	46	$19,550	
8.	Start-up, design, inspection, contingencies	LS	110%	Allow	$336,700	
						$663,000
E	**Enhanced Intersection**					
1.	Traffic signal, new	LS	Allow	Allow	$1,500,000	
2.	PG&E service to traffic signal	EA	$30,000	1	$30,000	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$1,683,000	
						$3,213,000
F	**ESTIMATED PROJECT TOTAL**					$14,588,000

is necessary to reduce the impacts of higher intensity development on traffic, greenhouse gas emissions, and noise.

Imposing appropriate Sense of Place fees will ensure that new development contributes its fair share of funding for streetscape improvements necessary to mitigate the impacts of increased development and support for the Plan area as a vibrant, attractive, and transit-oriented neighborhood for current and future residents and employees.

Funds for common improvements that span across multiple frontages such as bike lanes and other priority elements identified on the plans, such as completing the landscaped median on Kifer Road, will be generated through a Sense of Place fee. This fee will be applied to redevelopment projects on a per unit or per net new nonresidential square foot basis. Voluntary construction of improvements included in the fee can be made in lieu of Sense of Place fee payments.

Estimate of Costs

A summary of the estimated probable costs of construction and implementation are provided on the following page, and a more detailed breakdown is available in the appendix for reference. The cost estimate reflects the priority improvements as described in the Sense of Place Plan and does not include improvements that are typically required for new development along individual project frontages. It also does not include improvements that developers can receive density incentives for constructing. City priorities in the cost estimate are a contiguous landscaped median on Kifer Road, bike lanes throughout the plan area, gateway and directional signage, Calabazas Creek shared-use path crossings, and a new traffic signal at Kifer Road and Uranium Drive. This estimate is considered preliminary and subject to change as it has been developed without the benefit of detailed drawings.

The total cost of the improvements are assigned to net new residential and office/R&D development based on a percentage of the total square feet associated with each. The plan buildout includes 5,935 residential units and 1.2 million square feet of office/R&D. Residential units were converted to square feet (s.f.) by multiplying the average unit size of recent LSAP projects (960 s.f.) by 5,935. The result is an 82.6% share for residential and 17.4% for office/R&D. The total cost is then multiplied by each percentage to obtain the cost per net new unit and net new office/R&D square footage.

Estimating Assumptions

1) The items, amounts, quantities, and related information are based on Callander Associates' judgment at this level of document preparation and is offered as reference data.

2) The following are excluded from the cost estimate:

- Permitting costs from other agencies
- Improvements within County right-of-way, including the costs of the potential future grade separation of Lawrence Expressway as identified in the

Lawrence Expressway Grade Separation Concept Study

- Improvements within City of Santa Clara right-of-way (sidewalk and roadway striping on Kifer Road, Uranium Drive, and French Street)
- Santa Vittoria Terrace (existing)
- Aster Avenue (existing and under construction)

3) Start-up costs include 20% of construction costs for bonding, mobilization, SWPPP, grading, tree protection, traffic control, and construction staking. Design assumes 40% of construction costs for professional service fees, and inspection assumes 10% of construction costs for City review and construction inspection. Estimating contingency is assumed as 40% of construction costs and includes the following: 10% construction/change order contingency, 20% level of estimate contingency, and 10% design contingency.

4) Bike lane cost assumes 6'-0" minimum width. Buffer assumes 3'-0" width. Striping and slurry seal costs exclude vehicular travel lanes.

5) Landscaping and irrigation costs for parkway strips assume a 4'-0" wide planted area with groundcover and drip irrigation system with water and electrical service. Street tree and irrigation costs assume a 24" box tree at 30' o.c. spacing and two tree bubblers per tree.

6) The future path crossings at Calabazas Creek are being studied as a part of the City of Santa Clara's Creek Trail Network Expansion Master Plan. The cost estimate assumes that the crossings will be undercrossings. The costs shown assume 25% of the total estimated costs for these crossing improvements, which is anticipated to be the City's share between the City of Santa Clara and Valley Water.

Timing

Improvements shall be implemented as development projects are approved and as funding becomes available. Some segments of the plan have been implemented, or are currently under construction.

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7 APPENDICES

APPENDIX A

Meeting Summaries

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Via Email Only

April 4, 2019

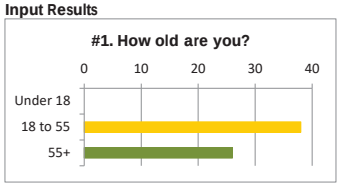
Input Summary
Lawrence Station Sense of Place Plan
RE: Compiled Input #1
Date: March 6-31, 2019

Number of attendees who signed in at Community Workshop #1: 50
Number of questionnaires received at Community Workshop #1: 28
Number of online survey respondents: 37

This summary encompasses the input received from Community Workshop #1 on March 6, 2019, and the online survey that was open from March 18-31, 2019.

The purpose of this meeting was to introduce the project, present existing conditions, and receive feedback from the public. The first part of the meeting was a presentation introducing the project goals and objectives and the layout of the stations, and the second part was time for attendees to visit the stations. Attendees had opportunities to ask questions and provide comments after the presentation. Station A displayed background project information, Station B displayed potential motifs and architectural styles, Station C displayed an aerial map of the Plan Area, and Station D displayed existing road sections. Attendees voted on motifs, architectural aesthetic, and pedestrian/bike improvements for the Sense of Place Plan Area. They also had the opportunity to identify problem areas and to mark their typical route to and through the Plan Area. Attendees were also asked to complete a questionnaire in order for the project team to better understand the demographics and preferences of attendees.

Input Results



BURLINGAME
1633 Bayshore Highway, Suite 133
Burlingame, CA 94010
650.375.1313

GOLD RIVER
12150 Tributary Point Drive, Suite 140
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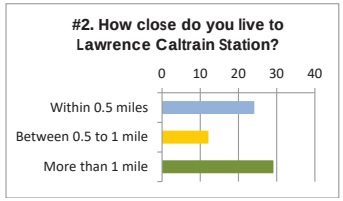
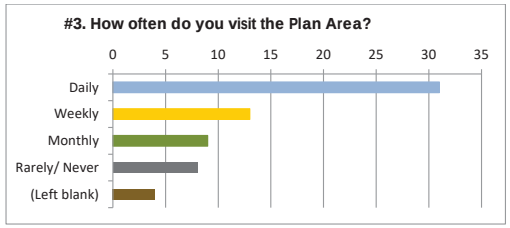
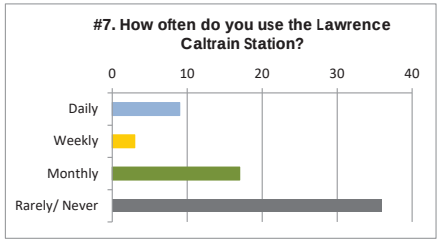


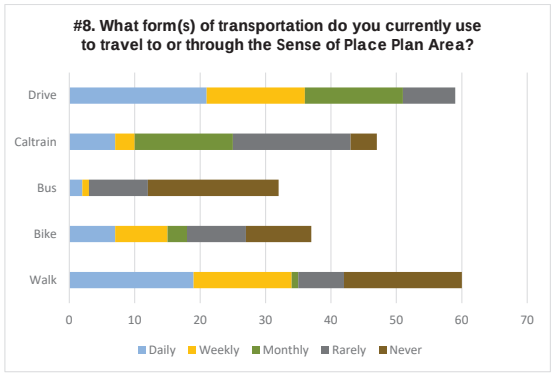


#4. What do you like about the Area?
Attendees primarily like the proximity to Lawrence Caltrain station. They also like the trees on Sonora Court and along Willow Avenue, as well as the existing and proposed open spaces within the Plan Area. Some respondents like how the Plan Area used to have a quiet peaceful small-town vibe, while others feel that the adjacent residential neighborhood is currently safe, peaceful, and walkable.

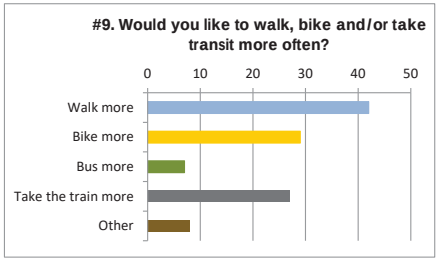
#5. What do you dislike about the Area?
Several attendees stated dislike for the traffic congestion. The next most common responses were insufficient bike and pedestrian infrastructure, the presence of high-density housing developments, and the industrial and commercial feel of the area. Other comments included not having enough parks and open space, lighting, and walkable destinations. Additional responses included burglaries and noise.

#6. How can this neighborhood be improved?
The most commonly stated improvements attendees would like to see are better pedestrian and bike infrastructure. Several attendees stated a preference for more parks and open space in the plan area, as well as local walkable and bikable food and retail destinations, community spaces, and more affordable housing. Some attendees like the potential for high-density housing in the area, but are concerned about whether the existing road infrastructure will be sufficient. Additional changes attendees would like to see include less traffic, better landscape maintenance along sidewalks, more parking at Lawrence Station (southern side), and a consideration for more schools.





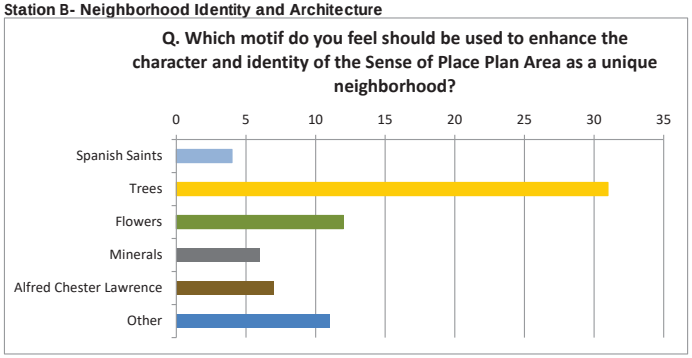
Meeting Summary
Lawrence Station Sense of Place Plan
RE: Compiled Input #1
March 6-31, 2019



Station A- Project Background

- Attendee walked to Costco before, and would like to be able to walk to Costco all the time but there is no sidewalk on parts of Aster Ave so it's not very safe
- Provide more lighting at station underpass
- Provide more lighting along Willow Ave
- Need stop light at the intersection of Willow/Reed
- Traffic will pick-up on E Evelyn Ave and create a big bottleneck at the new development on Aster Ave because there will be a high density of people trying to leave at the same time
- No existing sidewalk on Wolfe Rd
- Intuitive Surgical gives employees go passes for taking transit, and it would be great if other companies also offered public transit passes

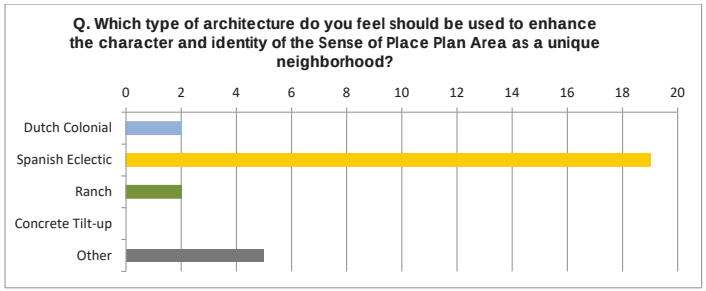
Station B- Neighborhood Identity and Architecture



18054_SUM_CompiledInput#1

Neighborhood Identity Comments:

- Native trees and shrubs (2)
- Farming history of the Valley of Heart's Delight – some cherry trees
- Name structure/center for more recent California politicians e.g. Edmund "Jerry" Brown
- Spanish cities, to match the architecture
- Natural elements to calm the higher density near Caltrain, keep feeling of open space
- Things related to trains- car (have a train car to play on in the park)
- Rock/mineral displays-art on corners, benches, etc.
- Green everything



(The question on neighborhood architecture was not included in the online survey.)

Neighborhood Architecture Comments:

- Pueblo (2)
- Indigenous people place names (2)
- Santa Clara Marketplace Architecture
- Biophilic design (that brings the outside in and creates a sense of place)
- Modern eclectic (similar to Santana Row)

Station C- Routes and Destinations, Opportunities

Attendees were asked to mark their typical routes and destinations and any problem areas within the Plan Area. The main destination for attendees is Costco, and the main area in need of improvements is the area surrounding Lawrence Caltrain Station. The intersections of Lawrence/Reed, Timberpine/Reed, Kifer/Lawrence were also considered problem areas by several attendees. Timberpine Ave, Willow Ave, and Sonora Ct are primarily used when attendees walk, bike, or take transit through the Plan Area. Aster Ave, French St, Monroe St, and the residential streets southwest of the station are also used when attendees are not driving. Primary vehicular routes used by attendees are Lawrence Expy, Timberpine Ave, Kifer Rd, Reed Ave, Monroe St, Central Expy, and Wolfe Rd.

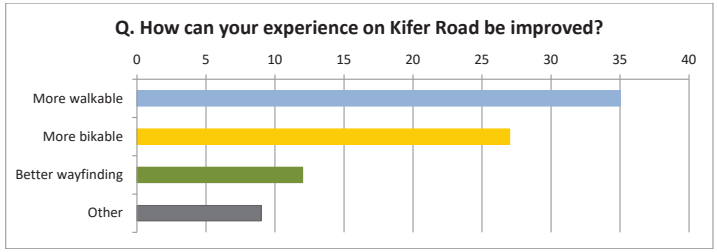
Routes and Destinations Plan Comments:

- Signal wait time at the intersection of Reed/Lawrence is long, 3 cycles (5)
- Hard to cross *(from Willow Ave across Reed Ave)* (5)
- Poor lighting at underpass, poor visibility *(at Lawrence Station and San Zeno Way)* (3)
- Would like bike lane to continue *(on Monroe St, just east of Lawrence Expy)*
- Traffic backup to Wilcox on Monroe St
- Left turn has a short stacking lane so overflow of left-turning vehicles impacts through lanes from northbound Lawrence Expy turning west onto Reed Ave
- Future "No left turn" restriction *(at the intersection of Willow/ Reed)* will push traffic westward to Timberpine Ave
- Unsafe for pedestrians and bicyclists to cross Reed Ave at Timberpine Ave
- Intersection at Evelyn and Reed Ave lacks 4th crosswalk leg
- Lack of baby bullet train service at Lawrence Station depresses ridership
- Mistake to build *(shopping plaza on Monroe St, adjacent to Monticello apartment homes)* away from train
- *Bike lane desired along Calabazas Creek, southward, and then westward adjacent to Caltrain tracks*
- The development at the Kifer/Lawrence intersection in the City of Santa Clara will put pressure on Lawrence Expy
- Bike lanes on high speed road do not feel safe *(on Kifer Rd)*
- Bike lane too narrow and messy, bushes block bike lane *(on Kifer Rd)*
- Need sidewalk *(on Kifer Rd, heading westward toward Wolfe Rd and on Wolfe Rd)*
- Need speed reduction along Kifer Rd to make it more comfortable for pedestrians and cyclists
- Intuitive Surgical employees drive between buildings, need better non-car option to reduce congestion
- Poor sidewalk maintenance, brambles grow in cracks in sidewalk
- VTA ACE shuttle stop *(sign and light post)* is in sidewalk *(on Kifer Rd at Commercial St)*
- Attendee bikes through the neighborhood because biking on Wolfe Rd and Kifer Rd is not safe
- Curb too tall *(at end of Sonora Ct)*
- Narrow pass with bollards *(in the 1090 Kifer parking lot)*
- Three speed bumps *(in the 1090 Kifer parking lot)*
- Evelyn Ave to Wolfe Rd signal is too short, so people avoid the intersection by taking a shortcut through the residential neighborhood
- *(Biking along residential streets including Sequoia Dr and Azalea Dr is a)* safer route than Evelyn Ave
- More midblock crossings would be great *(in the residential areas southwest of the station)*
- No crosswalks between Evelyn Terrace and Wolfe Rd, so there is a lot of jaywalking
- Wolfe Rd overpass over the train tracks needs sidewalks
- Street frontage on Evelyn Ave at Pine Cone Lumber is missing sidewalks
- Change from duplex to condo development creates a parking concern *(at intersection of Evelyn/ Wolfe)*
- How will people exit *(the new development at Peninsula Building Materials)*?
- Attendee wants trees along Aster Ave
- Attendee doesn't walk because it's not safe nor pleasant to walk *(in the Plan Area)*
- Are schools being considered in traffic demand?

Opportunities Plan Comments:

- Linear park *(along future Loop Road, along the southward extension of Corvin Rd)*
- Bike/ped crossing and path *(along Calabazas Creek to cross the Caltrain tracks)*
- Park and potential retail and dining destinations *(along the section of Sonora Ct on the future Loop Rd)*
- Sidewalk *(along Aster Ave)*
- Railroad under/overcrossing and trail *(along the western boundary of the Olympic Residential Group Townhomes development on Aster Ave and then connecting northward across the Caltrain tracks to Sonora Court)*
- Keep the existing park *(Intuitive Surgical Park at 945 Kifer Rd)*
- Bike path *(on Commercial St)*
- Extend trails so they are networked together so it is easy to connect north-south, east-west
- 2-acre park *(at Corn Palace development)*
- Bike/ped friendly *(at the intersection of Lawrence Expy and Reed Ave) (marked on Existing Conditions Plan)*
- Can these improvements link to Calabazas Creek Trail? *(marked on Existing Conditions Plan)*

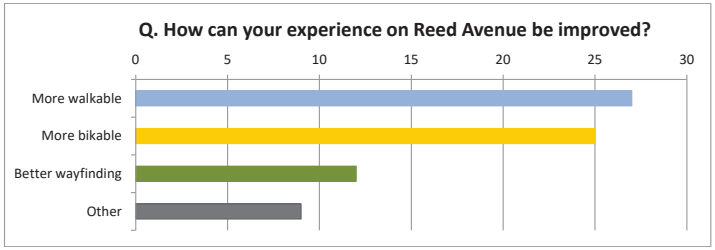
Station D- Existing Road Sections & Conceptual Road Sections



Kifer Road Comments:

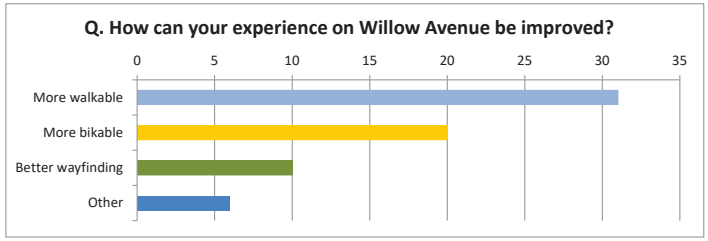
- 10' foot traffic lanes (2)
- El Camino Storm Drain – trail possibility (2)
- Protected Class IV bike lanes (2)
- Protected bike lanes (2)
- Grass between sidewalks and roads
- Wider bike lane
- Protected bike lane
- Bike lane should be minimum of 8' given 45 mph speeds on Kifer, 6' bike lane + 2' protected buffer
- Lower speed limit!
- Reduce travel lane to 10' to slow cars
- Add traffic calming speed table mid-block
- Add street trees for walking

- Repurpose 2-3 car lanes for: wider sidewalk, wider bike lane (+ separation), shorter crosswalks
- Unnecessary *(existing double left-turn lane)*
- Flip so bicycle lane is protected *(existing bike lane and existing landscape in public right-of-way)*
- Bike lane too narrow, gutter should not be included in width
- Need consistent sidewalk, fill gaps
- *(Bike lane)* too narrow, too much debris
- Take advantage of new sign opportunities



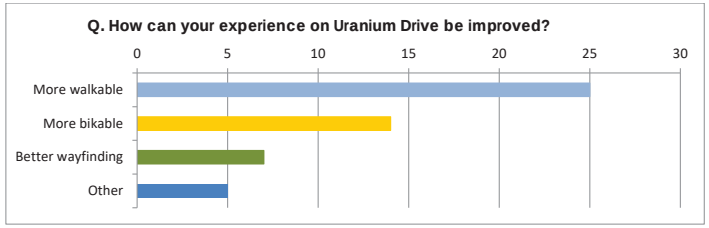
Reed Avenue Comments:

- Parking protected bike lane (5)
- Add gap between parking and bike lane for door zone (2)
- Why are these 18' lanes? (2)
- 18' lane needs → 11' (2)
- 11' lane, 8'-6" parking, 7' trees, 5' bike, 6' sidewalk
- Rethink *(locations of sidewalk, landscape, and parking)* for protected bike lane
- Red light cameras
- Narrower streets for calmer traffic, better bike & pedestrian safety
- Streets not designed for modern volumes- Timberpine, Reed/Lawrence interchange
- Need coordinated traffic control, falling apart
- Add center Class 4 bikeway
- Crosswalk lights @ Timberpine/Reed intersection, cars blow through light



Willow Avenue Comments:

- 12 ft lanes in residential areas are too wide- encourages speeding
- Remove street parking, add bike lanes
- Reed/Willow intersection currently dangerous to cross as a pedestrian. Too wide, no crosswalk.



Sonora Court Comments:

- Very popular bike route here. Please mark it safe for biking! Don't put bike lane in the door zone (where parked cars open doors/don't let cars park here) (2)
- 10' lanes, parking protected contraflow bike lane
- Why is there parking here? *(on-street parking on Sonora Court to create a parking-protected bike lane)*
- 10-11' travel lanes
- Go for Gold. Require Class 1 bikeways on each property as it redevelops.
- Let cars keep parking here!
- Put bike lanes inside the trees next to sidewalk (away from auto traffic)
- Most beautiful street in Plan Area
- Buses would be great

Aster Avenue Comments:

- 1) Need Class 1 or Class 4 on Aster. Major route to Lawrence Station, 2) Put bike lanes next to sidewalks, not in roadway
- Protect pedestrians from cyclists!

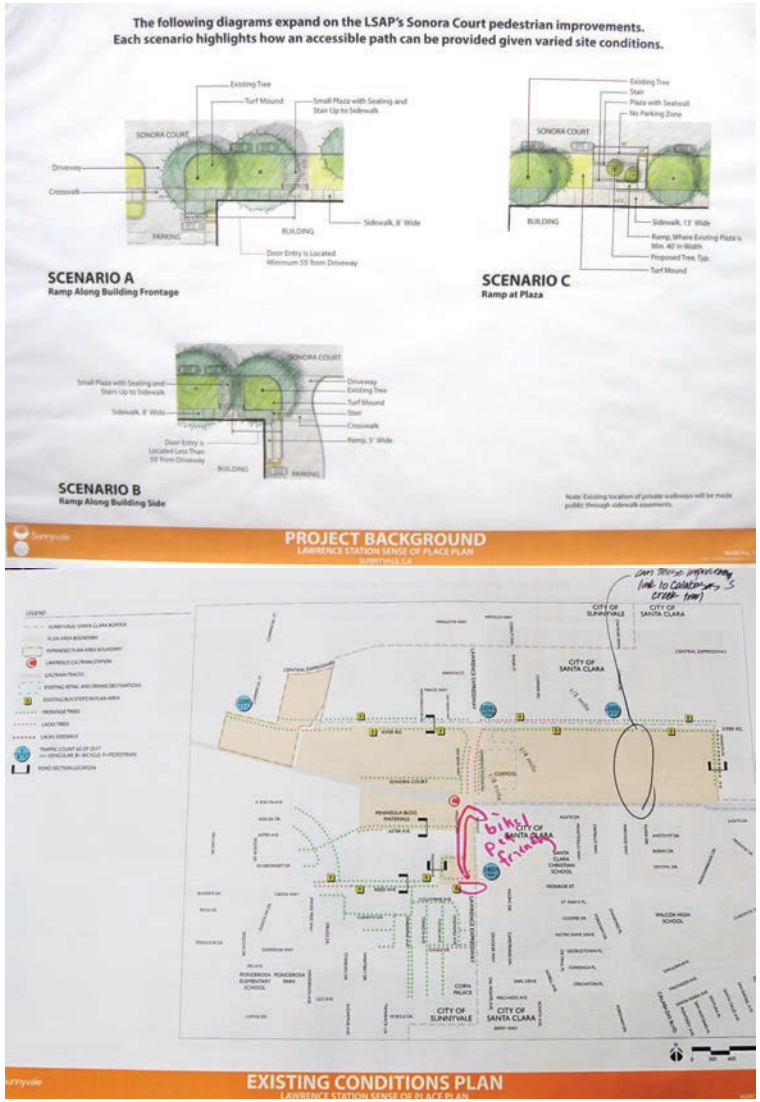
- Please retain the trees along Aster

Additional questions and comments:

- What kind of trees are proposed? Preference for no liquidambar and no maples
- Has the City been working/ communicating with Santa Clara? Development pattern (historically) doesn't seem to be coordinated.
  - City of Sunnyvale Vice Mayor Russ Melton offered to answer questions about coordination with City of Santa Clara.
- Which station discusses housing?
  - There will be a separate meeting for housing this year, date has not been set
- Is this for new or existing development?
  - This is to set the table for what type of improvements would happen
- How many property owners are there and how will park spaces be identified?
  - Developers must follow City open space requirements.
- Has there ever been a study to do a tunnel grade separation on Lawrence?
  - Yes, a study is being led by the County.
- Will plan look at parking at Lawrence station?
  - Plan will evaluate options for on-street parking.
- Will there be additional parking at station such as a new garage?
  - There are no current plans for additional parking at the station.
- If you want to build/create a sense of place, consider looking at the lifestyle of the demographic. In old European cities, people walked everywhere-- to the market, trains stations, and city centers.

Attachments:

Meeting Summary
Lawrence Station Sense of Place Plan
RE: Compiled Input #1
March 6-31, 2019
Page 11 of 15



Meeting Summary
Lawrence Station Sense of Place Plan
RE: Compiled Input #1
March 6-31, 2019
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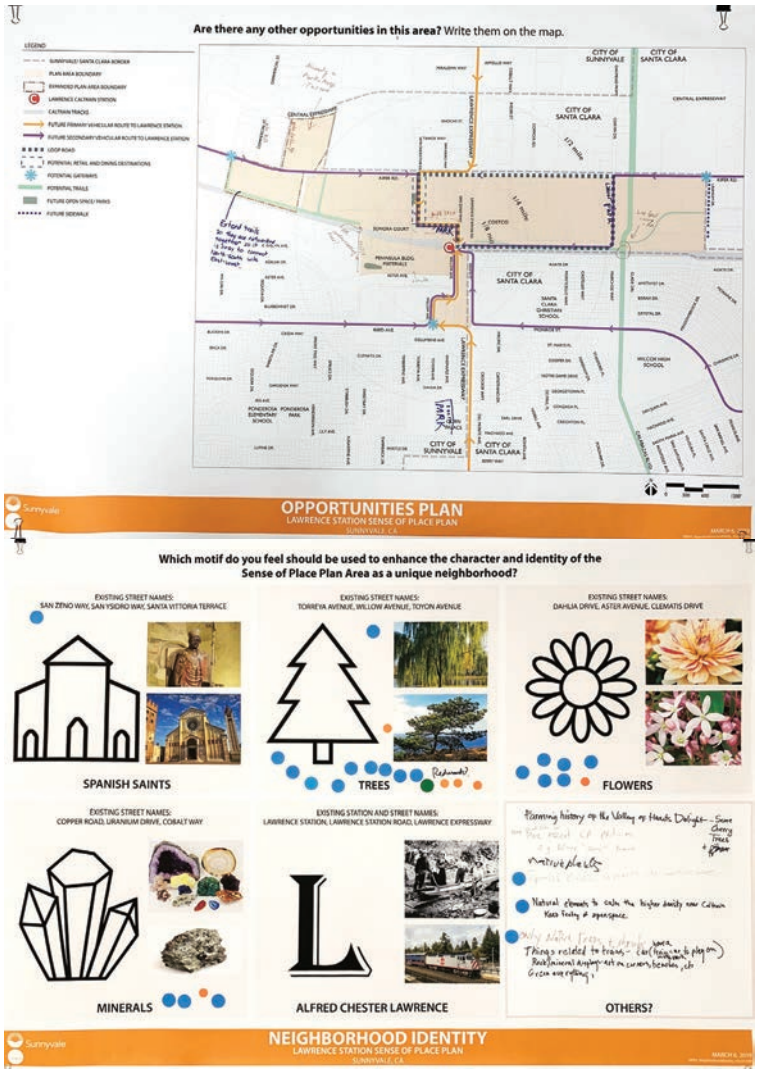

Meeting Summary
Lawrence Station Sense of Place Plan
RE: Compiled Input #1
March 6-31, 2019
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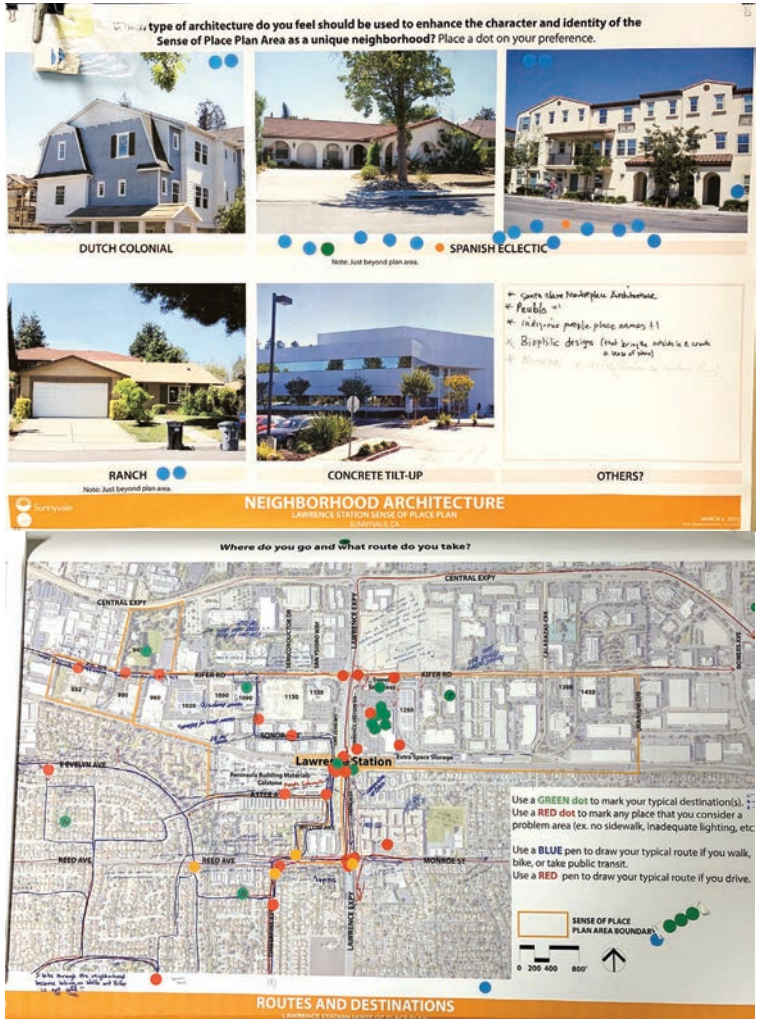

Meeting Summary
Lawrence Station Sense of Place Plan
RE: Compiled Input #1
March 6-31, 2019
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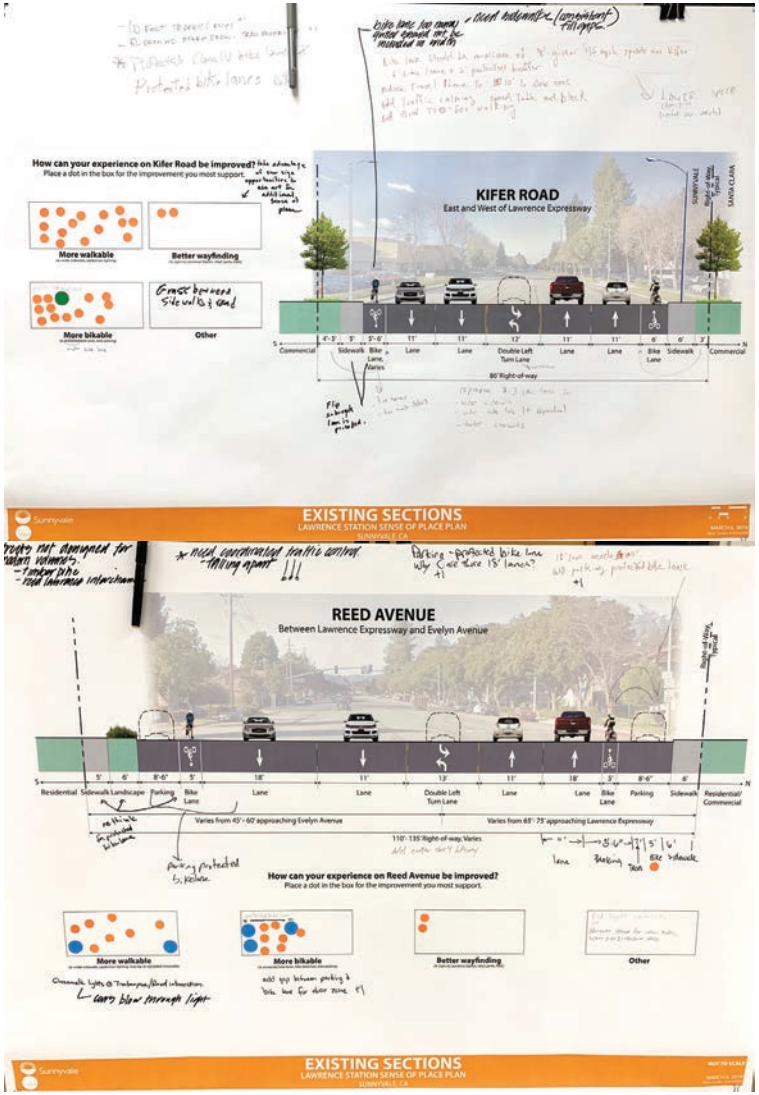
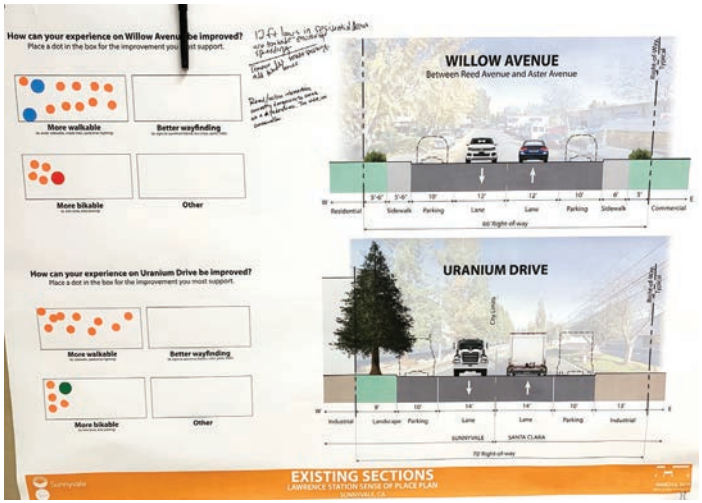


Meeting Summary
Lawrence Station Sense of Place Plan
RE: Compiled Input #1
March 6-31, 2019



The information above is Callander Associates' understanding of input received. Callander Associates is proceeding with the project based on this understanding.

Submitted by: Melinda Wang

Callander Associates

cc: All attendees

CALA

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Via Email Only

March 20, 2020

Meeting Summary
Lawrence Station Sense of Place Plan
RE: Planning Commission Study Session #1
Date: March 9, 2020
Time: 6:00 p.m. to 8:00 p.m.

Attendees:

City of Sunnyvale Planning Commission:
Daniel Howard, Chair (Howard)
David Simons, Vice Chair (Simons)
Sue Harrison (Harrison)
John Howe (Howe)
Ken Olevson (Olevson)
Ken Rheaume (Rheaume)
Carol Weiss (Weiss)

City of Sunnyvale (City):
George Schroeder (GS), Planning, gschroeder@sunnyvale.ca.gov
Andy Miner (AM), Planning, aminer@sunnyvale.ca.gov
Amber Blizinski (AB), Planning, ablinzinski@sunnyvale.ca.gov
Lillian Tsang (LT), Transportation, ltsang@sunnyvale.ca.gov

Callander Associates (CALA):
Marie Mai (CALA), mmai@callanderassociates.com
Melinda Wang (CALA), mwang@callanderassociates.com

Community Members:
Cliff Bargar, employee at Intuitive Surgical
Blake Reinhardt, VP of Construction for Intuitive Surgical
Richard Mehlinger, chair of the BPAC
James Viso, real estate broker at Kidder Matthews
Richard Scott, PS Business Parks, 1310-1380 Kifer Rd

The purpose of this meeting was to receive feedback from the Planning Commission regarding the LSAP Area updates including the Boundary Expansion, Housing Study, and the Sense of Place Plan. This summary focuses on the items discussed that pertain to the Sense of Place Plan.

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1633 Bayshore Highway, Suite 133
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Gold River, CA 95670
916.985.4366

SAN JOSE
2025 Gateway Place, Suite 285
San Jose, CA 95110
408.275.0565

Item	*Action to take*
1. Reconsider Kifer road diet, which had been previously approved by City Council and had been shown in the LSAP report from 2015.	Pending City direction
2. The Environmental Review excludes the Kifer road diet. The former Public Works Director of Sunnyvale and Public Works Director of Santa Clara both felt the Kifer road diet was not a good idea given the anticipated increase in vehicular demand. (AM)	Noted
3. Consider Class IV bikeways on major roads, or at least in one part of the City. (Weiss)	Pending City direction. Previously evaluated by CALA.
4. Consider establishing standards for architectural styles for this Plan Area. (Simons)	Pending City direction
5. Consider splitting SOP plan into multiple maps to make content easier to consume. (Howard)	CALA
6. Evaluate how kids (K-8th) can get to school if walking or biking. (Howe)	CALA
7. Consider in-road crosswalk warning lights and/or HAWK (High-intensity Activated crossWalK) beacon to increase pedestrian visibility.	Pending City direction
8. Include specific, firm language in report stating that no tree removals are allowed along Sonora Ct.	CALA
9. Lighting style and signage style do not match. Consider lighting and signage that are more similar in style. (Rheaume)	Pending City direction
10. Consider making the wayfinding signage lower in height so that it is more pedestrian-scale. (Howard)	Pending City direction
11. Consider a gateway arch over the street for the plan area similar to the Murphy Ave sign. (Howard)	Pending City direction
12. Consider signage style or graphics that speak to local history. (Rheaume)	Pending City direction
13. Consider font size variation in signage. (Simons)	CALA

14. Confirm tree sizes in road section graphics are realistic and appropriate to context. (Simons)	CALA
15. For the gateway signage preferences, the first-choice picks were as follows: Option A1 (dimensional letters): 2 votes, Option B: 1 vote, Option C: 2 votes.	Noted
16. Class I trail and Loop Road are desirable improvements. Reconsider Kifer Rd road diet to make Kifer Rd safer for pedestrians and cyclists. Intuitive Surgical (IS) employees often need to cross Kifer Rd to other campus buildings. (Bargar)	Noted
17. Prioritize pedestrians and reconsider the Kifer Rd road diet. Consider a median or other enhancements on Reed Ave to decrease the crossing distance and improve pedestrian access and crossing ease. (Mehlinger)	Noted

The information above is Callander Associates' understanding of items discussed at the meeting. Callander Associates is proceeding with the project based on this understanding.

Submitted by: Melinda Wang

Callander Associates

cc: All attendees

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APPENDIX B

				Kifer Road		
Item #	Description	Unit	Cost	Qty	Item Total	Subtotal
A	**Class I Shared-Use Path**					
1.	Pedestrian/bicycle crossing near Calabazas Creek at Kifer Rd	EA	$1,000,000	1	$1,000,000	
2.	Pedestrian/bicycle crossing near Calabazas Creek at Caltrain tracks	EA	$2,250,000	0	$0	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$1,100,000	
						$2,100,000
B	**Landscaped Median**					
1.	Demolition (sawcutting, AC)	LF	$40	9,040	$361,600	
2.	Curb	LF	$60	7,240	$434,400	
3.	Chatter bars	LF	$35	800	$28,000	
4.	Landscaping and irrigation	LF	$180	3,620	$651,600	
5.	Start-up, design, inspection, contingencies	LS	110%	Allow	$1,623,200	
						$3,098,800
C	**Wayfinding**					
1.	Gateway sign	EA	$50,000	3	$150,000	
2.	Directional sign	EA	$1,000	2	$2,000	
3.	Electrical service and gateway sign lighting	EA	$40,000	3	$120,000	
4.	Start-up, design, inspection, contingencies	LS	110%	Allow	$299,200	
						$571,200
D	**Bike Lane**					
1.	Demolition (existing striping)	LF	$2.50	4,100	$10,250	
2.	Demolition (existing markings)	EA	$110	9	$990	
3.	Pavement markings	EA	$84	9	$756	
4.	Slurry seal	SY	$3	5,900	$17,700	
5.	Bike lane striping	LF	$2.75	16,200	$44,550	
6.	Buffer striping	LF	$5	8,100	$40,500	
7.	Signs and sign posts	EA	$425	14	$5,950	
8.	Start-up, design, inspection, contingencies	LS	110%	Allow	$126,200	
						$246,896
E	**Enhanced Intersection**					
1.	Traffic signal, new	LS	Allow	Allow	$0	
2.	PG&E service to traffic signal	EA	$30,000	0	$0	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
F	**ESTIMATED PROJECT TOTAL**					$6,017,000

				Willow Avenue		
Item #	Description	Unit	Cost	Qty	Item Total	Subtotal
A	**Class I Shared-Use Path**					
1.	Pedestrian/bicycle crossing near Calabazas Creek at Kifer Rd	EA	$1,000,000	0	$0	
2.	Pedestrian/bicycle crossing near Calabazas Creek at Caltrain tracks	EA	$2,250,000	0	$0	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
B	**Landscaped Median**					
1.	Demolition (sawcutting, AC)	LF	$40	0	$0	
2.	Curb	LF	$60	0	$0	
3.	Chatter bars	LF	$35	0	$0	
4.	Landscaping and irrigation	LF	$180	0	$0	
5.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
C	**Wayfinding**					
1.	Gateway sign	EA	$50,000	0	$0	
2.	Directional sign	EA	$1,000	1	$1,000	
3.	Electrical service and gateway sign lighting	EA	$40,000	0	$0	
4.	Start-up, design, inspection, contingencies	LS	110%	Allow	$1,100	
						$2,100
D	**Bike Lane**					
1.	Demolition (existing striping)	LF	$2.50	1,600	$4,000	
2.	Demolition (existing markings)	EA	$110	4	$440	
3.	Pavement markings	EA	$84	4	$336	
4.	Slurry seal	SY	$3	1,600	$4,800	
5.	Bike lane striping	LF	$2.75	4,000	$11,000	
6.	Buffer striping	LF	$5	1,600	$8,000	
7.	Signs and sign posts	EA	$425	6	$2,550	
8.	Start-up, design, inspection, contingencies	LS	110%	Allow	$31,400	
						$62,526
E	**Enhanced Intersection**					
1.	Traffic signal, new	LS	Allow	Allow	$0	
2.	PG&E service to traffic signal	EA	$30,000	0	$0	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
F	**ESTIMATED PROJECT TOTAL**					$65,000

				Reed Avenue		
Item #	Description	Unit	Cost	Qty	Item Total	Subtotal
A	**Class I Shared-Use Path**					
1.	Pedestrian/bicycle crossing near Calabazas Creek at Kifer Rd	EA	$1,000,000	0	$0	
2.	Pedestrian/bicycle crossing near Calabazas Creek at Caltrain tracks	EA	$2,250,000	0	$0	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
B	**Landscaped Median**					
1.	Demolition (sawcutting, AC)	LF	$40	0	$0	
2.	Curb	LF	$60	0	$0	
3.	Chatter bars	LF	$35	0	$0	
4.	Landscaping and irrigation	LF	$180	0	$0	
5.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
C	**Wayfinding**					
1.	Gateway sign	EA	$50,000	1	$50,000	
2.	Directional sign	EA	$1,000	0	$0	
3.	Electrical service and gateway sign lighting	EA	$40,000	1	$40,000	
4.	Start-up, design, inspection, contingencies	LS	110%	Allow	$99,000	
						$189,000
D	**Bike Lane**					
1.	Demolition (existing striping)	LF	$2.50	600	$1,500	
2.	Demolition (existing markings)	EA	$110	2	$220	
3.	Pavement markings	EA	$84	2	$168	
4.	Slurry seal	SY	$3	1,200	$3,600	
5.	Bike lane striping	LF	$2.75	3,400	$9,350	
6.	Buffer striping	LF	$5	1,200	$6,000	
7.	Signs and sign posts	EA	$425	2	$850	
8.	Start-up, design, inspection, contingencies	LS	110%	Allow	$22,900	
						$44,588
E	**Enhanced Intersection**					
1.	Traffic signal, new	LS	Allow	Allow	$0	
2.	PG&E service to traffic signal	EA	$30,000	0	$0	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
F	**ESTIMATED PROJECT TOTAL**					$234,000

				Class I Shared-Use Path		
Item #	Description	Unit	Cost	Qty	Item Total	Subtotal
A	**Class I Shared-Use Path**					
1.	Pedestrian/bicycle crossing near Calabazas Creek at Kifer Rd	EA	$1,000,000	0	$0	
2.	Pedestrian/bicycle crossing near Calabazas Creek at Caltrain tracks	EA	$2,250,000	1	$2,250,000	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$2,475,000	
						$4,725,000
B	**Landscaped Median**					
1.	Demolition (sawcutting, AC)	LF	$40	0	$0	
2.	Curb	LF	$60	0	$0	
3.	Chatter bars	LF	$35	0	$0	
4.	Landscaping and irrigation	LF	$180	0	$0	
5.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
C	**Wayfinding**					
1.	Gateway sign	EA	$50,000	0	$0	
2.	Directional sign	EA	$1,000	9	$9,000	
3.	Electrical service and gateway sign lighting	EA	$40,000	0	$0	
4.	Start-up, design, inspection, contingencies	LS	110%	Allow	$9,900	
						$18,900
D	**Bike Lane**					
1.	Demolition (existing striping)	LF	$2.50	0	$0	
2.	Demolition (existing markings)	EA	$110	0	$0	
3.	Pavement markings	EA	$84	0	$0	
4.	Slurry seal	SY	$3	0	$0	
5.	Bike lane striping	LF	$2.75	0	$0	
6.	Buffer striping	LF	$5	0	$0	
7.	Signs and sign posts	EA	$425	0	$0	
8.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
E	**Enhanced Intersection**					
1.	Traffic signal, new	LS	Allow	Allow	$0	
2.	PG&E service to traffic signal	EA	$30,000	0	$0	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
F	**ESTIMATED PROJECT TOTAL**					$4,744,000

				Sonora Court		
Item #	Description	Unit	Cost	Qty	Item Total	Subtotal
A	**Class I Shared-Use Path**					
1.	Pedestrian/bicycle crossing near Calabazas Creek at Kifer Rd	EA	$1,000,000	0	$0	
2.	Pedestrian/bicycle crossing near Calabazas Creek at Caltrain tracks	EA	$2,250,000	0	$0	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
B	**Landscaped Median**					
1.	Demolition (sawcutting, AC)	LF	$40	0	$0	
2.	Curb	LF	$60	0	$0	
3.	Chatter bars	LF	$35	0	$0	
4.	Landscaping and irrigation	LF	$180	0	$0	
5.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
C	**Wayfinding**					
1.	Gateway sign	EA	$50,000	0	$0	
2.	Directional sign	EA	$1,000	1	$1,000	
3.	Electrical service and gateway sign lighting	EA	$40,000	0	$0	
4.	Start-up, design, inspection, contingencies	LS	110%	Allow	$1,100	
						$2,100
D	**Bike Lane**					
1.	Demolition (existing striping)	LF	$2.50	0	$0	
2.	Demolition (existing markings)	EA	$110	0	$0	
3.	Pavement markings	EA	$84	4	$336	
4.	Slurry seal	SY	$3	0	$0	
5.	Bike lane striping	LF	$2.75	4,700	$12,925	
6.	Buffer striping	LF	$5	0	$0	
7.	Signs and sign posts	EA	$425	6	$2,550	
8.	Start-up, design, inspection, contingencies	LS	110%	Allow	$14,600	
						$30,411
E	**Enhanced Intersection**					
1.	Traffic signal, new	LS	Allow	Allow	$0	
2.	PG&E service to traffic signal	EA	$30,000	0	$0	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
F	**ESTIMATED PROJECT TOTAL**					$33,000

				Loop Road (includes Santa Vittoria Terrace)		
Item #	Description	Unit	Cost	Qty	Item Total	Subtotal
A	**Class I Shared-Use Path**					
1.	Pedestrian/bicycle crossing near Calabazas Creek at Kifer Rd	EA	$1,000,000	0	$0	
2.	Pedestrian/bicycle crossing near Calabazas Creek at Caltrain tracks	EA	$2,250,000	0	$0	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
B	**Landscaped Median**					
1.	Demolition (sawcutting, AC)	LF	$40	0	$0	
2.	Curb	LF	$60	0	$0	
3.	Chatter bars	LF	$35	0	$0	
4.	Landscaping and irrigation	LF	$180	0	$0	
5.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
C	**Wayfinding**					
1.	Gateway sign	EA	$50,000	0	$0	
2.	Directional sign	EA	$1,000	2	$2,000	
3.	Electrical service and gateway sign lighting	EA	$40,000	0	$0	
4.	Start-up, design, inspection, contingencies	LS	110%	Allow	$2,200	
						$4,200
D	**Bike Lane**					
1.	Demolition (existing striping)	LF	$2.50	0	$0	
2.	Demolition (existing markings)	EA	$110	0	$0	
3.	Pavement markings	EA	$84	9	$756	
4.	Slurry seal	SY	$3	8,200	$24,600	
5.	Bike lane striping	LF	$2.75	17,300	$47,575	
6.	Buffer striping	LF	$5	8,200	$41,000	
7.	Signs and sign posts	EA	$425	14	$5,950	
8.	Start-up, design, inspection, contingencies	LS	110%	Allow	$125,300	
						$245,181
E	**Enhanced Intersection**					
1.	Traffic signal, new	LS	Allow	Allow	$0	
2.	PG&E service to traffic signal	EA	$30,000	0	$0	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
F	**ESTIMATED PROJECT TOTAL**					$250,000

				Uranium Drive		
Item #	Description	Unit	Cost	Qty	Item Total	Subtotal
A	**Class I Shared-Use Path**					
1.	Pedestrian/bicycle crossing near Calabazas Creek at Kifer Rd	EA	$1,000,000	0	$0	
2.	Pedestrian/bicycle crossing near Calabazas Creek at Caltrain tracks	EA	$2,250,000	0	$0	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
B	**Landscaped Median**					
1.	Demolition (sawcutting, AC)	LF	$40	0	$0	
2.	Curb	LF	$60	0	$0	
3.	Chatter bars	LF	$35	0	$0	
4.	Landscaping and irrigation	LF	$180	0	$0	
5.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
C	**Wayfinding**					
1.	Gateway sign	EA	$50,000	0	$0	
2.	Directional sign	EA	$1,000	0	$0	
3.	Electrical service and gateway sign lighting	EA	$40,000	0	$0	
4.	Start-up, design, inspection, contingencies	LS	110%	Allow	$0	
						$0
D	**Bike Lane**					
1.	Demolition (existing striping)	LF	$2.50	0	$0	
2.	Demolition (existing markings)	EA	$110	0	$0	
3.	Pavement markings	EA	$84	3	$252	
4.	Slurry seal	SY	$3	1,100	$3,300	
5.	Bike lane striping	LF	$2.75	2,100	$5,775	
6.	Buffer striping	LF	$5	1,100	$5,500	
7.	Signs and sign posts	EA	$425	4	$1,700	
8.	Start-up, design, inspection, contingencies	LS	110%	Allow	$16,300	
						$32,827
E	**Enhanced Intersection**					
1.	Traffic signal, new	LS	Allow	Allow	$1,500,000	
2.	PG&E service to traffic signal	EA	$30,000	1	$30,000	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$1,683,000	
						$3,213,000
F	**ESTIMATED PROJECT TOTAL**					$3,246,000

				TOTAL		
Item #	Description	Unit	Cost	Qty	Item Total	Subtotal
A	**Class I Shared-Use Path**					
1.	Pedestrian/bicycle crossing near Calabazas Creek at Kifer Rd	EA	$1,000,000	1	$1,000,000	
2.	Pedestrian/bicycle crossing near Calabazas Creek at Caltrain tracks	EA	$2,250,000	1	$2,250,000	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$3,575,000	
						$6,825,000
B	**Landscaped Median**					
1.	Demolition (sawcutting, AC)	LF	$40	9,040	$361,600	
2.	Curb	LF	$60	7,240	$434,400	
3.	Chatter bars	LF	$35	800	$28,000	
4.	Landscaping and irrigation	LF	$180	3,620	$651,600	
5.	Start-up, design, inspection, contingencies	LS	110%	Allow	$1,623,200	
						$3,099,000
C	**Wayfinding**					
1.	Gateway sign	EA	$50,000	4	$200,000	
2.	Directional sign	EA	$1,000	15	$15,000	
3.	Electrical service and gateway sign lighting	EA	$40,000	4	$160,000	
4.	Start-up, design, inspection, contingencies	LS	110%	Allow	$412,500	
						$788,000
D	**Bike Lane**					
1.	Demolition (existing striping)	LF	$2.50	6,300	$15,750	
2.	Demolition (existing markings)	EA	$110	15	$1,650	
3.	Pavement markings	EA	$84	31	$2,604	
4.	Slurry seal	SY	$3	18,000	$54,000	
5.	Bike lane striping	LF	$2.75	47,700	$131,175	
6.	Buffer striping	LF	$5	20,200	$101,000	
7.	Signs and sign posts	EA	$425	46	$19,550	
8.	Start-up, design, inspection, contingencies	LS	110%	Allow	$336,700	
						$663,000
E	**Enhanced Intersection**					
1.	Traffic signal, new	LS	Allow	Allow	$1,500,000	
2.	PG&E service to traffic signal	EA	$30,000	1	$30,000	
3.	Start-up, design, inspection, contingencies	LS	110%	Allow	$1,683,000	
						$3,213,000
F	**ESTIMATED PROJECT TOTAL**					$14,588,000

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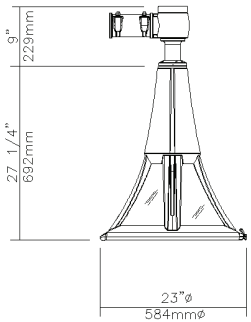
APPENDIX C

MSRP Arterial w/ Median -Sunnyvale / Lumec Combo Pole (MSC 55w LE3F & MSC-C 30w type 2)



EPA: 1.9 sq ft / weight: 52 lb (23.6 kg)
Note: 3D image may not represent color or option selected.
Logos above include link, click to access.

Qty	**1**	Type Luminaire	**Roadway Combo pole [MSC-002]-55W32LED4K-G3-LE3F-UNV-DMG-[SMB-024]-DH-[RCD7-029]-BKTX**

Description of Components:

Guard: In a round shape, this guard is made of four cast aluminum 356 decorative arms welded to the housing and to the access-mechanism.

Housing: In a round shape, this housing is made of cast 356 aluminum, c/w a watertight grommet, mechanically assembled to the bracket with four bolts 3/8-16 UNC. This suspension system permits for a full rotation of the luminaire in 90 degree increments. The housing is complete with a watertight access cap mechanically secured with two captive Allen head screws, giving access to the driver. Rated IP66.

Access-Mechanism: Made of cast aluminum 356 technical ring with latch and hinge. The mechanism shall offer tool-free access to the Light engine.

Light Engine: LEDgine composed of 4 main components: **Heat Sink / LED Module / Optical System / Driver**
Electrical components are RoHS compliant.

Heat Sink: Made of cast aluminum optimising the LEDs efficiency and life. Product does not use any cooling device with moving parts (only passive cooling device).

Lens: Made of soda-lime tempered glass lens, mechanically assembled and sealed onto the ring of the access mechanism.

LED Module: Composed of 32 high-performance white LEDs. Color temperature as per ANSI/NEMA bin Neutral White, 4000 Kelvin nominal (3985K +/- 275K or 3710K to 4260K), CRI 70 Min. 75 Typical.

MSRP Arterial w/ Median -Sunnyvale / Lumec Combo Pole (MSC 55w LE3F & MSC-C 30w type 2)

Optical System: (LE3F), IES type III (asymmetrical). Composed of high-performance optical grade PMMA acrylic refractor lenses to achieve desired distribution optimized to get maximum spacing, target lumens and a superior lighting uniformity. Optical system is rated IP66. Performance shall be tested per LM-63, LM-79 and TM-15 (IESNA) certifying its photometric performance. Street side indicated.0% uplight and U0 per IESNA TM-15.

Driver: High power factor of 90% minimum. Electronic driver, operating range 50/60 Hz. **Auto-adjusting universal voltage input from 120 to 277 VAC rated for both application line to line or line to neutral, Class 1**, THD of 20% max. Maximum ambient operating temperature from -40F(-40C) to 130F(55C) degrees.Assembled on a unitized removable tray with Tyco quick disconnect plug resisting to 221F(105C) degrees. **Driver comes with dimming compatible 0-10 volts.**

The current supplying the LEDs will be reduced by the driver if the driver experiences internal overheating as a protection to the LEDs and the electrical components. Output is protected from short circuits, voltage overload and current overload. Automatic recovery after correction. Standard built-in driver surge protection of 2.5kV (min).

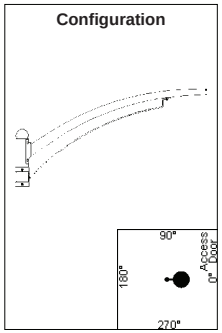
Driver Options: (DMG), Dimming compatible 0-10 volts. For applicable warranty, certification and operation guide see Lumec dimmable luminaire specification document for unapproved device installed by other. To get document, click on this link: Specification document or go on web site on this address: https://www.signify.com/b-dam/signify/en-us/brands/lumec/Lumec-un-approved-control-device-installed-by-others-7_d.pdf

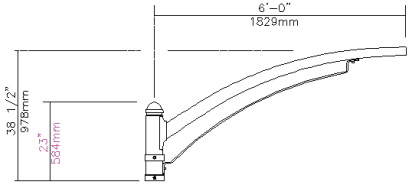
Surge Protector: Surge protector tested in accordance with ANSI/IEEE C62.45 per ANSI/IEEE C62.41.2 Scenario I Category C High Exposure 10kV/10kA waveforms for Line-Ground, Line-Neutral and Neutral-Ground, and in accordance with U.S. DOE (Department of Energy) MSSLC (Municipal Solid-State Street Lighting Consortium) model specification for LED roadway luminaires electrical immunity requirements for High Test Level 10kV / 10kA.

Adaptor: (SMB), Made of cast 356 aluminum, complete with a block connector, mechanically assembled to the bracket. Can be mounted on a 1.66"(42mm) to 2.38"(60mm) outside diameter bracket arm tubing that slip fits 6.5" (165mm) long inside the adaptor, permits an adjustment of ± 5°.

Luminaire Options: (DH), Decorative Hood, made of satin clear acrylic, mechanically assembled. **(RCD7)** Receptacle with 7 pins enabling dimming and with two extra connections for future use (these connections are capped off at the factory requires connections to be made in the field), can be used with a twist lock control device or photoelectric cell or a shorting cap. Use of photocell or shorting cap is required to ensure proper illumination. **Receptacle connections to control the main and mid-pole luminaire and dimming functions will be the same for the main mid-pole luminaire. (MSC-002)** Fixture with dimming wires coming out of the fixture.

MSRP Arterial w/ Median -Sunnyvale / Lumec Combo Pole (MSC 55w LE3F & MSC-C 30w type 2)





		Type	**Roadway Combo pole**
Qty	**1**	Bracket	**AC6-1A-R5 9/16-BKTX**

Description of Components:

Arm: Shall be made from spun and tapered aluminum 6063-T4, tempered to T6 after welding. The tapered arm is formed into a vertically oriented ellipse of 4" (102mm) by 2 7/8" (73mm) welded onto a plate and mechanically assembled to central adaptor. The bracket end is of 2 3/8" (60mm) O.D.

Decorative Element: Flat made of bent aluminum, 2" (51mm) wide, 0.375" (10mm) thick, mechanically assembled.

Central Adaptor: Made of cast 356 aluminum, complete with a top decorative cap. Slip-fits 9" (229mm) over a 5 9/16" (141mm) outside diameter pole or tenon. Mechanically fastened to the pole or tenon.

Note: The AC6 bracket meets the AASHTO 2001 standard specifications for structural support for luminaires.

Bracket Properties (Weight and EPA): 24 lbs (10.9 kg), 3.15 ft²

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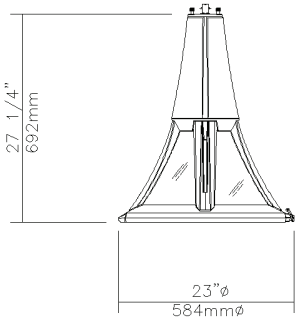
MSRP Arterial w/ Median -Sunnyvale / Lumec Combo Pole (MSC 55w LE3F & MSC-C 30w type 2)



		Type	**Roadway Combo pole**
Qty	**1**	Mid-Pole Luminaire	**[MSC-C-001]-140L650NW-G1-2-UNV-DMG-DH-BKTX**

Description of Components:

Guard: In a round shape, this guard is made of four cast aluminum 356 decorative arms welded to the housing and to the access-mechanism.

Housing: In a round shape, this housing is made of cast 356 aluminum, c/w a watertight grommet, mechanically assembled to the bracket with four bolts 3/8-16 UNC. This suspension system permits for a full rotation of the luminaire in 90 degree increments. The housing is complete with a watertight access cap mechanically secured with two captive Allen head screws, giving access to the driver. Rated IP66.

Access-Mechanism: Made of cast aluminum 356 technical ring with latch and hinge. The mechanism shall offer tool-free access to the Light engine.

Light Engine: Light guide technology provides low-glare, uniform illumination. Composed of 140 LEDs strategically positioned on the edge of the optical plate. Light engine luminous opening size optimized to best achieve a balance between lumen output and optical performance with the need to provide visual comfort. Light engine frame ensures contact with housing to provide heat conduction and sealing against the elements. Light engine is RoHS compliant. Maximum ambient operating temperature up to 40C(104F) degrees.

LED Module: Composed of 140 high-performance white LEDs. Color temperature as per ANSI/NEMA bin Neutral White, 4000 Kelvin nominal (4000K +/- 130K), CRI 70 Min.

Optical System: The advanced LED comfort optical system provides IES type II (asymmetrical) distribution. Composed of high performance UV-stabilized optical grade lens with molded micro-optics to achieve desired distribution optimized to get a

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exceptional lighting uniformity. System is rated IP66. Performance tested per LM-79 and TM-15 (IESNA) certifying its photometric performance. Street side indicated.0% uplight and U0 per IESNA TM-15.

Driver: High power factor of 95% min. Electronic driver, operating range 50/60 Hz. Auto-adjusting universal voltage input from 120 to 277 VAC rated for both application line to line or line to neutral, Class 2, THD of 20% max.

Surge Protector: Surge protector tested in accordance with ANSI/IEEE C62.45 per ANSI/IEEE C62.41.2 Scenario I Category C High Exposure 10kV/10kA waveforms for Line-Ground, Line-Neutral and Neutral-Ground, and in accordance with U.S. DOE (Department of Energy) MSSLC (Municipal Solid-State Street Lighting Consortium) model specification for LED roadway luminaires electrical immunity requirements for High Test Level 10kV / 10kA.

Driver: Driver comes with dimming compatible 0-10 volts. RoHS compliant.

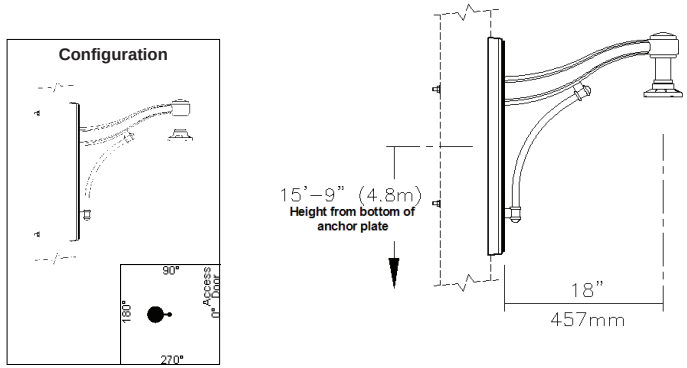
The current supplying the LEDs will be reduced by the driver if the driver experiences internal overheating as a protection to the LEDs and the electrical components. Output is protected from short circuits, voltage overload and current overload. Automatic recovery after correction. Standard built-in driver surge protection of 6kV (min).

Driver Options: (DMG), Dimming compatible 0-10 volts. For applicable warranty, certification and operation guide see Lumec dimmable luminaire specification document for unapproved device installed by other. To get document, click on this link: Specification document or go on web site on this address: https://www.signify.com/b-dam/signify/en-us/brands/lumec/Lumec-un-approved-control-device-installed-by-others-7_d.pdf

Luminaire Options: (DH), Decorative Hood, made of satin clear acrylic, mechanically assembled. **(MSC-002)** Fixture with dimming wires coming out of the fixture.

Driver: Assembled on a unitized removable tray with Tyco quick disconnect plug resisting to 221F(105C) degrees.

MSRP Arterial w/ Median -Sunnyvale / Lumec Combo Pole (MSC 55w LE3F & MSC-C 30w type 2)



		Type	**Roadway Combo pole**
Qty	**1**	Mid-Pole Bracket	**VC-F-180deg-BKTX**

Description of Components:

Arm: Made of cast 356 aluminum, welded to mounting plate.

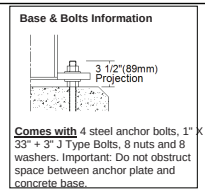
Decorative Element: Made of cast 356 aluminum, welded assembly.

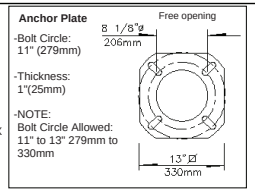
Mounting Plate: Made of cast 356 aluminum, mechanically assembled to pole by two through bolts.

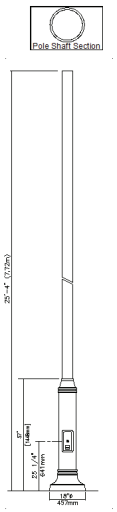
Bracket Properties (Weight and EPA): 16 lbs (7.3 kg), 1.7 ft²

NOTE: No bracket to be installed.

MSRP Arterial w/ Median -Sunnyvale / Lumec Combo Pole (MSC 55w LE3F & MSC-C 30w type 2)







		Type	**Roadway Combo pole**
Qty	**1**	Pole	**SSM8V-25.34-IP-MPL-15.75-BKTX**

Description of Components:

Pole Shaft: Shall be made from a 5 9/16" (141mm) round high tensile carbon steel tubing, having a 0.250" (6.4mm) wall thickness, welded to the pole base.

Joint Cover: Two-piece round joint cover made from cast 356 aluminum, mechanically fastened with stainless steel screws.

Pole Base: Shall be made from a 8 5/8" (219mm) round high tensile carbon steel tubing base having a 0.180" (4.6mm) wall thickness, welded to both the bottom and top of the anchor plate.

Maintenance Opening: The pole shall have a 4 1/2" x 10" (114mm x 254mm) maintenance opening centered 25 1/4" (641mm) from the bottom of the anchor plate, complete with a weatherproof embossed aluminum cover and a copper ground lug.

Base Cover: Two piece round base cover made from cast 356 aluminum, mechanically fastened with stainless steel screws.

Pole Options: (IP) The pole inner wall will be painted.
(**MPL**) Mid-Pole Luminaire.

Note: A tenon will be provided when the luminaire or bracket does not fit directly on pole shaft. Tenon not shown on the drawing.

IMPORTANT: Lumec strongly recommends the installation of the complete lighting assembly with all of its accessories upon the anchoring of the pole. This will ensure that the structural integrity of the product is maintained throughout its lifetime.

Pole Weight: 363 lbs (165 kg)

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MSRP Arterial w/ Median -Sunnyvale / Lumec Combo Pole (MSC 55w LE3F & MSC-C 30w type 2)

Miscellaneous

Description of Components:

Wiring: Gauge (#14) TEW/AWM 1015 or 1230 wires, **wiring included without connector for Mid-pole luminaire**. Length supplied is from luminaire to the pole base with 6" (152mm) minimum exceeding from maintenance opening. **Wiring will be shipped in a separate box and will be installed by others.**Gauge (#14) TEW/AWM 1015 or 1230 wires, 6" (152mm) minimum exceeding the bracket.

Hardware: All exposed screws shall be complete with Ceramic primer-seal basecoat to reduce seizing of the parts and offers a high resistance to corrosion. All seals and sealing devices are made and/or lined with EPDM and/or silicone and/or rubber.

Anchor Bolts: Anchor bolts made of ASTM F1554 grade 55 steel with a minimum yield strength of 55,000 psi. Nuts made of ASTM F1554-99 grade A steel or better. The thread adjustment is ANSI class 2B regardless of the diameter of the bolts. Washers made of ASTM grade F-844 steel or better. All galvanized parts are hot-dip galvanized with minimum requirement the ACNOR G-164 standard.

Finish: Color to be **black textured RAL9005TX (BKTX)** and in accordance with the AAMA 2603 standard. Application of polyester powder coat paint (4 mils/100 microns) with ± 1 mils/24 microns of tolerance. The Thermosetting resins provides a discoloration resistant finish in accordance with the ASTM D2244 standard, as well as luster retention in keeping with the ASTM D523 standard and humidity proof in accordance with the ASTM D2247 standard.

The surface treatment achieves a minimum of 2000 hours for salt spray resistant finish in accordance with testing performed and per ASTM B117 standard.

Pole Information: (R5 9/16), Bracket to be mounted on top of a 5 9/16" (141mm) outside diameter round pole or tenon.

LED products manufacturing standard: The electronic components sensitive to electrostatic discharge (ESD) such as light emitting diodes (LEDs) are assembled in compliance with IEC61340-5-1 and ANSI/ESD S20.20 standards so as to eliminate ESD events that could decrease the useful life of the product.

Quality Control: The manufacturer must provide a written confirmation of its ISO 9001-2008 and ISO 14001-2004 International Quality Standards Certification.

Vibration Resistance: The MSC meets the **ANSI C136.31, 2010**, American National Standard for Roadway Luminaire Vibration specifications for Bridge/overpass applications. (Tested for 3G over 100 000 cycles)

Mechanical resistance: This design information is intended as a general guideline only. The customer is solely responsible for proper selection of pole, luminaire, accessories and foundation under the given site conditions and intended usage. The addition of any other item to the pole may dramatically impact the wind load on that pole. It is strongly recommended that a qualified professional be consulted to analyze the loads given the user's specific needs to ensure proper selection of the pole, luminaire, accessories, and foundation. Lumec assumes no responsibility for such complete analysis or product selection. Failure to insure proper site analysis, pole selection, loads and installation can result in pole failure, leading to serious injury or property damage.

Web site information details: / cULus Certification / CSA Pole Certification

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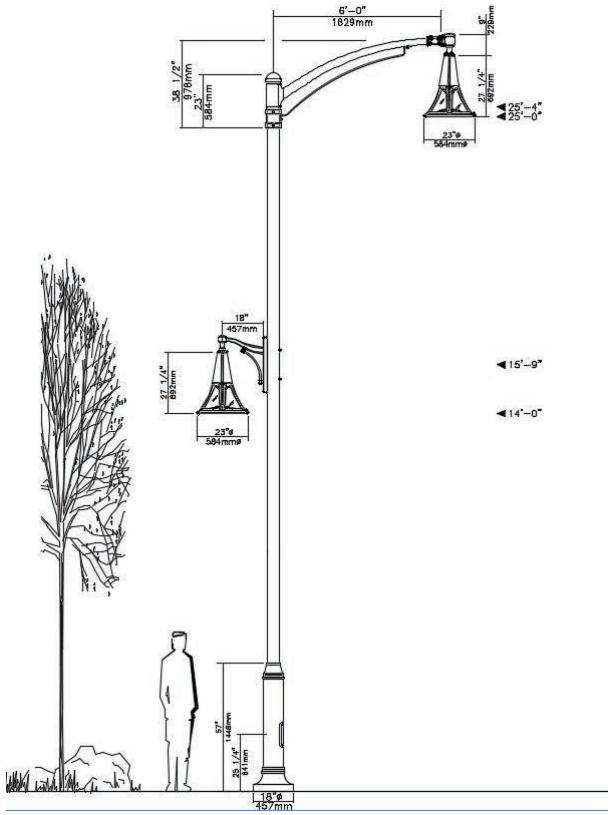
MSRP Arterial w/ Median -Sunnyvale / Lumec Combo Pole (MSC 55w LE3F & MSC-C 30w type 2)



Lumec MSC 55w LE3F 30w type 2 combo 1.doc
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LED Wattage and Lumen Values: 3000K MetroScape LED Post-Top (MSC/R)

Flat Glass Lens

Ordering Code	Total LEDs	System Current (mA)	Color Temp.	Avg System Wattage (W)	LE2F Delivered Lumens	LE2F Efficacy (Lm/W)	LE2F BUG Rating	LE3F Delivered Lumens	LE3F Efficacy (Lm/W)	LE3F BUG Rating	LE3WF Delivered Lumens	LE3WF Efficacy (Lm/W)	LE3WF BUG Rating	LE4F Delivered Lumens	LE4F Efficacy (Lm/W)	LE4F BUG Rating	LE5F Delivered Lumens	LE5F Efficacy (Lm/W)	LE5F BUG Rating
MSx-35W32LED3K-G3	32	350	3000	37	5092	138	B1-U0-G1	5013	135	B1-U0-G1	5000	135	B1-U0-G1	5048	136	B1-U0-G1	4998	135	B3-U0-G1
MSx-55W32LED3K-G3	32	530	3000	55	7304	133	B2-U0-G1	7190	131	B1-U0-G2	7173	130	B1-U0-G2	7241	132	B1-U0-G2	7169	130	B3-U0-G2
MSx-72W32LED3K-G3	32	700	3000	72	9212	128	B2-U0-G2	9069	126	B2-U0-G2	9047	126	B2-U0-G2	9133	127	B2-U0-G2	9043	126	B3-U0-G2
MSx-97W32LED3K-G3	32	1050	3000	105	12701	121	B3-U0-G2	12504	119	B2-U0-G2	12474	119	B2-U0-G2	12592	120	B2-U0-G2	12468	119	B4-U0-G2
MSx-55W48LED3K-G3	48	350	3000	54	7638	141	B2-U0-G1	7519	139	B2-U0-G2	7501	139	B1-U0-G2	7572	140	B1-U0-G2	7497	139	B3-U0-G2
MSx-80W48LED3K-G3	48	530	3000	80	10956	137	B2-U0-G2	10786	135	B2-U0-G2	10759	134	B2-U0-G2	10862	136	B2-U0-G2	10755	134	B4-U0-G2
MSx-108W48LED3K-G3	48	700	3000	105	13817	131	B3-U0-G2	13603	129	B2-U0-G2	13569	129	B2-U0-G2	13698	130	B2-U0-G2	13563	129	B4-U0-G2
MSx-140W48LED3K-G3	48	1050	3000	157	19053	121	B3-U0-G2	18757	119	B3-U0-G2	18712	119	B3-U0-G3	18889	120	B3-U0-G3	18703	119	B4-U0-G2
MSx-70W64LED3K-G3	64	350	3000	69	9843	142	B2-U0-G2	9690	140	B2-U0-G2	9666	140	B2-U0-G2	9758	141	B2-U0-G2	9662	140	B3-U0-G2
MSx-110W64LED3K-G3	64	530	3000	105	14118	135	B3-U0-G2	13899	133	B2-U0-G2	13865	132	B2-U0-G2	13996	134	B2-U0-G2	13858	132	B4-U0-G2
MSx-145W64LED3K-G3	64	700	3000	140	17805	127	B3-U0-G2	17528	125	B3-U0-G2	17486	125	B3-U0-G3	17652	126	B3-U0-G3	17478	125	B4-U0-G2
MSx-195W64LED3K-G3	64	1050	3000	214	24551	115	B3-U0-G3	24170	113	B3-U0-G3	24111	112	B3-U0-G4	24340	114	B3-U0-G3	24100	112	B5-U0-G3
MSx-90W80LED3K-G3	80	350	3000	87	12303	142	B3-U0-G2	12112	139	B2-U0-G2	12082	139	B2-U0-G2	12197	140	B2-U0-G2	12077	139	B4-U0-G2
MSx-135W80LED3K-G3	80	530	3000	131	17646	134	B3-U0-G2	17372	132	B3-U0-G2	17330	132	B2-U0-G3	17494	133	B3-U0-G3	17322	132	B4-U0-G2
MSx-180W80LED3K-G3	80	700	3000	175	22255	127	B3-U0-G3	21910	125	B3-U0-G3	21856	125	B3-U0-G3	22064	126	B3-U0-G3	21846	125	B5-U0-G3
MSx-110W96LED3K-G3	96	350	3000	101	14763	146	B3-U0-G2	14534	143	B3-U0-G2	14499	143	B2-U0-G2	14636	144	B2-U0-G2	14492	143	B4-U0-G2
MSx-160W96LED3K-G3	96	530	3000	158	21176	134	B3-U0-G3	20847	132	B3-U0-G3	20796	132	B3-U0-G3	20993	133	B3-U0-G3	20786	132	B5-U0-G3
MSx-215W96LED3K-G3	96	700	3000	209	26707	128	B3-U0-G3	26292	126	B3-U0-G3	26228	125	B3-U0-G4	26477	127	B3-U0-G4	26216	125	B5-U0-G3

LED Wattage and Lumen Values: 4000K MetroScape LED Post-Top (MSC/R)

Flat Glass Lens

Ordering Code	Total LEDs	System Current (mA)	Color Temp.	Avg System Wattage (W)	LE2F Delivered Lumens	LE2F Efficacy (Lm/W)	LE2F BUG Rating	LE3F Delivered Lumens	LE3F Efficacy (Lm/W)	LE3F BUG Rating	LE3WF Delivered Lumens	LE3WF Efficacy (Lm/W)	LE3WF BUG Rating	LE4F Delivered Lumens	LE4F Efficacy (Lm/W)	LE4F BUG Rating	LE5F Delivered Lumens	LE5F Efficacy (Lm/W)	LE5F BUG Rating
MSx-35W32LED4K-G3	32	350	4000	37	5346	144	B1-U0-G1	5263	142	B1-U0-G1	5250	142	B1-U0-G1	5300	143	B1-U0-G1	5248	142	B3-U0-G1
MSx-55W32LED4K-G3	32	530	4000	55	7669	139	B2-U0-G1	7550	137	B2-U0-G2	7531	137	B1-U0-G2	7603	138	B1-U0-G2	7528	137	B3-U0-G2
MSx-72W32LED4K-G3	32	700	4000	72	9673	134	B2-U0-G1	9522	132	B2-U0-G2	9499	132	B2-U0-G2	9589	133	B2-U0-G2	9495	132	B3-U0-G2
MSx-97W32LED4K-G3	32	1050	4000	105	13336	127	B2-U0-G2	13129	125	B2-U0-G2	13097	125	B2-U0-G2	13222	126	B2-U0-G2	13091	125	B3-U0-G2
MSx-55W48LED4K-G3	48	350	4000	54	8020	149	B2-U0-G2	7895	146	B2-U0-G2	7876	146	B2-U0-G2	7950	147	B2-U0-G2	7872	146	B4-U0-G2
MSx-80W48LED4K-G3	48	530	4000	80	11504	144	B2-U0-G2	11325	141	B2-U0-G2	11297	141	B2-U0-G2	11405	142	B2-U0-G2	11292	141	B4-U0-G2
MSx-108W48LED4K-G3	48	700	4000	105	14508	138	B3-U0-G2	14283	136	B2-U0-G2	14248	135	B2-U0-G2	14383	137	B2-U0-G2	14241	135	B4-U0-G2
MSx-140W48LED4K-G3	48	1050	4000	157	20006	127	B3-U0-G2	19695	125	B2-U0-G2	19647	125	B2-U0-G2	19834	126	B2-U0-G2	19638	125	B4-U0-G2
MSx-70W64LED4K-G3	64	350	4000	69	10335	149	B3-U0-G2	10174	147	B2-U0-G2	10150	147	B2-U0-G2	10246	148	B2-U0-G2	10145	147	B4-U0-G2
MSx-110W64LED4K-G3	64	530	4000	105	14824	141	B3-U0-G2	14593	139	B3-U0-G2	14558	139	B2-U0-G2	14696	140	B2-U0-G2	14551	139	B4-U0-G2
MSx-145W64LED4K-G3	64	700	4000	140	18695	134	B3-U0-G2	18405	132	B3-U0-G2	18360	131	B2-U0-G3	18534	133	B2-U0-G2	18352	131	B4-U0-G2
MSx-195W64LED4K-G3	64	1050	4000	214	25779	120	B3-U0-G2	25378	118	B3-U0-G2	25317	118	B3-U0-G3	25557	119	B3-U0-G3	25305	118	B4-U0-G2
MSx-90W80LED4K-G3	80	350	4000	87	12918	149	B3-U0-G2	12717	146	B3-U0-G2	12687	146	B3-U0-G3	12807	147	B3-U0-G3	12681	146	B4-U0-G2
MSx-135W80LED4K-G3	80	530	4000	131	18528	141	B3-U0-G3	18240	139	B3-U0-G2	18196	138	B3-U0-G3	18369	140	B3-U0-G3	18188	138	B5-U0-G3
MSx-180W80LED4K-G3	80	700	4000	175	23368	134	B3-U0-G3	23005	132	B3-U0-G3	22949	131	B3-U0-G3	23167	132	B3-U0-G3	22939	131	B5-U0-G3
MSx-110W96LED4K-G3	96	350	4000	101	15502	153	B3-U0-G3	15261	151	B3-U0-G3	15224	150	B3-U0-G4	15368	152	B3-U0-G3	15217	150	B5-U0-G3
MSx-160W96LED4K-G3	96	530	4000	158	22234	141	B3-U0-G3	21889	139	B3-U0-G3	21836	138	B3-U0-G4	22043	140	B3-U0-G4	21826	138	B5-U0-G3
MSx-215W96LED4K-G3	96	700	4000	209	28042	134	B3-U0-G3	27607	132	B3-U0-G3	27539	132	B3-U0-G4	27801	133	B3-U0-G4	27527	132	B5-U0-G3

Actual performance may vary due to installation variables including optics, mounting/ceiling height, dirt depreciation, light loss factor, etc.; highly recommended to confirm performance with a layout - contact Applications at outdoorlighting.applications@signify.com

ec MSC 55w LE3F 30w type 2 combo 1.doc

Sunnyvale

LAWRENCE STATION AREA PLAN (LSAP)
DEVELOPMENT INCENTIVES PROGRAM
ADMINISTRATIVE REGULATIONS
PUBLIC DRAFT

I. Purpose

The Lawrence Station Area Plan (LSAP) Development Incentive Program ("Program") was established by Resolution 794-16 upon original adoption of the LSAP in 2016. The LSAP is an incentive-based plan. Development incentives (in the form of density bonuses) allow property owners to develop their properties beyond the base maximum densities in residential development and base maximum floor area ratios in office/R&D/industrial development in exchange for providing community benefits that advance the goals of the Plan. Property owners are not required to build with incentives. The Program is voluntary, and property owners have the option to propose which incentives best suit their business plans and economic goals.

The Program was updated in 2021 by Resolution XXX-21 to include a new structure based on an increase to the number of residential units in the Plan area as well as a Development Agreement requirement for higher office/R&D/industrial development. The Program is a separate document from the Plan and is designed to be updated over time by resolution of the City Council as City priorities change.

II. Defined Incentives and Development Agreements

A. Defined Incentives

Defined incentives are intended for residential development, whether standalone or in a mixed-use format. There are specified density points for each defined incentive, as well as the defined criteria that must be satisfied to obtain the density points. Project applicants are required to identify each proposed incentive in their application submittal materials. Incentive points are awarded per the tables in Section X of this program after City staff verifies, as part of the project completeness review, the project is proposing incentives consistent with the incentive definitions in Section XI and Attachment A: Defined Benefits Permit Responsibilities.

B. Development Agreements

Development Agreements are required for office/R&D/industrial projects, whether standalone or in a mixed-use format, requesting access to higher floor area ratios (FAR) up to the specified maximum with incentives in the zoning district. Development Agreements are subject to adoption by the City Council. Development Agreements are not required for projects consistent with the additional FAR allowed through participation in the City's Green Building Program, provided the project does not exceed the additional FAR allowance of the Green Building Program. Retail/personal service uses are exempt from the Development Agreement requirement as these uses are encouraged in the Plan area and required in certain zoning districts (MXD-IV and M-S/LSAP).

III. Applicant Incentive Responsibilities
There are specific responsibilities for each defined benefit illustrated in the table in Attachment A: Defined Benefits Permit Responsibilities. Every residential development project that participates in the LSAP Development Incentives Program must adhere to the requirements listed in the table if they wish to utilize any of the defined benefits.

IV. Office/R&D/Industrial Floor Area Ratio (FAR) by Zoning District
The table below specifies the base maximum FAR/maximum FAR with incentives for office/R&D/industrial development. For retail development, refer to the LSAP or Chapter 19.35 of the Sunnyvale Municipal Code for minimum FAR required in certain zoning districts. There is no maximum FAR for retail development in the LSAP.

LSAP Zoning District	Office/R&D/Industrial	
	Base Maximum FAR	Maximum FAR with incentives
MXD-I	35%	150%
MXD-I/S	35%	150%
MXD-II	35%	150%
MXD-III	35%	100%
MXD-IV	35%	50%
R-5	N/A	N/A
M-S/LSAP	35%	150%
M-S/LSAP 60%	35%	60%
M-S/LSAP 120%	35%	120%

As noted in Section IIB, new office/R&D/industrial development above the base maximum FAR and above the additional green building incentive FAR (additional 10% as of 2021) requires a Development Agreement and provision of negotiated incentives subject to City Council approval.

The amount of new development is also subject to the amount of net new office/R&D/industrial square footage remaining in the LSAP development capacity, which is updated over time as projects are approved. Project applicants requesting net new square footage beyond what remains in the development capacity would be required to request an amendment to the LSAP through the City's General Plan Initiation process.

V. Residential Densities by Zoning District
The table below specifies the residential density structure by zoning district. All new residential development can build to the base maximum density. Additional voluntary tiers may be used to gain additional units – the City's Green Building Program, the incentives in this Program, and the other with the State's Density Bonus for provision of affordable housing. If the density bonus through the City's Green Building Program is utilized, the bonus is applied to the base maximum density. The incentives points in this program are added to the base maximum density (with green building bonus if proposed). Lastly, the State Density Bonus, if proposed, is applied on the highest density achieved with incentives. The Program incentives and State Density Bonus are further described in Sections VII and VIII, and calculation examples are in Section IX.

LSAP Zoning District	Base Maximum Density (du/ac)[1, 2]	Total Available Incentive Points	Highest Density with Incentive Points (du/ac)	Additional Densities with State Density Bonus
MXD-I	45	35	80	See Note 4
MXD-I/S	54	26	80	
MXD-II	36	32	68	
MXD-III	28	17	45	
MXD-IV	28	17	45	
R-5[3]	Depends on lot area, see SMC Table 19.30.040	N/A	N/A	

[1]While this table is primarily intended to show base maximum densities and the way the incentives are added to the base maximum densities, the City also has a minimum density requirement as outlined in the LSAP. New residential development shall build at least 85 percent of the zoning district's base maximum density.

[2]The base maximum density does not include additional densities allowed through participation in the City's Green Building Program (additional 5% as of 2021). The green building density bonus is applied to the base maximum density, followed by any incentive points and State Density Bonus proposed by the project.

[3]Development in the R-5 district is not eligible for the incentive program, as densities are determined by lot area as specified in *Sunnyvale Municipal Code 19.30.020*

[4]Add State Density Bonus percentage achieved by project to base max. density (if no incentives proposed) or to highest density achieved with incentive points

VI. Mixed-Use Residential and Office/R&D/Industrial

In mixed-use residential and office/R&D/industrial projects, whether in one building or multiple buildings onsite, the allowable density is assessed by each land use component. The allowable density for the residential component starts at the base maximum and can increase depending on the green building density bonus, the number of incentive points achieved through this program, and/or State Density Bonus participation. A Development Agreement is required if the office/R&D/industrial component exceeds the base maximum FAR, beyond the allowable FAR increase via the City's Green Building Program.

The allowable density for mixed-use residential and retail projects is only dependent on the residential component, as there is no maximum FAR or development agreement requirement for retail.

VII. Highest Residential Densities with Incentive Points

Property owners may increase residential densities above the base maximum density by proposing defined incentives in this Program. The incentives in this Program are separate from the additional density increase allowed through the City's Green Building Program. As noted in Section V, the green building density bonus is applied to the base maximum density. Subsequently, incentive points and the State Density bonus (should they be proposed) are

added to the density achieved with the green building bonus. See Section VIII for additional density increases allowed by the State Density Bonus.

Property owners may choose one or more defined incentives to include in their projects. Section XI of this program lists the defined criteria that must be met to be awarded points for each incentive and Attachment A contains the applicant responsibilities and timing requirements.

The density points obtained through this Program are added to the base maximum density in the project site's respective zoning district. The highest density with incentive points category in Section V's table limits the amount of achievable defined incentive points by zoning district. Defined incentives are organized by category, with maximums for each category (except for the Transportation category) to ensure a more balanced provision of incentives. See Section VIII for examples of how the density points are calculated.

VIII. State Density Bonus for Residential Projects

For projects with residential uses that include affordable units pursuant to State Density Bonus Law (Government Code Section 65915), the bonus percentage that must be provided under state law is added to the project's highest density obtained with the green building density bonus and incentive points in this Program, if proposed. If the project applicant does not propose to utilize incentive points through this Program, the state density bonus percentage is added to the base maximum density (and additional density obtained through the Green Building Program, if proposed). See Section IX for examples of how the density points are calculated.

Dwelling units designated to meet City affordable housing requirements in Sunnyvale Municipal Code Chapter 19.67 (ownership) and Chapter 19.77 (rental) may count toward qualifying the project for a state density bonus, provided all of the applicable requirements to qualify for a state density bonus are met.

City affordable housing requirements are based on the total number of units proposed in the project that are obtained by base maximum density plus the green building bonus and highest density achieved with incentive points, if proposed. Additional units obtained through the state density bonus are not counted towards the affordable housing requirement calculation. If no incentives are proposed, the affordable housing requirement is based on the total number of units proposed in the project, as allowed by the zoning district's base maximum density.

IX. Example Residential Density Calculations

The three examples below illustrate how residential densities and allowable units are calculated. Each project scenario is different, and these are merely examples to illustrate how the various density increases are applied. The base maximum density is the starting point for where density bonuses are added. The top row of each example's table starts at the base maximum density, then increases in each lower row depending on the green building bonus/LSAP incentive/State Density Bonus achieved.

Example A: Five-acre project site, MXD-I zoning district

Scenario	Calculation	Allowable Units
Base Maximum Density	5 (lot size in acres) X 45 (base max density)	225
Project achieves a 5% density bonus through the City's Green Building Program	**DU/AC**: 45 (base max) X .05 (green building bonus) = 47 du/ac (rounded down) **UNITS**: 5 (lot size in acres) X 47 (base max + green bldg. bonus)	235
Project achieves the total available 35 LSAP incentive points	**DU/AC**: 47 (density w/ green building bonus) + 35 (total incentive points) = 82 du/ac **UNITS**: 5 (lot size in acres) X 82 (density with incentives)	410[1]
Project achieves a 50% State Density Bonus	**DU/AC**: 82 (density with incentives) X 0.5 (50% state density bonus, rounded up) = 41 + 82 = 123 du/ac **UNITS**: 5 (lot size in acres) X 123 (total density)	615

[1] *The City's affordable housing requirement is based on the number of units proposed under this provision.*

Example B: Three-acre project site, MXD-IV zoning district

Scenario	Calculation	Allowable Units
Base Maximum Density	3 (lot size in acres) X 28 (base max density)	84
Project achieves a 5% density bonus through the City's Green Building Program	**DU/AC**: 28 (base max) X .05 (green building bonus) = 29 du/ac (rounded down) **UNITS**: 3 (lot size in acres) X 29 (base max + green bldg. bonus)	87
Project achieves 10 LSAP incentive points	**DU/AC**: 29 (density w/ green building bonus) + 10 (total incentive points) = 39 du/ac **UNITS**: 3 (lot size in acres) X 39 (density with incentives)	117[1]
Project achieves a 20% State Density Bonus	**DU/AC**: 39 (density with incentives) X 0.2 (20% state density bonus, rounded up) = 8 + 39 = 47 du/ac **UNITS**: 3 (lot size in acres) X 47 (total density)	141

[1] *The City's affordable housing requirement is based on the number of units proposed under this provision.*

Example C: Six-acre project site, MXD-II zoning district

Scenario	Calculation	Allowable Units
Base Maximum Density	6 (lot size in acres) X 36 (base max density)	216
Project does not propose voluntary increase through the City's Green Building Program or LSAP Incentives Program	No additional calculation	216[1]
Project achieves a 7% State Density Bonus	**DU/AC**: 36 (base max density) X 0.07 (7% state density bonus, rounded up) = 3 + 36 = 39 du/ac **UNITS**: 6 (lot size in acres) X 39 (total density)	234

[1] *The City's affordable housing requirement is based on the number of units proposed under this provision.*

X. Residential - Defined Incentives

The tables in this section show the different categories of defined incentives for residential development, which are organized by type that advance the goals of the Plan. Each category lists a maximum number of du/ac points that can be achieved in that category to ensure a more balanced provision of incentives. There is no maximum number of points for the Transportation category (although there are maximum total incentive points by zoning district) because the City encourages provision of as many of these incentives as possible; this means an applicant could be eligible for the entirety of the total incentives available in the zoning district by only providing Transportation incentives. The descriptions and required criteria that must be met for each incentive are specified in the definitions in Section XI and in Attachment A.

Affordable Housing" Very Low Income (VLI) Percentages Exceeding State Density Bonus[1] *Total of project units obtained without the state density bonus:*	**RESIDENTIAL Additional du/ac points above base maximum density**	**Zoning District Availability**				
		MXD-I	**MXD-I/S**	**MXD-II**	**MXD-III**	**MXD-IV**
16%	2	X	X	X	X	X
17%	4					
18%	6					
19%	8					
20% or more	10					
Maximum allowable points in category	**10**					

[1] *As of 2021, the maximum eligibility level for a density bonus under State Density Bonus Law is 15% very low income units. The incentive points in this program are based on very low income unit percentages above 15% on a sliding scale starting at one percent above. If the State amends the tables in Government Code Section*

65915(f), and the City has not updated this incentive program by that time, then incentive points are based on a sliding scale starting at one percent above the new State Density Bonus maximum eligibility level. The number of points would remain the same.

Landscaping and Open Space	**RESIDENTIAL Additional du/ac points above base maximum density**	**Zoning District Availability**				
		MXD-I	**MXD-I/S**	**MXD-II**	**MXD-III**	**MXD-IV**
Landscaped Area Exceeding minimum requirement		X	X	X	X	X
25-35% of site area	3					
>35% of site area	5					
Open Space, Privately Owned Publicly Accessible, beyond Park Dedication Requirement		X	X	X	X	X
0.5 acre and up to 0.75 acres	7					
Over 0.75acres and up to 2 acres	10					
>2 acres	12					
Maximum allowable points in category	**12**					

Parcel Management	**RESIDENTIAL Additional du/ac points above base maximum density**	**Zoning District Availability**				
		MXD-I	**MXD-I/S**	**MXD-II**	**MXD-III**	**MXD-IV**
Sonora Court Parcel Consolidation	7		X			
Maximum allowable points in category	7					

Parking	**RESIDENTIAL Additional du/ac points above base maximum density**	**Zoning District Availability**				
		MXD-I	**MXD-I/S**	**MXD-II**	**MXD-III**	**MXD-IV**
Bicycle parking, Publicly Accessible, at least 5% more Class I spaces and 15% more Class II spaces	2	X	X	X	X	X

beyond minimum requirement						
Parking, Below-Grade/Podium (1 level above grade) At least 85% of the project's auto parking supply is provided below-grade and may include up to 1 level of podium parking. The remaining surface parking spaces provided is:		X	X	X	X	X
10% or less of total supply	7					
11-15% of total supply	5					
Parking, Structured/Podium (over 1 level above grade) At least 85% of the project's auto parking supply is provided: in a separate structure; in a podium with more than one level above grade; or combination of separate structure and podium. The remaining surface parking spaces provided is:		X	X	X	X	X
10% or less of total supply	3					
11-15% of total supply	2					
Maximum allowable points in category	**9***					
• Maximum 7 points if the Bicycle Parking, Publicly Accessible Incentive is not selected.						

Retail/Personal Service Uses	**RESIDENTIAL Additional du/ac points above base maximum density**	**Zoning District Availability**				
		MXD-I	**MXD-I/S**	**MXD-II**	**MXD-III**	**MXD-IV**
Retail/Personal Service Uses in Mixed-Use Projects		X	X	X	X	X
Project sites 2 acres or less: Floor Area						
2,000-3,499 sq. ft.	5					
3,500-5,000 sq. ft.	7					
>5,000 sq. ft.	10					
Project sites >2 acres: Floor Area						

2,000-3,499 sq. ft.	3	
3,500-4,999 sq. ft.	5	
5,000-8,000 sq. ft.	7	
≥10,000 sq. ft.	10	
Maximum allowable points in category	**10**	

Streetscape and Wayfinding	**RESIDENTIAL Additional du/ac points above base maximum density**	**Zoning District Availability**				
		MXD-I	**MXD-I/S**	**MXD-II**	**MXD-III**	**MXD-IV**
Gateway Signage	5	X		X		X
Street Furniture for Public Use	2	X	X	X	X	X
Wayfinding Signage	2	X	X	X	X	X
Maximum allowable points in category	**7**					

Sustainability[1]	**RESIDENTIAL Additional du/ac points above base maximum density**	**Zoning District Availability**				
		MXD-I	**MXD-I/S**	**MXD-II**	**MXD-III**	**MXD-IV**
Installation of Level 2 Electric Vehicle Charging Stations	4	X	X	X	X	X
Local Food Access	7	X	X	X	X	X
Zero Energy/Zero Carbon Buildings	5	X	X	X	X	X
Maximum allowable points in category	**12**					

[1] *Refer to the City's Green Building program for an additional density bonus (separate from these incentives) that is added to the base maximum density.*

Transportation	**RESIDENTIAL Additional du/ac points above base maximum density**	**Zoning District Availability**				
		MXD-I	**MXD-I/S**	**MXD-II**	**MXD-III**	**MXD-IV**
Bicycle Repair Station	2	X	X	X	X	X
Loop Road	15	X	X			
Primary Class I Shared-Use Path	12	X		X		
Rail Property Acquisition for Class I Shared-Use Path	12			X		

Secondary Bicycle/Pedestrian Pathways or Streets	10	X		X		X
Transit Passes for Residents of Rental-Only Residential Projects		X	X	X	X	X
Caltrain	5					
VTA	3					
Maximum allowable points in category	**No max**					

XI. Incentive Definitions
Below is a list of definitions and timing requirements for each defined incentive listed in Section X. The criteria and intent of these definitions must be met to be awarded incentive points. Minor variations to the provision and timing of these incentives are subject to the review and approval of the Director of Community Development.

Affordable Housing – Very Low-Income Percentages Exceeding State Density Bonus. Provision of very low-income housing unit (as defined in Chapter 19.77 of the Sunnyvale Municipal Code) percentages in excess of the maximum eligibility level for a state density bonus (as specified in Section 65915 of the California Government Code. These additional units shall be included in the project's Affordable Housing Regulatory Agreement with the City.

Bicycle Parking. Provision of at least 20% more Class I spaces and 10 more Class II spaces beyond minimum requirement in the Sunnyvale Municipal Code on private property available for visitor/resident use. Class I spaces may be within the project in a secured area and are available to residents at no additional charge. Class II spaces should be available to the public/visitors of a development and conveniently located near a publicly accessible street. Bicycle parking placement dimensions and criteria shall be consistent with Section 10.4 of the Santa Clara Valley Transportation Authority (VTA) Bicycle Technical Guidelines. For example, a 100-unit development project would be required to provide 25 Class I spaces and 7 Class II spaces at a minimum. If the project provides 20% more Class 1 spaces and 10 additional Class II spaces that would result in a total of 30 Class I spaces and 17 Class II spaces.

Bicycle Repair Station. Provision of an onsite bicycle repair station within a dedicated, secure area within the building or parking structure available to all residents and employees where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition to encourage bicycling. Tools and supplies shall contain, at a minimum, those necessary for fixing a flat tire, adjusting a chain, and performing other basic bicycle maintenance. Available tools shall include, at a minimum, a bicycle pump, wrenches, a chain tool, lubricants, tire levers, hex keys/Allen wrenches, torx keys, screwdrivers, and spoke wrenches.

Gateway Signage. Installation of gateway signage, either on private property or public (as determined by the City) per the Sense of Place Plan's design (Figure 3-20), dimensions (page 34), and locations (Figure 3-17).

Installation of Level 2 Electric Vehicle Charging Stations. Provision of Level 2 EV-ready circuits are required by the City's Reach Codes. This incentive requires that the Level 2 Charging Stations are **installed** for each of the required Level 2 EV-ready circuits. For example, if the Level 2 EV-ready requirement is 30% of the total parking supply for a development, the same amount of Level 2 Charging Stations must be **installed** to be awarded incentive points.

To minimize visual impacts from street view, vaulting of utility equipment (e.g. transformers and cabinets) is preferred. However, if necessary, above-ground utility equipment for the electric vehicle charging stations should be minimized in size and shall meet all the following requirements:

- Shall not be located within 10 feet of any doorway.
- Shall be fully screened from any publicly accessible street or walkway. "Fully screened" means one, or a combination, of the following:
    - **Wall:** A wall constructed with a smooth stucco finish consistent with the building wall surface. Bare concrete block or faux (manufactured) sandstone are prohibited;
    - **Landscaping:** When using landscaping to screen equipment, plants should be arranged with a minimum of 50% opacity at the time of installation. Ideally, the installed plants/trees should grow to fully screen or shield the equipment and plant species should be selected that will succeed in any drought condition to ensure survival; or
    - **Alternate Material:** Other screening material (e.g., perforated metal) as approved by the Director of Community Development.
- The above-ground utility equipment must be screened to its highest point.
- Equipment located within the interior of a parking structure (below grade or above ground) does not require further screening.
- The screening requirement does not apply to the actual electric vehicle charging stations.
- Within a surface parking lot, the above-ground utility equipment shall not be located further than 15 feet from building façades that face a publicly accessible street. This requirement does not apply to the actual electric vehicle charging stations.

Landscaped Area, Exceeding Code Requirement. Provision of landscaped area (as defined in Chapter 19.12 of the Sunnyvale Municipal Code) intended for private use in excess of code minimums (specified in Section 19.35.090 of the Sunnyvale Municipal Code). For example, on a one-acre site, the minimum requirement would be 20% of the lot size or 8,712 sq. ft. If a project exceeds this minimum by 5% or provides a total of 10,890 sq. ft. of landscaped areas, they would be eligible to receive incentive points.

Local Food Access. Provision of one of the following options to promote the environmental and economic benefits of community-based food production and improve nutrition through better access to fresh produce.

- Community Garden for Tenants – Construct and manage permanent and viable growing space or related facilities (such as greenhouses) for a community garden within the project for a minimum community garden size of 30 square feet per unit. Ensure solar access and

provide fencing, watering systems, raised garden beds, secure storage space for tools, and pedestrian access.
- Grocery Store – Minimum 15,000 square foot area for a full-service grocery store, including sales of fresh fruits, vegetables, whole grains, and other unprocessed, fresh products.

Loop Road. The new Loop Road is identified in the Sense of Place Plan, Figure 3-1. The provision of a public access easement for the Loop Road is the minimum plan requirement and its physical construction is the incentive that goes above and beyond the minimum plan requirement. In order to receive incentive points, the Loop Road must be constructed in its entirety on the project site to the specifications in the Sense of Place Plan (Figure 3-6 for east of Lawrence Expressway or Figure 3-7 for Santa Vittoria Terrace extension), in addition to recording a public access easement in a form approved by the City. All the following additional requirements apply:
- Construction of the Loop Road requires a minimum provision of specified width dimensions, roadway striping, street trees, sidewalks, and street lighting in accordance with the Sense of Place Plan (Figure 3-6 for east of Lawrence Expressway or Figure 3-7 for Santa Vittoria Terrace extension).
- The Loop Road must be constructed along the entire length/width of the property as shown in the Sense of Place Plan Figure 3-1, and positioned at property edges for future connections with adjoining properties.
- East of Lawrence Expressway, the Loop Road must align and connect with Corvin Drive. As shown in Figure 3-1 of the Sense of Place Plan, the Loop Road is extended southwards towards the tracks and extended west to Lawrence Station Road.
- West of Lawrence Expressway, the portion of the Loop Road known as Santa Vittoria Terrace must be extended to Sonora Court.
- The Loop Road must be designed for public bus transit per Figure 3-6 (east of Lawrence Expressway) or Figure 3-7 (Santa Vittoria Terrace extension) of the Sense of Place Plan.
- The public access easement must allow legal access for pedestrians, bicyclists, automobiles, service trucks, emergency vehicles, and bus transit as shown in Figure 3-6 (east of Lawrence Expressway) or Figure 3-7 (Santa Vittoria Terrace extension) of the Sense of Place Plan.
- Maintenance of the Loop Road is the responsibility of the property owner.

Open Space, Privately Owned Publicly Accessible. Public open space is an important element of the Plan. Projects that construct privately-owned active or passive open space that would allow the general public to congregate or recreate would achieve incentive points depending on the size of the open space in Section X's incentive table. This incentive is applicable for projects that provide public access to a privately constructed and maintained open space. There is no park dedication credit as required in Chapter 19.74 or 18.10 of the Sunnyvale Municipal Code for this open space.
The following additional requirements apply:
- The open space is legally accessible for use by the general public. If privately-owned, a public access easement and use agreement (in forms approved by the City) are required to be recorded on the property(ies).

- If dedicated to the City, the public open space shall be consistent with Chapter 18.10 of the Sunnyvale Municipal Code (ownership projects) or Chapter 19.74 of the Sunnyvale Municipal Code (rental projects).
- If dedicated to the City, the public open space shall meet the City's Standards for Acceptance of Land for Park Purposes.
- The open space, whether privately-owned or dedicated to the City, shall be designed, and constructed or fully funded for construction by the property owner.

Parking, Below-Grade and Structured. Below-grade, podium, and structured parking are encouraged in favor of surface parking lots, which can have visual and connectivity impacts. This incentive includes structures designed to accommodate auto parking spaces in below-grade/underground parking, under-building parking areas, and standalone or attached above-ground structures. It does not include individual garages for each dwelling unit, as what may be found in a townhome development.

As specified in the incentive table in Section X, incentive points are awarded when below-grade, podium, and structured parking is the predominant form of the total parking supply with a minimal percentage of surface parking spaces in the total parking supply. This incentive can be obtained only if the minimum parking standards set forth in the Sunnyvale Municipal Code are met. For example, a project provides 500 total parking spaces, with 450 spaces in a parking structure and 50 spaces in a surface parking lot. The surface parking spaces are 10% of the total parking supply, which is a percentage that would be awarded incentive points.

The design of parking structures shall be consistent with LSAP guidelines PK-UDG14 through PK-UDG22.

Primary Class I Shared-Use Path. New Primary Class I shared-use paths are identified in certain areas north of the tracks in the Sense of Place Plan, Figure 3-1. The provision of a public access easement is the minimum plan requirement, and its physical construction is the incentive that goes above and beyond the minimum plan requirement. In order to receive incentive points, the Primary Class I shared-use path must be constructed in its entirety on the project site to the specifications in the Sense of Place Plan (Figure 3-2), in addition to recording a public access easement (in a form approved by the City). All the following additional requirements apply:

- Construction of the shared-use path requires the minimum provision of specified width dimensions, pathway paving and striping, buffer landscaping and trees, seating/other amenities, and lighting in accordance with the Sense of Place Plan, Figure 3-2.
- The shared-use path must be constructed along the entire length/width of the property as shown in the Sense of Place Plan (Figure 3-1) and positioned at property edges for future connections with adjoining properties.
- As shown in Figure 3-1 of the Sense of Place Plan, east of Lawrence Expressway, the shared-use path begins at Uranium Drive, crosses Calabazas Creek and extends westward along the tracks to Lawrence Station Road.
- As shown in Figure 3-2 of the Sense of Place Plan, west of Lawrence Expressway, the shared-use path begins at Kifer Road, west of Commercial Street and extends south and eastward along the tracks to an existing shared-use path near Sonora Court.

- The public access easement must allow legal access for pedestrians and bicyclists per Figure 3-2 of the Sense of Place Plan.
- Maintenance of the Class I shared-use path is the responsibility of the property owner.

Rail Property Acquisition for Class I Shared-Use Path. There are two underutilized railroad parcels near Uranium Drive that provide an ideal opportunity to locate the Primary Class I shared-use path as shown in Figure 3-1 of the Sense of Place Plan. As of 2021, these two parcels are APN 216-27-033 and APN 216-27-035. Incentive points would be awarded if these parcels are acquired and constructed with shared-use path improvements (consistent with Figure 3-2 of the Sense of Place Plan) in their entirety along the span of the parcel along with an accompanying public access easement (in a form approved by the City).

Retail/Personal Service Uses in Mixed-Use Projects. Provision of building space intended for ground floor retail and personal service uses in mixed-use residential projects, whether in the same building as residential units or in separate buildings. The incentive table in Section X lists ranges of retail floor areas with different points for sites two acres or less and sites greater than two acres. More points are awarded for larger retail floor areas. The spaces shall meet all the following criteria:

- Open to the public.
- The proposed use is consistent with uses permitted by-right, with a Miscellaneous Plan Permit, or Special Development Permit in the Commercial, Retail, and Service or Restaurants categories in Table 19.35.050 of the Sunnyvale Municipal Code.
- The project includes dedicated parking for the retail/personal service uses in accordance with the parking requirements in Table 19.35.080A (automobile) and Table 19.35.080B (bicycle) of the Sunnyvale Municipal Code or in accordance with the shared parking allowances in the Circulation Chapter of the LSAP.
- Minimum 2,000 square feet of floor area.
- Clear and unobstructed storefront windows.
- Public pedestrian-entrance facing a publicly accessible street.
- Minimum floor-to-ceiling height of 18 feet.
- Minimum interior depth of 40 feet.
- Minimum interior width of 25 feet.
- Separate solid waste and recycling facilities from residential uses.

Secondary Bicycle/Pedestrian Pathways or Streets. New Secondary Pathways or Streets are identified in certain areas north and south of the tracks in the Sense of Place Plan, Figure 3-1. The provision of a public access easement is the minimum plan requirement and physical construction of the Secondary Pathways or Streets is the incentive that goes above and beyond the minimum plan requirement. In order to receive incentive points, the secondary pathways or streets must be constructed in their entirety along the project site to the specifications in the Sense of Place Plan (Figure 3-2 for pathways) or LSAP (Policies NI-P1 through NI-P4 and Guidelines NI-UDG1 through NI-UDG9 for streets), in addition to recording a public access easement (in a form approved by the City). The following additional requirements apply:

- Construction of secondary pathways requires the minimum provision of specified width dimensions, pathway/bikeway paving and striping, buffer landscaping and trees,

seating/other amenities, and lighting in accordance with the Sense of Place Plan, Figure 3-2.

- Construction of secondary streets requires a minimum width of 50 feet inclusive of one vehicle travel lane in each direction with bicycle “sharrows”, on-street parking on one side of the street, and 10-foot pedestrian zones on either side (containing sidewalks, trees, and lighting), consistent with the guidelines in the New Internal Local Streets section of the LSAP (Policies NI-P1 through NI-P4 and Guidelines NI-UDG1 through NI-UDG9).
- The secondary pathways or streets must be constructed along the entire length/width of the property as shown in the Sense of Place Plan Figure 3-1 and positioned at property edges for future connections with adjoining properties.
- The public access easement must allow legal access for pedestrians and bicyclists (pathways) and pedestrians, bicycles, and automobiles (streets).
- Maintenance of the secondary pathways or streets is the responsibility of the property owner.

Sonora Court Parcel Consolidation. Sonora Court parcels in the MXD-I/S zoning district are generally smaller than others in the LSAP, particularly the parcels adjacent to and north of the railroad tracks. Per the LSAP, the highest densities should occur in this area given the close proximity to Lawrence Station. Consolidating two or more existing legal parcels on Sonora Court would increase opportunities for redevelopment projects to achieve superior community design, environmental preservation, and public benefit. The Director of Public Works shall determine the appropriate map instrument for the parcel consolidation.

Street Furniture for Public Use. Street furniture on private property available for public use, conveniently located near a publicly accessible street. Refer to Figure 3-19 of the Sense of Place Plan for the design theme. Street furniture may be located on any property, and it is encouraged in the plazas and seating locations as shown in the Streetlife and Wayfinding diagram in the Sense of Place Plan, Figure 3-17. All the following minimum criteria shall apply for award of points:

- The street furniture must be located within 10 feet of a public or publicly accessible sidewalk.
- A bench and solid waste/recycling receptacle shall be provided for every 200 feet of street frontage at a minimum. Other types of street furnishings in addition to these may be proposed.
- All street furniture must be maintained by the property owner and will be specified as such in the project’s conditions of approval.
- A public access easement (in a form approved by the City) shall be recorded on the property for legal public access.

Transit Passes for Residents of Rental-Only Residential Projects. Provide Caltrain Go Pass or VTA Smart Pass membership to all residents five years and older for the first ten years following project completion. This incentive is only available for rental-only residential projects. If at any point, the Caltrain Go Pass or VTA Smart Pass Programs are discontinued, a comparable pass program by either entity may be proposed.

Wayfinding Signage. Installation of directional wayfinding signage per the Sense of Place Plan's design and dimensions in Figures 3-21 and 3-22, and locations in Figure 3-17.

Zero Energy/Zero Carbon Buildings. Energy-efficient buildings where 100% of the building energy needs/carbon emissions on a net annual basis are offset by onsite renewable energy, usually without any onsite combustion, demonstrating zero energy performance. Certification is required from the International Living Future Institute (ILFI) and requires 100% of the building energy offsets with the onsite renewable energy. The program requires 100% onsite energy generation and no combustion allowed on site, but some exceptions may be given for special circumstances for off-site renewable energy, onsite combustion, and other circumstances, with additional documentations required by ILFI.

Attachment A: Defined Benefits Permit Responsibilities

Defined Benefits Permit Responsibilities			Attachment A
	Prior to Planning Permit Application Completeness	**Prior to Building Permit issuance or final map, whichever occurs first**	**Prior to Occupancy**
Affordable Housing VLI Exceeding State Density Bonus			
Provide a letter confirming the number of very low income units proposed, and how it the number is consistent with the percentages in the incentive program.	**X**		
Record an Affordable Housing Developer Agreement (in a form approved by the City Attorney's Office) per Chapter 19.77 of the SMC.		**X**	
Record an Affordable Housing Regulatory Agreement (in a form approved by the City Attorney's Office) per Chapter 19.77 of the SMC.			**X**
Bicycle Parking			
Provide location and design details on the project plans.	**X**		
Provide final location and design details on the project plans.		**X**	
Record a covenant on the title of the affected property(ies), in a form approved by the City Attorney's Office, stating that the bicycle parking spaces are available for public use.		**X**	
Install the bicycle parking spaces with inspection by the City.			**X**
Bicycle Repair Station			
Identify the final location and size on the project plans.	**X**		
Identify the final location and size on the project plans.		**X**	
Provide a description of the tools and supplies to be provided, a means of providing access to all residents, and a plan for maintaining these tools and supplies.		**X**	
Completion of the bicycle repair station with inspection by the City.			**X**
Gateway Signage			
Include the location(s), design, and dimensions of the gateway sign(s) on the project plans.	**X**		
Include the final location(s), design, and dimensions of the gateway sign(s) on the project plans.		**X**	
Installations of the gateway sign(s), with inspection by the City.			**X**
Installation of Level 2 Electric Vehicle Charging Stations			
Identify the locations and quantities of charging stations on the project plans.	**X**		
Identify the locations of any above-ground utility equipment and include details on screening.	**X**		
Identify the final location(s) on the project plans.		**X**	
Provide final design, dimensions, and quantities of the charging stations on the project plans.		**X**	
Identify the final location(s) of any above-ground utility equipment and include details on screening in addition to building code requirements.		**X**	
Installation of all charging stations and screening for any above-ground utility equipment, with inspection by the City.			**X**
Landscaped Area, Exceeding Code Requirement			

Identify the location, dimensions, and square footages of landscaped areas on the project plans.	X		
Identify the final location, dimensions, and square footages of landscaped areas on the project plans.		X	
Completion of landscaped areas with inspection by the City.			X
Local Food Access			
Identify the intended use, location, and square footages of the local food option on the project plans.	X		
Identify the final location and square footages of the local food option on the project plans.		X	
Record a covenant on the title of the affected property(ies), in a form approved by the City Attorney's Office, stating that the local food option shall remain in operation or reserved for its exclusive use for the life of the project.		X	
Completion of the local food option with inspection by the City.			X
Provide information on the operator of the local food option including hours of operation, contact information, tenant information (if a grocery store), and maintenance responsibilities (if a community garden).			X
Loop Road			
Identify the location and dimensions of the Loop Road and public access easement on the project plans.	X		
Provide a cross section of the Loop Road on the project plans.	X		
Identify the final location and dimensions of the Loop Road on the project plans.		X	
Provide the final cross section of the Loop Road on the project plans.		X	
Record a public access easement (in a form approved by the City Attorney's Office) on the affected property(ies) stating that the Loop Road is available for public vehicle, bicycle, and pedestrian ingress and egress purposes and that the perpetual maintenance of improvements within the easement area shall be the sole responsibility of the property owner.		X	
Either on the final map, public access easement, or a separate legal instrument, include language to allow adjacent property owners to connect to the Loop Road when they redevelop their properties to form (over time) one continuous and uninterrupted thoroughfare.		X	
Completion of the Loop Road and associated roadway striping, street trees, sidewalks, and street lighting with inspection by the City.			X
Open Space, Privately Owned Publicly Accessible			
Identify the location, topography, dimensions, and acreage of the privately owned publicly accessible open space on the project plans.	X		
Provide a conceptual landscaping, irrigation, and amenities plan for the open space.	X		
Identify the final location, topography, dimensions, and acreages of the publicly-accessible open space on the project plans and if applicable, final map.		X	
Provide a final landscaping, irrigation, and amenities plan for the open space.		X	

Enter into an agreement with the City for public use of the space that will detail use rules, hours of operation, and a maintenance schedule. The agreement will include obligation of the property owner to defend and indemnify the City against all claims arising out of use of the open space and provide liability insurance protecting the City on terms approved by the City's Risk Manager.		X	
Record a public access easement (in a form approved by the City Attorney's Office) that allows public use of the open space and states that the perpetual maintenance is the responsibility of the property owner.		X	
The project's final map shall show the location, dimensions, and acreage of the public open space.		X	
Provide a final landscaping, irrigation, and amenities plan on a separate Building permit to construct the open space.			X
Completion of the open space with inspection by the City.			X
Parking, Below-Grade and Structured			
Indicate the type of parking proposed, and include a breakdown of parking provided in surface lots and parking provided in below-grade and/or structured parking on the project plans.	X		
Provide a site plan, dimensioned floor plans, exterior elevations, color rendering, and cross sections of the below-grade and/or structured parking on the project plans.	X		
Include a final breakdown of parking provided in surface lots and parking provided in below-grade and/or structured parking on the project plans.		X	
Provide a final site plan, dimensioned floor plans, exterior elevations, and cross sections of the below-grade and/or structured parking on the project plans.		X	
Completion of the below-grade and/or structured parking with inspection by the City.			X
Primary Class I Shared-Use Path			
Identify the location and dimensions of the Primary Class I Shared-Use Path and public access easement on the project plans.	X		
Provide a cross section of the shared-use path on the project plans.	X		
Identify the final location and dimensions of the shared-use path on the project plans.		X	
Provide the final cross section of the shared-use path on the project plans.		X	
Record a public access easement (in a form approved by the City Attorney's Office) on the affected property(ies) stating that the shared-use path is available for public bicycle and pedestrian ingress and egress purposes and that the perpetual maintenance of improvements within the easement area shall be the sole responsibility of the property owner.		X	
Either on the final map, public access easement, or a separate legal instrument, include language to allow adjacent property owners to connect to the shared-use path when they redevelop their properties to form one continuous and uninterrupted thoroughfare over time.		X	
Completion of the shared-use path and associated striping, landscaping, lighting, and amenities with inspection by the City.			X
Rail Property Acquisition for Class I Shared-Use Path			
Acquire the rail property or provide a written agreement to acquire from the current property owner.	X		

Identify the location and dimensions of the Primary Class I Shared-Use Path and public access easement on the project plans.	X		
Provide a cross section of the shared-use path on the project plans.	X		
Provide documentation of full property transfer from the current property owner.		X	
Identify the final location and dimensions of the shared-use path on the project plans.		X	
Provide the final cross section of the shared-use path on the project plans.		X	
Record a public access easement (in a form approved by the City Attorney's Office) on the affected property(ies) stating that the shared-use path is available for public bicycle and pedestrian ingress and egress purposes and that the perpetual maintenance of improvements within the easement area shall be the sole responsibility of the property owner.		X	
Either on the final map, public access easement, or a separate legal instrument, include language to allow adjacent property owners to connect to the shared-use path when they redevelop their properties to form one continuous and uninterrupted thoroughfare over time.		X	
Completion of the shared-use path and associated striping, landscaping, lighting, and amenities with inspection by the City.			X
Retail/Personal Service Uses in Mixed-Use Projects			
Indicate the type of retail/personal service use proposed. If no tenant has been secured, provide a narrative of the types of uses that are intended.	X		
Provide a site plan, dimensioned floor plans (including parking, exterior elevations, cross sections, and solid waste/recycling plan showing the retail/personal service uses.	X		
Provide a final site plan, dimensioned floor plans (including parking), exterior elevations, cross sections, and solid waste/recycling plan of the retail/personal service uses.		X	
If a tenant has been secured, obtain a planning permit for the particular use if required by Table 19.35.050 of the SMC.		X	
Completion of the retail/personal service tenant spaces and associated parking and solid waste/recycling facilities with inspection by the City.			X
Secondary Bicycle/Pedestrian Pathways or Streets			
Identify the location and dimensions of the secondary pathways or streets and public access easement on the project plans.	X		
Provide a cross section of the secondary pathways or streets on the project plans.	X		
Identify the final location and dimensions of the secondary pathways or streets on the project plans.		X	
Provide the final cross section of the secondary pathways or streets on the project plans.		X	
Record a public access easement (in a form approved by the City Attorney's Office) on the affected property(ies) stating that the secondary pathways are available for public bicycle and pedestrian ingress and egress; secondary streets are available for public vehicular, bicycle, and pedestrian ingress and egress; and that the perpetual maintenance of improvements within the easement area shall be the sole responsibility of the property owner.		X	

Either on the final map, public access easement, or a separate legal instrument, include language to allow adjacent property owners to connect to the secondary pathways or streets when they redevelop their properties to form one continuous and uninterrupted thoroughfare over time.		X	
Completion of the secondary pathway or street and associated striping, landscaping, lighting, and amenities with inspection by the City.			X
Sonora Court Parcel Consolidation			
Acquire the additional Sonora Court property or provide a written agreement to acquire from the current property owner.	X		
Include the additional Sonora Court property(ies) on the project plans.	X		
Provide documentation of full property transfer from the current property owner.		X	
Consolidation of parcels or lot line adjustments through final map.		X	
Include the additional Sonora Court property(ies) on the final plans.		X	
Completion of the approved improvements on the additional Sonora Court propery(ies) with inspection by the City.			X
Street Furniture for Public Use			
Provide a site plan and exterior elevations showing the street furniture.	X		
Provide a final site plan and exterior elevations showing the street furniture.		X	
Record a public access easement (in a form approved by the City Attorney's Office) on the affected property(ies) stating that the street furniture is available for public use and that the perpetual maintenance of street furniture within the easement area shall be the sole responsibility of the property owner.		X	
Installation of the street furniture with inspection by the City.			X
Transit Passes for Residents of Rental-Only Residential Projects			
Provide a letter committing to participation in the Go Pass or Smart Pass program for the first ten years following project completion.	X		
Participation in the Go Pass or Smart Pass program shall be included in the project's transportation demand management (TDM) plan per the City's Multi-Family Residential TDM Program.	X		
Record a covenant on the title of the affected property(ies), in a form approved by the City Attorney's Office, stating that the property owner will participate in the Go Pass or Smart Pass program for the first ten years following project completion.		X	
Provide a copy of the written Go Pass or Smart Pass agreement with Caltrain or VTA and receipt of payment for the first participating year.			X
Provide contact information for the property owner's transit pass administrator.*			X
*Transit Pass Adminstrator must provide the Director of Community Development a copy of the written Go Pass agreement (or comparable program) with Caltrain and receipt of payment for each participating year			
Wayfinding Signage			
Include the location(s), design, and dimensions of the wayfinding sign(s) on the project plans.	X		
Include the final location(s), design, and dimensions of the wayfinding sign(s) on the project plans.		X	

Installations of the wayfinding sign(s) with inspection by the City.			X
Zero Energy/Zero Carbon Buildings			
Provide preliminary documentation demonstrating how the project can obtain Zero Energy/Zero Carbon certification from ILFI.	X		
Provide documentation of registration for ILFI certification.		X	
Provide a letter from the project's mechanical engineer confirming that the project design meets all intents to achieve ILFI certification for Zero Energy/Zero Carbon.		X	
Provide a letter from the project's mechanical engineer confirming that the project has been constructed to achieve certification for Zero Energy/Zero Carbon, and that the certification audit process has been initiated with ILFI.^			X
^Property owner/applicant must provide documentation of certification following the final ILFI audit.			

CEQA Findings of Fact and Statement of Overriding Considerations of the City of Sunnyvale

for the

Lawrence Station Area Plan Update/Intuitive Surgical Corporate Campus Project

August 2021

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Attachments

Tables

1 INTRODUCTION

The City of Sunnyvale (City), as lead agency, prepared a subsequent environmental impact report (SEIR) for the proposed Lawrence Station Area Plan Update (LSAP Update)/Intuitive Surgical Corporate Campus (ISI project). The document consists of the May 2021 Draft SEIR and the August 2021 Final SEIR (State Clearinghouse No. 2019012022) (collectively referred to as the SEIR). The SEIR for proposed modifications to the LSAP and development of the ISI project (together, these components are referred to herein as the project) provides an assessment of the reasonably foreseeable and potentially significant adverse environmental effects that may occur beyond what was evaluated in the 2016 LSAP EIR (State Clearinghouse No. 2013082030). These findings have been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and its implementing guidelines (CEQA Guidelines) (California Code of Regulations [CCR] Title 14, Section 15000 et seq.). The City is the lead agency under CEQA, and the City of Sunnyvale City Council (City Council) is the decision-making authority for the project. The City Council adopts these findings in that capacity.

2 PROJECT DESCRIPTION

2.1 BACKGROUND AND LOCATION

The LSAP is located in the east-central part of the City of Sunnyvale in Santa Clara County, adjacent to the City of Santa Clara. The Caltrain Lawrence Station (Station) is located at 137 San Zeno Way, directly below the Lawrence Expressway overpass. U.S. 101 to the north and Interstate 280 to the south provide regional access to the plan area, and a network of major streets provides local access (i.e., Kifer Road, E. Evelyn Avenue, and Reed Avenue/Monroe Street). The LSAP area consists of approximately 199 acres (without roads) of already urbanized lands within the City and was part of a larger 629-acre original study area that was generally defined by a one-half-mile radius circle centered on the Station and included portions of the City of Santa Clara, to ensure coordination of circulation systems and land uses between the two cities.

In December 2016, the City Council adopted the LSAP and its associated General Plan Amendment and Rezoning. The City prepared an EIR (State Clearinghouse No. 2013082030) for the LSAP. The intent of the LSAP is to increase ridership at the Lawrence Caltrain Station and promote a mix of uses at the station through the development of a diverse neighborhood of employment, residential, retail, other support services and open space. With a plan horizon of 2040, the adopted plan includes goals, policies and guidelines to guide public and private investment in the area.

Unlike traditional zoning, which typically establishes single-use districts with fixed densities, the LSAP allows a flexible mix of uses at a range of densities. For this reason, the number of residential units and amount of nonresidential space could vary considerably. To account for this variability, the development potential for the 2016 LSAP was estimated for three scenarios: minimum density, maximum density with incentives, and estimated likely development. All three scenarios include estimates for existing residential, industrial/research and development (R&D), and retail uses in the plan area that would not change. For purposes of the environmental analysis presented in the 2016 LSAP EIR, the City determined the Estimated Likely Development scenario to be the appropriate scenario to evaluate as it represents an estimate of reasonable future transportation and infrastructure needs of the LSAP without planning for excessive development (and associated excessive infrastructure costs). This scenario is considered the development capacity for the LSAP area under the adopted LSAP.

To ensure that long-term development does not exceed the carrying capacity of infrastructure systems and the environment, a development cap for office/R&D and residential units was established under the adopted LSAP identified in Draft SEIR Table 2-2. Once these caps are reached, further environmental analysis is required for subsequent development proposals before additional development can proceed.

Since the LSAP was approved in December 2016, the following projects have been approved or were recently completed:

- Greystar Development (1120-1130 Kifer Road): Redevelopment of a 7.99-acre property that includes demolition of 100,843 square feet (sf) of office/R&D and construction of 7,400 sf of retail and 520 apartment units (recently completed).
- Calstone/PBM Project (1155-1175 Aster Avenue): Redevelopment of a 16.82-acre property that consists of 741 units (apartments, condos, and townhomes), 1,500 sf of commercial space (ground floor of apartments), and 2.3 acres of open space (Planning Commission approved).
- Intuitive Surgical Inc. Project (1050 Kifer Road): Redevelopment of a 21.7-acre property that consists of two new four-story office/R&D buildings (392,465 net sf), a parking structure, and retention of an existing one-story building and a multi-use trail (Phase I recently completed: one new office/R&D building of 307,550 gross sf, a parking structure, and a multi-use trail).
- Extra Space Properties (106 Lawrence Station Road): Construction of a 54,000-sf storage building at an existing self-storage site (recently completed).

2.2 PROJECT OVERVIEW

At the time of LSAP adoption, the City Council directed staff to return with a plan to study additional housing opportunities within the LSAP area. There are no planned increases to office/R&D development potential. The City Council subsequently selected a preferred land use alternative on June 26, 2018, which involves an increase in the residential density allowance for both MXD-I (Flexible Mixed-Use I) and MXD-II (Flexible Mixed-Use II) zoned areas and expands the area where housing may be considered to the M-S/LSAP (Industrial and Service, LSAP Combining District) and O-R (Office/Retail) zoning districts.

On August 14, 2018, the City Council authorized a study to include properties owned by ISI at 932, 950, and 945-955 Kifer Road in the LSAP boundaries, and directed staff to include these amendments in the LSAP Housing Study. This would expand the existing LSAP boundary to the west, on either side of Kifer Road in the City of Sunnyvale. The City Council also directed staff to study a pedestrian/bicycle route from the subject properties to the Station and analyze methods to retain trees and open space within the 945-955 Kifer Road property.

The project consists of two primary components: (1) modifications to the adopted LSAP (i.e., an increase in housing potential within the LSAP, expansion of the western LSAP boundary, and a Sense of Place Plan that would function as a policy document for LSAP area circulation, open space, and streetscape improvements) and (2) an office/R&D and manufacturing development project in the western LSAP boundary expansion area for the ISI project.

2.2.1 Lawrence Station Area Plan Modifications

INCREASE ALLOWABLE HOUSING POTENTIAL WITHIN LSAP

Residential development capacity under the 2016 adopted LSAP allowed for a maximum of 2,323 net new dwelling units under the plan's Estimated Likely Development Scenario. A total of 1,261 out of the 2,323 net new housing units have been approved by the City since the LSAP adoption; therefore, a balance of 1,062 net new housing units currently remain for buildout within the adopted LSAP area. The proposed LSAP Update would increase the allowed housing capacity of the LSAP area. Because of changes in state law, the LSAP would no longer impose a maximum housing cap for the plan area. Instead, the LSAP would establish base maximum residential densities. By using local incentives and the state Density Bonus Law, the proposed plan would potentially add an additional 3,612 net new units to the plan area, which is the result of increasing housing opportunities in areas where housing is already permitted and expanding areas where housing may be considered. The adopted LSAP maximum of 2,323 net new dwelling units plus the additional 3,612 net new units that could be created as a result of the LSAP Update have the potential to add a total of 5,935 net new dwelling units.

The adopted LSAP currently permits housing in the MXD-I, MXD-II, MXD-III, and R-5 zoning districts. Except for the R-5 zoning district, each zoning district has a base density that can be increased if the applicant takes advantage of development incentives through the City's community benefits program. Under the adopted LSAP, development projects can achieve a density of up to 68 dwelling units per acre (du/ac) in the MXD-I and MXD-II zoning districts and 54 du/ac in the MXD-III zoning district. The density for projects in the R-5 zoning district is determined by lot area on a sliding scale, as specified in Table 19.30.040 in the Municipal Code—generally, one unit for every 950 sf of lot area.

With the LSAP Update, residential development would still be allowed in the MXD-I, MXD-II, MXD-III, and R-5 zoning districts. The project would expand where new housing may be considered to all sites currently zoned as M-S/LSAP (which would be rezoned to MXD-II) and to all sites currently zoned as O-R (which would be rezoned to MXD-IV, a new zoning district). Another new zoning district, MXD-I/S, would be established for properties on Sonora Court (currently zoned MXD-I) and would continue to permit residential uses. There are three contiguous sites where residential uses are currently permitted but where it would no longer be permitted under the LSAP Update: 150 Lawrence Station Road (occupied by Costco), 1202 Kifer Road, and 1210 Kifer Road. These sites would all be rezoned from MXD-I to M-S/LSAP to reflect the City's interest in retaining nonresidential development with retail on-site. Refer to the "Rezoning of Parcels within the Adopted LSAP Boundary" section, below, for a discussion of properties that would be rezoned.

Table 1 shows proposed housing potential changes in the LSAP zoning districts where housing may be considered.

Table 1 Proposed Changes to Housing Potential in LSAP Zoning Districts

Adopted LSAP Zoning District	LSAP Update Zoning Changes	Retain or New Allowance for Residential	Potential Increase in Housing Units with LSAP Update
MXD-I	▶ Rezone MXD-I properties on Sonora Court to MXD-I/S ▶ Rezone MXD-I properties at 150 Lawrence Station Road (Costco site), 1202 Kifer Road, and 1210 Kifer Road to M-S/LSAP ▶ Rezone a linear MXD-I property south of the Caltrain Station to MXD-III	Retain except for the properties at 150 Lawrence Station Road, 1202 Kifer Road, and 1210 Kifer Road, which would be rezoned to prohibit residential development	+ 803 units
MXD-II	Rezone the MXD-II property at 1133-1135 Sonora Court to MXD-I/S	Retain	+ 961 units
MXD-III	No change	Retain	No change
O-R	Rezone entire area to MXD-IV	New allowance for residential	+ 166 units
M-S/LSAP	Rezone entire area to MXD-II	New allowance for residential	+ 1,682 units
R-5	No change	Retain	No change
		Additional units	3,612
		Adopted LSAP buildout units	2,323
		Proposed buildout units	5,935

Under the LSAP Update, new base maximum densities ranging from 28 to 54 du/ac would be established for each zoning district. However, applicants still may achieve densities above these base maximum densities through the local community benefits program (known as the LSAP Incentive Program), State Density Bonus Law, or both. Depending on the total number of incentive points a project achieves through provision of community benefits, an applicant may achieve densities ranging from 45 to 80 du/ac depending on the zoning district. Additionally, if a project proposes to include affordable units under the State Density Bonus Law, the bonus percentage that must be provided under state law is added to the maximum density obtained with incentive points for the particular project or to the base maximum density if the project applicant does not propose to use incentive points through the LSAP Incentive

Program. Refer to the "Changes to Development Standards of LSAP Zoning Districts" section, below, for the base maximum densities in each zoning district and the total available incentive points allowed. The additional densities achieved through the State Density Bonus Law are not listed because of the voluntary nature of the program and varying percentages by participating projects.

LSAP BOUNDARY EXPANSION

The proposed expansion of the western LSAP boundary was requested by ISI for inclusion of three sites, consisting of four parcels (932, 950, and 945-955 Kifer Road) totaling approximately 32.4 acres. Inclusion of these sites within the LSAP boundary would allow ISI to expand business operations adjacent to its headquarters in Sunnyvale, which would be located near the Caltrain Lawrence Station.

As part of the LSAP Update, the LSAP boundary would be expanded to include the ISI site, and ISI would redevelop the ISI Site for a total of approximately 1,211,000 gross sf of office/R&D development, including amenity space. ISI would demolish approximately 172,706 sf of existing industrial development (of which approximately 105,000 sf is currently being used) on the ISI parcels, resulting in approximately 1,038,294 sf of net new office/R&D area. For the purposes of tabulation towards the LSAP development capacity, the net new sf is 717,169, because of the addition of the existing allowable development potential of 35 percent floor area ratio (FAR) (or 493,831 sf) on the ISI Site. This would not be an increase the current LSAP allocated new office/R&D development capacity.

Under the adopted LSAP, a total of 1.2 million gross sf of net new office/R&D development is allowable within the plan area. Since the City adopted the LSAP, 392,465 net new sf of office/R&D development has been approved and is under construction. Demolition of existing office/R&D buildings associated with other LSAP development projects and the addition of existing allowable development potential (35 percent FAR) on the ISI parcels return 493,831 sf to the allowable office/R&D development capacity of the adopted LSAP. With implementation of the proposed LSAP boundary expansion and associated ISI project, a remaining balance of 191,209 sf of net new office/R&D development would be available under the LSAP (Table 2). Therefore, an increase to the overall LSAP office/R&D development capacity would not be required.

Table 2 Remaining Office/R&D New Development Capacity Under LSAP Update

Office/R&D development capacity available under adopted LSAP (net new sf)	1,200,000
Office/R&D development approved under adopted LSAP (net new sf)	-392,465
Office/R&D demolition associated with approved LSAP development projects	+100,843
Net new office/R&D proposed on ISI Site (above 35% FAR)	-717,169
Remaining office/R&D development capacity with implementation of LSAP Update and ISI project (net new sf)	**191,209**

Source: Data provided by City of Sunnyvale in 2020~~0~~1

The proposed expansion area is currently designated as Industrial (IND) in the City's General Plan. Within the expansion area, the parcel located north of Kifer Road (herein referred to as North Site) is zoned M-S (Industrial and Service), and the two parcels south of Kifer Road (herein referred to as South Site) are zoned M-3 (General Industrial). With implementation of the LSAP Update, a General Plan amendment would be required to change the land use designation of the expansion area from IND to Transit Mixed Use (TMU), an LSAP designation of Office/R&D would be assigned to the project site, and rezoning of the sites to an LSAP-specific zoning designation would occur.

PROPOSED LAWRENCE STATION SENSE OF PLACE PLAN

The project includes the creation of the Lawrence Station Sense of Place Plan with the purpose of creating design standards and guidelines for enhanced transit, pedestrian, bicycle, and automobile circulation specific to the LSAP.

The Sense of Place Plan would require new development in the area to implement public street improvements, including a loop road, rail crossings (if determined by the City to be feasible), sidewalks, curb ramps, the addition and

removal of on-street parking, new roadways, intersection improvements, buffered bicycle lanes, Class I multi-use paved trails, bus stop improvements along Kifer Road, lighting, wayfinding signage, and other public amenities. The circulation improvements are also consistent with the City's Active Transportation Plan. Required private improvements may include public access pedestrian/bicycle pathway and roadway connections through private property, installation of wayfinding signage, and pedestrian and bicycle streetscape enhancements. Improvements would be accomplished through a combination of developer requirements, Sense of Place fees, and grant funds.

LAND USE DESIGNATION CHANGES

The General Plan designates land uses in the LSAP as Transit Mixed Use (TMU). The TMU designation also applies to properties within the City's Downtown Specific Plan, which is within a half mile of the Caltrain Station. There would be no changes to the existing TMU designation for parcels within the LSAP. The inclusion of the ISI site in the LSAP boundary would require a General Plan Amendment to amend the land use designation for those four parcels from Industrial to TMU. This change would make these parcels consistent with the rest of the LSAP.

REZONING

LSAP Boundary Expansion Area/ISI Site Parcels

There is currently an M-S/LSAP zoning designation that applies to industrial parcels east of Calabazas Creek. This zoning designation is reserved for industrial uses, such as offices, R&D, limited manufacturing, hotels and motels, restaurants, financial uses, retail sales and services, and professional services. Residential uses are prohibited. This zoning designation is pertinent to the ISI site because nonresidential uses consistent with this district are proposed and residential uses are not allowed because of an existing covenant for environmental restrictions on the South Site. The M-S/LSAP designation would be modified to include a maximum FAR qualifier, similar to other industrial intensification sites in the City, such as the industrial campus at Wolfe Road and Central Expressway, zoned M-S 100 percent FAR. To support the proposed FAR of the ISI project and retain existing open space on the North Site, rezoning to M-S/LSAP 60 percent is proposed for the North Site, and rezoning to M-S/LSAP 120 percent is proposed for the South Site. Table 3 shows the proposed zoning changes for each parcel.

Table 3 Proposed Zoning Changes for the LSAP Boundary Expansion Area/ISI Site

Address	APN	Acreage	Existing Zoning	Proposed Zoning
945 Kifer Rd (North Site)	205-40-002	14.41	M-S	M-S/LSAP 60%
955 Kifer Rd (North Site)	205-40-001	1.17	M-S	M-S/LSAP 60%
932 Kifer Rd (South Site)	205-49-017	9.86	M-3	M-S/LSAP 120%
950 Kifer Rd (South Site)	205-49-018	6.91	M-3	M-S/LSAP 120%

Rezoning of Parcels Within the Adopted LSAP Boundary

Table 4 identifies all developed parcels within the adopted LSAP, including parcels proposed for rezoning. The parcels are generally listed from west to east, north of the railroad tracks, then north to south, and south of the tracks.

Table 4 Existing and Proposed Zoning Within the Adopted LSAP

Address	APN	Acreage	Existing Zoning	Proposed Zoning
960 Kifer Rd	205-49-008	4.93	MXD-II	No change
1016-1090 Kifer Rd; 1127 Sonora Ct	205-50-047	21.74	MXD-I/II	MXD-II
1120 Kifer Rd	205-50-045	4.44	MXD-I	No change
1130 Kifer Rd	205-50-046	3.55	MXD-I	No change
1150 Kifer Rd	205-50-034	2.62	MXD-I	No change
1170 Kifer Rd	205-50-035	3.2	MXD-I	No change

Address	APN	Acreage	Existing Zoning	Proposed Zoning
151 San Zeno Wy/1175 Sonora Ct	205-50-019	1.31	MXD-I	MXD-I/S
1171 Sonora Ct	205-50-024	1.30	MXD-I	MXD-I/S
1159 Sonora Ct	205-50-025	1.14	MXD-I	MXD-I/S
1151 Sonora Ct	205-50-022	1.28	MXD-I	MXD-I/S
1145 Sonora Ct	205-50-026	1.25	MXD-I	MXD-I/S
1133-1135 Sonora Ct	205-50-028	1.47	MXD-II	MXD-I/S
1146-1148 Sonora Ct	205-50-017	0.75	MXD-I	MXD-I/S
1154-1156 Sonora Ct	205-50-016	1.89	MXD-I	MXD-I/S
1162 Sonora Ct	205-50-015	1.18	MXD-I	MXD-I/S
1170 Sonora Ct	205-50-014	1.09	MXD-I	MXD-I/S
1174-1180 Sonora Ct	205-50-013	1.26	MXD-I	MXD-I/S
1202 Kifer Rd	216-27-018	0.50	MXD-I	M-S/LSAP
1210 Kifer Rd	216-27-053	1.60	MXD-I	M-S/LSAP
150 Lawrence Station Rd (Costco)	216-27-052	12.88	MXD-I	M-S/LSAP
106 Lawrence Station Rd	216-27-059	7.37	MXD-II	MXD-I
1242-1250 Kifer Rd	216-27-067	6.83	MXD-I	No change
1256 Kifer Rd	216-27-042	4.19	MXD-II	MXD-I
1266-1272 Kifer Rd	216-27-043	9.79	MXD-II	MXD-I
1286-1298 Kifer Rd	216-55-005 to 216-55-077	11.51	MXD-II	MXD-I
1310-1380 Kifer Rd	216-27-037	14.58	MXD-II	MXD-I
1382 Kifer Rd	216-27-069	6.34	M-S/LSAP	MXD-II
1388 Kifer Rd	216-27-068	3.56	M-S/LSAP	MXD-II
1450-1452 Kifer Rd	216-27-044	5.38	M-S/LSAP	MXD-II
1484 Kifer Rd	216-27-023	4.77	M-S/LSAP	MXD-II
123 Uranium Dr	216-27-045	5.75	M-S/LSAP	MXD-II
111 Uranium Dr	216-27-047	5.79	M-S/LSAP	MXD-II
1155-1175 Aster Ave	213-01-034	16.25	MXD-III	No change
No address	213-01-033	0.49	MXD-I	MXD-III
No address	213-01-032	0.18	MXD-I	MXD-III
1171-1193 Buttercup Ter	213-73-001 to 213-73-016	0.75	R-5	No change
1159 Willow Ave	213-01-023	0.48	R-5	No change
1155 Reed Ave	213-01-003	1.54	O-R	MXD-IV
1164 Willow Ave	213-01-004	0.34	O-R	MXD-IV
1165 Reed Ave	213-01-002	0.96	O-R	MXD-IV
1170 Willow Ave	213-01-001	0.24	O-R	MXD-IV

The western end, north of the tracks, would be rezoned to M-S/LSAP 60 percent FAR and M-S/LSAP 120 percent to be consistent with proposed development of the ISI site, and to reflect the intent for nonresidential development in this area. Adjacent to the ISI site on the east are two properties with MXD-II zoning: one that would retain that designation and one that would be rezoned from MXD-I to MXD-II. Properties on Sonora Court would be rezoned

from MXD-I and MXD-II to MXD-I/S. The MXD-I/S zoning is unique to properties on Sonora Court, which have smaller parcel sizes and the closest direct access to Lawrence Station north of the tracks. The central portion north of the tracks, primarily on Kifer Road, would remain MXD-I except for three properties at the southeast corner of Kifer Road and Lawrence Expressway/Lawrence Station Road that would be rezoned from MXD-I to M-S/LSAP, which is an existing zoning designation for nonresidential uses and would ensure that retail and service uses remain in the area. The eastern portion on Kifer Road between M-S/LSAP and Calabazas Creek would be rezoned from MXD-II to MXD-I. The zoning east of Calabazas Creek would change from M-S/LSAP to MXD-II to allow residential uses in addition to nonresidential uses. The MXD-II designation would differ from MXD-I with a lower base maximum density, given that MXD-II properties are further away from Lawrence Station.

South of the tracks, the MXD-III zoning for the Calstone/PBM Project Site would remain the same, with the exception of making the two MXD-I sliver parcels along the tracks consistent with the majority of the site. The two existing R-5 sites along Willow Avenue would retain the same zoning. The existing O-R-zoned parcels would change to MXD-IV, a new zoning designation, because residential would be introduced to this area. The MXD-IV designation would be used to specify lower densities than north of the tracks, encourage retail development in a mixed-use format, and address compatibility with adjacent medium- and low-density residential uses.

Rail Parcels

Table 5 identifies railroad parcels within the adopted LSAP that are not anticipated to be developed. The proposed railroad parcel rezoning in the area east of Calabazas Creek is made to be consistent with rezoning the entire area to MXD-II.

Table 5 Existing and Proposed Zoning of Railroad Parcels Within the Adopted LSAP

APN	Acreage	Existing Zoning	Proposed Zoning
216-27-033	0.70	M-S/LSAP	MXD-II
216-27-035	0.99	M-S/LSAP	MXD-II
216-27-048	0.37	M-S/LSAP	MXD-II
216-27-058	0.23	MXD-I	No change
216-27-056	0.54	MXD-I	No change
216-27-057	0.32	MXD-I	No change
205-50-043, 205-50-038, 205-50-039, 205-50-040	12.23	MXD-I	No change
205-50-032	2.56	MXD-I	No change

PROPOSED AMENDMENTS TO THE CITY OF SUNNYVALE'S GENERAL PLAN, LSAP, AND ZONING CODE

The proposed project would require amendments to the City's General Plan, LSAP, and Zoning Code (Chapter 19.35) to implement proposed amendments to the adopted LSAP. A summary of the proposed amendments to these documents is provided below.

City of Sunnyvale General Plan Amendments

The City's General Plan would be amended to update the residential buildout for the LSAP and land use/density descriptions, revise the Land Use Map to show the Transit Mixed Use designation for the LSAP boundary expansion area, and include text edits to be consistent with the proposed LSAP amendment.

Lawrence Station Area Plan Amendments

The adopted LSAP would be amended to reflect proposed updates as summarized below:

- Integrate the text edits in final 2016 adopted redline version with the graphics and formatting of the 2015 public draft and make cleanup edits throughout.

- Increase the residential units at buildout of the LSAP.
- Amend the LSAP Incentives and Development Cap Administrative Regulations.
- Include objective design standards.
- Incorporate and reference the Lawrence Station Sense of Place Plan.
- Establish an LSAP Sense of Place fee. Fee credit may be given for construction of improvements from development projects.
- Amend the LSAP land use designations of parcels where zoning changes are occurring.
- Updates to certain figures to be consistent with the LSAP boundary expansion, Sense of Place Plan, and changes in state law and City policies and direction since original adoption.
- Include goals and policies for the LSAP boundary expansion area and amend other existing goals and policies to be consistent with land use and density amendments.
- Update the utilities chapter based on the infrastructure analysis for the project.
- Update the circulation chapter based on the transportation impact analysis for the project and Sense of Place Plan.
- Integrate results from the current market and fiscal analysis.
- Establish a sewer impact fee for the LSAP area. The following sewer facility upgrades would be implemented to support buildout of the LSAP: upsizing of the existing 10-inch vitrified clay pipe (VCP) sewer main in San Zeno Way to a 12-inch PVC sewer main; upsizing of the existing 10-inch VCP sewer main at the intersection of Willow Avenue and Aster Avenue to an 18-inch PVC sewer main; and upsizing of the existing 27-inch VCP sewer main in Lawrence Expressway to a 30-inch PVC sewer main. The sewer upgrades would occur in existing road right-of-way within the LSAP. Fee credit may be given for construction of improvements from subsequent development projects.
- Establish a cost recovery fee for the plan amendments.

City of Sunnyvale Zoning Code Amendments

The project would require rezoning of many parcels within the LSAP to reflect the proposed housing amendments and ensure the provision of existing nonresidential uses. There would be new zoning designations established for certain areas to clarify site-specific land use and buildout expectations. Additionally, the ISI site would be rezoned to an LSAP-specific zoning designation. Amendments to the City's Zoning Code (Sunnyvale Municipal Code (SMC)) would be necessary as part of the LSAP Update and would include the removal and addition of LSAP zoning districts, modifications to some existing LSAP zoning districts, and various text amendments for changes in development standards associated with the proposed project. These proposed changes are described in more detail below.

Revisions and Additions to LSAP Zoning Districts

The LSAP Update would result in the removal of one adopted LSAP zoning district (O-R) and the addition of four new LSAP zoning districts (MXD-I/SMXD-IV, M-S/LSAP 60 percent, and M-S/LSAP 120 percent). The new LSAP zoning districts proposed are summarized below.

Flexible Mixed-Use I/Sonora Court District (MXD-I/S)

The Flexible Mixed-Use I/Sonora Court District designation applies only to properties on Sonora Court, which is a cul-de-sac one block north of the railroad tracks, and just northwest of Lawrence Station. Parcels on Sonora Court are significantly smaller than others north of the tracks, averaging 1.2 acres. Office, R&D, retail, and residential uses are allowed and may be configured as mixed-use or single-use buildings. Because of Sonora Court's direct proximity to the station and smaller parcel sizes, residential uses can be built to the highest base maximum densities when compared to the rest of the LSAP zoning districts.

Flexible Mixed-Use IV (MXD-IV)

The Flexible Mixed-Use IV designation is limited to one small area south of the station near the intersection of Lawrence Expressway and Reed and Willow Avenues. These parcels are near existing residential neighborhoods and are immediately adjacent to the expressway. The area is a convenient location for local-serving retail services, residential, and office/R&D uses. Because of the existing retail services on-site relied on by local residents and the site's strategic location at a major intersection, redevelopment of the site requires provision of retail services. Redevelopment may include ground floor retail with residential or office/R&D above, or in a horizontal format with separate buildings. Redevelopment plans must consider the County's plans for the Lawrence Expressway grade separation, which may require dedication of land on the parcel nearest the expressway.

LSAP Industrial and Service 60 Percent (M-S/LSAP 60 percent)

The LSAP Industrial and Service 60 Percent designation is for only one site on the north side of Kifer Road on the western boundary near Commercial Street. The historic use of this site was for a private open space area for major companies in the area. The maximum FAR is lower than for many other areas of the LSAP in order to preserve a majority of the existing open space and mature trees on-site. Only industrial, smaller-scale retail and service, office, and R&D uses are allowed in this designation, per the use table in the M-S zoning district. Residential is prohibited.

LSAP Industrial and Service 120 Percent (M-S/LSAP 120 percent)

The LSAP Industrial and Service 120 Percent designation applies to two sites located south/southwest of the M-S/LSAP 60 percent site. The sites are on the south side of Kifer Road on the western boundary near Commercial Street. The historic use of one of the sites was chemical storage, and as such environmental remediation has been ongoing for years. For this reason and others, residential uses are prohibited. Similar to M-S/LSAP 60 percent zoning, only industrial, smaller-scale retail and service, office, and R&D uses are allowed per the use table in the M-S zoning district.

Changes to Development Standards of LSAP Zoning Districts

The LSAP Update would result in changes to development standards (i.e., maximum building heights, land uses, and/or floor area ratios) to adopted and proposed LSAP zoning districts. The changes are reflected in Table 6.

Table 6 New LSAP Zoning Districts and Applicable Development Standards

District	Name	Use	Residential Density (du/acre)		Nonresidential FAR		Maximum Residential/ Nonresidential Height (feet)
			Base Maximum Density[1, 2]	Total Available Incentive Points	Base Maximum (nonretail)/ Minimum (retail)	Maximum (with incentives)[3]	
MXD-I	Flexible Mixed-Use I	Residential (du/acre)	45	35	N/A	N/A	100[4]
		Office/R&D/Industrial (FAR)	N/A	N/A	35%	150%	
MXD-I/S (new)	Flexible Mixed-Use I/ Sonora Court	Residential (du/acre)	54	26	N/A	N/A	100[4]
		Office/R&D/Industrial (FAR)	N/A	N/A	35%	150%	
MXD-II	Flexible Mixed-Use II	Residential (du/acre)	36	32	N/A	N/A	100[4]
		Office/R&D/ Industrial (FAR)	N/A	N/A	35%	150%	
MXD-III	Flexible Mixed-Use III	Residential	28	17	N/A	N/A	55
		Office/R&D/Industrial (FAR)	N/A	N/A	35%	100%	

District	Name	Use	Residential Density (du/acre)		Nonresidential FAR		Maximum Residential/ Nonresidential Height (feet)
			Base Maximum Density[1, 2]	Total Available Incentive Points	Base Maximum (nonretail)/ Minimum (retail)	Maximum (with incentives)[3]	
MXD-IV (new)	Flexible Mixed-Use IV	Residential (du/acre)	28	17	N/A	N/A	55
		Office/R&D/Industrial (FAR)	N/A	N/A	35%	50%	
		Retail (FAR)	N/A	N/A	25%	None	
R-5	High Density Residential and Office	Residential (du/acre)	Based on lot area. See SMC Table 19.30.040	N/A	Per Special Development Permit (SDP)	Per SDP	55
M-S/LSAP	LSAP Industrial and Service	Office/R&D/Industrial	N/A	N/A	35%	150%	85[5]
		Retail (FAR)	N/A	N/A	25%	None	
M-S/LSAP 60% (new)	LSAP Industrial and Service 60%	Industrial/Office/ R&D (FAR)	N/A	N/A	35%	60%	85[5]
M-S/LSAP 120% (new)	LSAP Industrial and Service 120%	Industrial/Office/ R&D (FAR)	N/A	N/A	35%	120%	85[5]

[1] Draft LSAP Policy D-P4 requires new residential development in the LSAP area to build to at least 85 percent of the zoning district's base maximum zoning density.

[2] Additional densities may be achieved above the base maximum density or density obtained through the LSAP Incentives Program by providing affordable housing consistent with the State Density Bonus Law.

[3] A development agreement is required for additional FAR above the base maximum through the LSAP Incentives Program. Development agreements are not required for projects consistent with the additional FAR allowed through participation in the City's Green Building Program.

[4] Height increase of 15 feet above existing allowance.

[5] Height increase of 10 feet above existing allowance.

Other minor updates to the Lawrence Station Area Plan chapter of the City's Zoning Code (Chapter 19.35) would include establishment of a standard for minimum distance between buildings within the LSAP (20 feet between main buildings), instead of the Citywide standard in Section 19.48.030 of the Zoning Code; the addition and deletion of LSAP zoning districts (as described above) from the permitted, conditionally permitted, and prohibited use table; and modifications to the setback table and landscape and open space standards table to reflect the new and modified zoning districts.

Other chapters of the Zoning Code would also be updated to be address the changes in LSAP zoning designations including Zoning Districts (Chapter 19.16), Telecommunications Facilities (Chapter 19.54), and Alternative Energy Systems (Chapter 19.56). Chapter 19.56 would be amended to exempt LSAP properties from the solar shading analysis, which is the same exemption for properties in the Downtown Specific Plan.

2.2.2 ISI Project

Subsequent to adoption of the proposed LSAP Update, redevelopment of 32.4 acres located within the proposed LSAP boundary expansion area (also referred to as the ISI Site) is proposed for construction of a corporate campus and state of the art manufacturing and R&D facility (ISI project) on two sites referred to as the North Site and South Site. As described above, ISI acquired these sites with the intent to expand and unify its operations adjacent to ISI's existing headquarters in the City. The ISI project would consist of demolishing 172,706 sf of existing on-site office/R&D buildings (105,000 sf of occupied area), associated structures, and infrastructure for redevelopment of the

site as a unified corporate campus owned and operated by ISI. The campus would include approximately 1.211 million gross sf of floor area (and approximately 1.038 million gross sf of net new floor area, including existing vacant floor area) of office/R&D development and manufacturing uses, serve up to 3,500 employees, and allow ISI to integrate manufacturing, engineering and corporate offices within two proposed buildings, supported by a new private pedestrian bridge connecting the North and South Sites, open space, recreation areas, a multipurpose amenity building, a central utility plant, dining venues, bicycle parking areas, surface parking lots for visitors, and parking garages for employees. The ISI project component is described in detail below.

INCREASE IN TOTAL FAR ALLOWANCE

The ISI project proposes a higher total FAR allowance than the 35 percent FAR allowed on the ISI site by the existing zoning. The adopted LSAP allows a range of nonresidential FARs from 35 to 150 percent, depending on zoning district and incorporation of zoning incentives. Currently, the LSAP considers a maximum FAR allowance of 150 percent for office/R&D area in certain zoning districts. The proposed ISI project's FAR would be consistent with the maximum possible FAR in the proposed LSAP Update, with 60 percent FAR on the North Site and 120 percent FAR on the South Site for a total project FAR of approximately 77 percent. To include the ISI Site in the LSAP and support the proposed FAR of the proposed project, rezoning to an LSAP designation would be required. Given that nonresidential uses are envisioned for these sites, rezoning to M-S/LSAP 60 percent FAR is proposed for the North Site and rezoning to M-S/LSAP 120 percent FAR is proposed for the South Site. Residential uses are not permitted in either zoning district. Some features of the ISI project (i.e., above grade parking garage, central utility plant, detached multipurpose amenity building, and existing amenity structures) are not counted towards the LSAP development capacity, as they would be amenity and service spaces to the development.

A description of the proposed General Plan Amendment, LSAP land use designation, and rezoning for the ISI Site is provided above (see the "LSAP Boundary Expansion" section, above).

LANDSCAPED AMENITIES, OPEN SPACE, AND SENSE OF PLACE IMPROVEMENTS

The ISI project includes the planting of trees and shrubs throughout the ISI Site. All landscape plant materials and irrigation would comply with City Municipal Code Chapter 19.37 (Landscaping, Irrigation, and Useable Open Space). The landscape design would utilize plant material of low and medium water needs and irrigation zones by plant type and use of smart controllers would be utilized to minimize water use. Sustainable planning techniques, such as pervious paving, bio-filtration, and stormwater management, would be integrated into the site.

A tree mitigation plan is included as an element of the ISI project to address the removal of protected (i.e., a single trunk 38 inches in circumference and larger or a multi-trunk tree where the circumferences of the multi-trunks added together equal at least 113 inches) redwoods and other trees scattered throughout the ISI site. Consistent with the requirements of City Municipal Code Section 19.94, the ISI project would retain more than 85 percent (581 of 679) of the protected on-site trees on the North Site and 3 percent of protected on-site trees (11 of 383) on the South Site. In accordance with the City Municipal Code Chapter 19.94 and tree replacement standards, 663 trees would be planted within the ISI Site. Most of the existing stands of protected trees along the perimeter of the North Site would be retained in place and would screen views of the new development from the surrounding areas. Landscaping at the ISI Site would include three different planting typologies: redwood forest, foothill woodland, and grassland meadow.

As described above, the North Site would provide open space with active and passive private recreation areas for employees that consist of new outdoor sports fields and courts, private trails and walkways, an outdoor dining area, a refurbished shade structure and outdoor amphitheater, and landscaping. The existing dry manmade concrete pond area would be demolished, and the area would be utilized for landscape and recreation areas as well as a portion of the proposed underground parking area. The South Site would include a publicly accessible pedestrian-bicycle path (described below), private pedestrian and bicycle pathways, a private outdoor dining area, and landscaping.

With implementation if the LSAP Update, the ISI project would be required to fulfill certain requirements of the proposed Lawrence Station Sense of Place Plan. As part of the ISI project, ISI may construct the following improvements:

- A new landscaped 10-foot-wide median on Kifer Road that includes left-turn pockets for existing and proposed driveways.
- Frontage improvements along Kifer Road, including new sidewalks, street trees, street lighting consistent with the City's LSAP lighting standards, and restriping on Kifer Road to accommodate 5-foot bike lanes and 1.5-foot striped buffer.
- A new east-west publicly accessible pedestrian-bicycle shared-use path adjacent to the Caltrain right-of-way and South Site. The path would include directional signage to the Station.
- Installation of gateway signage would be included within the new Kifer Road median or on the ISI Site.
- Improvements to a bus stop located in front of the South Site, including design consistent with Valley Transportation Authority and Americans with Disabilities Act (ADA) standards.

INFRASTRUCTURE

Roadways and Circulation

The circulation plan for the ISI project includes multiple options for vehicular, bicycle, and pedestrian access. From Kifer Road just south of the North Site, roadway access would be provided with an employee driveway at the southeast corner of the North Site and a visitor driveway located near the north building entrance and visitor parking area. Mohawk Laboratories (the previous South Site owner), in coordination with the applicant (ISI), would be responsible for any necessary remediation along the portion of bicycle and pedestrian pathways dedicated for public use.

Overpass Pedestrian Bridge Over Kifer Road

A new private overpass pedestrian bridge over Kifer Road would connect the North and South Site to create a unified and secure campus. The bridge would also help to reduce ISI-related pedestrian crossing activities along a segment of Kifer Road where an additional signalized intersection is not practical. The bridge would be partially covered and would retain a 20-foot clearance for vehicles along Kifer Road. The covered portions of the bridge would have a maximum height of 30 feet and an easement would be required from the City of Sunnyvale.

Utilities and Services

The ISI project would connect to existing water, wastewater, and drainage infrastructure facilities located on and adjacent to the ISI site along Kifer Road and Central Expressway. The City would provide water supply, wastewater, and solid waste services to the project. Although not required, ISI is considering the use of recycled water for portions of landscaping irrigation at the ISI Site. This would require extending the recycled water main from Wolfe Road and the infrastructure design of the extension of recycled water service to the ISI Site has not yet been determined and is not analyzed as part of this project. If the applicant proposes recycled water use at a later date, it would be analyzed under a separate CEQA review to the extent required by law.

Natural gas services would be provided by Pacific Gas and Electric Company (PG&E) and electricity would be provided by Silicon Valley Clean Energy and/or PG&E by existing electrical and gas infrastructure on Kifer Road. Other dry utilities for the site include tying into telecommunications lines on Kifer Road. For wet utilities, fire water, potable water, sanitary sewer, and storm drain lines would be added and connect to existing mains within Kifer Road. Off-site improvements to the utilities would include upgrading six existing fire hydrants barrels along the north sidewalk of Kifer Road and potentially upgrading existing street lighting along Kifer Road pending photometric analysis results.

No improvements to off-site utilities or proposed as part of the ISI project.

Stormwater Management Plan

To comply with Provision C3 of the Municipal Regional Stormwater Permit (MRP), the ISI site would utilize biofiltration planters and rain gardens to treat stormwater from impervious surfaces, which primarily includes roof, roadway, and surface parking runoff. The biofiltration areas are sized to treat the "first flush" of rain, and overflow drains convey excess runoff to the City stormwater system on Kifer Road. The ISI site would maintain the same drainage runoff as the existing condition and would not contribute additional runoff to adjacent sites.

Security Features

Currently, the majority of the North Site and a portion of the South Site (932 Kifer Road) is completely fenced with chain link or other metal fencing ranging from 6 to 8 feet in height. As part of the project, existing fencing would be removed and replaced with an 8-foot-tall, black-painted steel security fence composed of vertical pickets that would be extended to fully surround the North and South Sites. In addition, each vehicular driveway and pedestrian/bicycle pathway into the North and South Sites would include a security gate and 8-foot-tall vertical metal post security fence. A security guard station would be located near the vehicular driveway of each site entrance.

PROJECT ENERGY CONSERVATION FEATURES

The ISI project is an infill project near public transit that would assist in reducing City-wide vehicle miles traveled, provide on-site amenities for employees, and provide private open space with recreational opportunities to further reduce the extent of employee travel.

The applicant would seek Leadership in Energy and Environmental Design (LEED) Gold Certification for building design and construction. In addition to meeting adopted state and local energy standards, codes and policies, and green building programs, the following energy efficiency and sustainability features have been identified by the applicant as feasible and included in the ISI project.

1. Construction
    - Idling restrictions (no longer than 5 minutes) for construction equipment
    - Use of Tier IV construction equipment or equivalent
    - Implement program to incentivize construction workers to carpool, use electric vehicles, or use public transit
    - Diversion of construction and demolition waste from landfill
2. Indoor Environmental Quality
    - Low-VOC building materials
    - Implement air quality management plan to reduce indoor air pollutants
    - Indoor allergen filters (i.e., MERV 13 filters)
3. Transportation
    - Electric vehicle (EV) charging stations, consistent with City and Building Code requirements
    - Bicycle connectivity to parks and Sunnyvale trail system
    - Rideshare pickup/drop off areas
    - Covered on-site bike storage for all bicycle types and common area for shared bike tool station and air for inflating tires
    - 50 percent shading of all parking lot surface areas

4. Energy
    - No use of natural gas for operations.
    - ENERGY STAR appliances
    - LED Light fixtures
    - Use of energy efficient light bulbs and selected zones for daylight controllers
    - On-site renewable energy production (PVs)
    - Low-E windows
    - High-efficiency A/C with environmentally preferable refrigerants
5. Water Efficiency and Conservation (CALGreen Divisions 4.3 and 5.3)
    - Potable water use maintained below allocation baseline
    - High-efficiency toilets and fixtures, and water sub-metering
    - High efficiency irrigation, smart controllers/satellite data
    - Minimize water use with continuous temporary water distribution maintenance
6. Design and Recycled Materials
    - Permeable paving at hardscape areas
    - Recycled construction materials
    - Waste/recycling repurposing programs
    - Preservation and relocation of existing redwoods
    - Use of building materials with Environmental Product Declarations and material ingredients disclosures

OUTDOOR LIGHTING

Outdoor lighting for the ISI project would be installed in conformance with City codes and ordinances, applicable safety and illumination requirements produced by the Illuminating Engineering Society of North America and the Recommended Practice design guides, City's Bird-Safe Design Guidelines, and California Title 24 requirements. Exterior lighting would be installed within the ISI site and in the public right-of-way adjacent to the site as appropriate for public safety. Limited landscape, safety and security lighting with appropriate shielded lighting would also be provided along the pedestrian bridge, internal trails, and sidewalks. Full cut-off recreation lighting would be provided at the designated sports areas for football, basketball, and volleyball in the North Site for recreational level of play and would have a low-level safety setting for when sports areas are not in use.

2.3 PROJECT OBJECTIVES

LSAP Modifications (Housing Study/Boundary Expansion)

- Expand housing opportunities within the LSAP area to help address housing needs of the City.
- Provide for additional opportunities for higher intensity residential development near the Caltrain Lawrence Station that is environmentally, economically, and socially sustainable.
- Implement a Sense of Place Plan that will improve connectivity, wayfinding, and the aesthetic character of the LSAP area.

- Expand the LSAP boundary to the west for a comprehensive planning approach for the Kifer Road corridor; to accommodate future nonresidential development; and obtain needed community benefits that are identified in the LSAP.
- Update the plan to improve the readability and consistency of the existing document, and make revisions that comply with changes in state law and City codes since the original plan adoption.
- Make Zoning Code text amendments to reflect changes in building heights, land uses, floor area ratios, densities, and other associated development standards associated with increased housing potential in the LSAP and an expanded boundary to the west.
- Revise the LSAP Development Incentives Program to reallocate incentive points and add to the list of community benefits.

ISI Redevelopment Project

- Create an innovative campus that unifies ISI's workforce in connected buildings to promote creativity and collaboration, and to reduce daily trips between existing ISI buildings and the new campus.
- Construct a project that accommodates ISI's existing needs in proximity to its existing employment base and allows for its long-term continued presence in the City.
- Fulfill the LSAP goals of increasing transit ridership and promoting economic, social, and environmental sustainability through integrated design and development of a sustainable campus in proximity to the Station.
- Promote transit and active commute modes through thoughtful site planning coupled with a robust Transportation Demand Management (TDM) program to reduce daily vehicle trips. The TDM program will provide amenities such as employee shuttle services between ISI buildings and public transit, extensive bicycle parking, showers and lockers, free Caltrain Go Passes, rideshare matching services, flexible work schedule programs and dedicated carpool spaces.
- Provide on-site amenities to promote ISI employee's health and well-being, reduce daily vehicle trips, and create a strong sense of place.
- Create a campus design that reflects ISI's innovative technology.
- Develop the campus over time in response to ISI's needs.
- Achieve the appropriate security and privacy required for the invention and manufacture of new surgical products and technologies by limiting public access to certain areas within the new campus.

2.4 DISCRETIONARY APPROVALS

City actions would include the following:

- Adoption of an LSAP Amendment and General Plan Amendment and payments of the associated cost recovery fees
- Adoption of an ordinance to rezone the boundary expansion area and properties within the current adopted LSAP boundary and corresponding Zoning Map amendment
- General Plan and Zoning Code text amendments to reflect the LSAP Amendment and General Plan Amendment
- Adoption of the Lawrence Station Sense of Place Plan and payment of the associated sense of place fee
- Approval of a Special Development Permit for the ISI Site and architectural (i.e. design) review, removal of protected trees, and consideration of deviations from development standards as provided for under the City's Municipal Code (*ISI project only*)
- Amendments to the LSAP Incentives and Development Cap Administrative Regulations
- Establishment of a sewer facility fee program for improvements within the LSAP

- Approval of a Parcel Map, Easements and Improvement Plans for the ISI Site (*ISI project only*)
- Approval of a development agreement (*ISI project only*)
- Issuance of demolition permits for removal of existing buildings and parking lots and building permits for construction of ISI's project *(ISI project only*).
- Water discharge permits for construction dewatering. (*ISI project only*)

3 ENVIRONMENTAL REVIEW PROCESS

In accordance with Section 15082 of the State CEQA Guidelines, the City prepared a Notice of Preparation (NOP) of an SEIR on January 11, 2019. It was submitted to the California State Clearinghouse and distributed to interested and affected federal, state, and local agencies; interested parties; and organizations. The NOP was circulated for 30 days, through February 11, 2019. A public scoping meeting was held on January 31, 2019. Concerns raised in response to the NOP were considered during preparation of the Draft SEIR. The NOP and all comments received on the NOP are presented in Appendix A of the Draft SEIR.

The Draft SEIR includes an analysis of the following issue areas:

- Aesthetics,
- Air Quality,
- Cultural and Tribal Cultural Resources,
- Biological Resources,
- Energy,
- Geology, Soils, and Paleontological Resources,
- Greenhouse Gas Emissions and Climate Change,
- Hazards and Hazardous Materials,
- Hydrology and Water Quality,
- Land Use and Planning,
- Population, Employment, and Housing,
- Public Services and Recreation,
- Noise and Vibration,
- Transportation, and
- Utilities and Service Systems.

The City published the Draft SEIR for public and agency review on May 26, 2021. A 45-day public review period was provided, ending on July 12, 2021.

The City conducted virtual public meetings on the Draft SEIR at the following City commission meetings:

- Bicycle and Pedestrian Advisory Committee (June 17, 2021)
- Sustainability Commission (June 21, 2021)
- Housing and Human Services Commission (June 23, 2021)
- Planning Commission (June 28, 2021)

During the public review period, the City received 11 comment letters and 14 comments at the above public meetings.

Those comments relevant to CEQA were addressed in compliance with the State CEQA Guidelines (Sections 15088 and 15132). The Final SEIR was made available for public review on August 18, 2021.

The Final SEIR includes comments received on the Draft SEIR; responses to these comments; and revisions to the Draft SEIR, as necessary, in response to these comments or to amplify or clarify material in the Draft SEIR. The Draft and Final SEIR were made available for public review on the internet at:

https://sunnyvale.ca.gov/business/projects/lawrence.htm.

As discussed in Section 4, below, none of the changes to the Draft SEIR, or information added to the Draft SEIR, constitutes "significant new information" requiring recirculation of the Draft SEIR pursuant to PRC Section 21092.1 and State CEQA Guidelines Section 15088.5.

4 GENERAL CEQA FINDINGS

4.1 MITIGATION MONITORING AND REPORTING PROGRAM

Based on the entire record before the City Council and having considered the significant impacts of the project, the City Council hereby determines that all feasible mitigation within the responsibility and jurisdiction of the City of Sunnyvale has been adopted to reduce or avoid the potentially significant impacts identified in the Final SEIR. The feasible mitigation measures are discussed below in the findings and are set forth in the Mitigation Monitoring and Reporting Program (MMRP).

Section 21081.6 of the PRC requires the City Council to adopt a monitoring or compliance program regarding the changes in the project and mitigation measures imposed to lessen or avoid significant effects on the environment. The MMRP for the LSAP Update/ISI project is hereby adopted by the City Council because it fulfills the CEQA mitigation monitoring requirements:

- The MMRP is designed to ensure compliance with the changes in the project and mitigation measures imposed on the project during project implementation.
- Measures to mitigate or avoid significant effects on the environment are fully enforceable through conditions of approval, permit conditions, agreements, or other measures.

4.2 CEQA GUIDELINES SECTION 15091 AND 15092 FINDINGS

Based on the foregoing findings and the information contained in the administrative record, the City Council has made one or more of the following findings with respect to each of the significant effects of the project:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and such changes have been adopted by such other agency, or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly-trained workers, make infeasible the mitigation measures or alternatives identified in the Final SEIR.

Based on the foregoing findings and the information contained in the administrative record, and as conditioned by the foregoing:

1. All significant effects on the environment due to the project have been eliminated or substantially lessened where feasible.
2. Any remaining significant effects that have been found to be unavoidable are acceptable due to the overriding considerations set forth herein.

4.3 CITY COUNCIL INDEPENDENT JUDGMENT

The Final SEIR reflects the City Council's independent judgment. The City Council has exercised independent judgment in accordance with PRC Section 21082.1(c)(3) in retaining its own environmental consultant in the preparation of the EIR, as well as reviewing, analyzing, and revising material prepared by the consultant.

Having received, reviewed, and considered the information in the Final SEIR, as well as any and all other information in the record, the City Council hereby makes findings pursuant to and in accordance with Sections 21081, 21081.5, and 21081.6 of the PRC.

4.4 NATURE OF FINDINGS

Any findings made by the City Council shall be deemed made, regardless of where it appears in this document. All of the language included in this document constitutes findings by the City Council, whether or not any particular sentence or clause includes a statement to that effect. The City Council intends that these findings be considered as an integrated whole and, whether or not any part of these findings fail to cross-reference or incorporate by reference any other part of these findings, that any finding required or committed to be made by the City Council with respect to any particular subject matter of the Final SEIR, shall be deemed to be made if it appears in any portion of these findings.

4.5 RELIANCE ON RECORD

Each and all of the findings and determinations contained herein are based on substantial evidence, both oral and written, contained in the administrative record relating to the project.

4.5.1 Record of Proceedings

In accordance with PRC Section 21167.6(e), the record of proceedings for the City Council's decision on the project includes the following documents:

- The NOP for the project and all other public notices issued in conjunction with the project;
- All comments submitted by agencies or members of the public during the comment period on the NOP;
- The Draft SEIR for the project and all appendices;
- All comments submitted by agencies or members of the public during the comment period on the Draft SEIR;
- The Final SEIR for the project, including comments received on the Draft SEIR, responses to those comments, and appendices;
- Documents cited or referenced in the Draft SEIR and Final SEIR;
- The MMRP for the project;
- All findings and resolutions adopted by the City Council in connection with the project and all documents cited or referred to therein;

- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the project prepared in compliance with the requirements of CEQA and with respect to the City Council's action on the project;
- All documents submitted by other public agencies or members of the public in connection with the project, up through the close of the final public hearing;
- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held in connection with the project;
- Any documentary or other evidence submitted at such information sessions, public meetings, and public hearings;
- Any and all resolutions adopted by the City regarding the project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;
- Matters of common knowledge, including, but not limited to federal, state, and local laws and regulations;
- Any documents expressly cited in these findings and any documents incorporated by reference, in addition to those cited above;
- Any other written materials relevant to the City Council's compliance with CEQA or its decision on the merits of the project, including any documents or portions thereof, that were released for public review, relied upon in the environmental documents prepared for the project, or included in the City Council non-privileged retained files for the SEIR or project;
- Any other materials required for the record of proceedings by PRC Section 21167.6(e); and
- The Notice of Determination.

The City Council intends that only those documents relating to the project and its compliance with CEQA and prepared, owned, used, or retained by the City Council and listed above shall comprise the administrative record for the project. Only that evidence was presented to, considered by, and ultimately before the City Council prior to reviewing and reaching its decision on the SEIR and project.

4.5.2 Custodian of Records

The custodian of the documents or other material that constitute the record of proceedings upon which the City Council's decision is based is identified as follows:

City of Sunnyvale
City Clerk
456 W. Olive Avenue
Sunnyvale, CA 94086

4.5.3 Recirculation Not Required

CEQA Guidelines Section 15088.5 provides the criteria that a lead agency is to consider when deciding whether it is required to recirculate an EIR. Recirculation is required when "significant new information" is added to the EIR after public notice of the availability of the Draft EIR is given, but before certification (CEQA Guidelines Section 15088.5[a]). "Significant new information," as defined in CEQA Guidelines Section 15088.5(a), means information added to an EIR that changes the EIR in a way that deprives the public of a meaningful opportunity to comment on a "substantial adverse environmental effect" or a "feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement."

An example of significant new information provided by the CEQA Guidelines is a disclosure showing that a "new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented"; that a "substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance"; or that a "feasible project alternative or

mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it" (CEQA Guidelines Section 15088.5[a][1]-[3]).

Recirculation is not required where "the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR" (CEQA Guidelines Section 15088.5[b]). Recirculation also is not required simply because new information is added to the EIR. Indeed, new information is often added given CEQA's public/agency comment and response process and CEQA's post-Draft EIR circulation requirement of proposed responses to comments submitted by public agencies.

In this legal context, the City Council finds that recirculation of the Draft SEIR prior to certification is not required. In addition to providing responses to comments, the Final SEIR includes revisions to expand upon information presented in the Draft SEIR; explain or enhance the evidentiary basis for the Draft SEIR's findings; update information; and make clarifications, amplifications, updates, or helpful revisions to the Draft SEIR. The Final SEIR's revisions, clarifications and/or updates do not result in any new significant impacts or increase the severity of a previously identified significant impact.

In sum, the Final SEIR demonstrates that the project would not result in any new significant impacts or increase the severity of a significant impact, as compared to the analysis presented in the Draft SEIR. The changes reflected in the Final SEIR also do not indicate that meaningful public review of the Draft SEIR was precluded in the first instance. Accordingly, recirculation of the SEIR is not required as revisions to the SEIR are not significant as defined in Section 15088.5 of the State CEQA Guidelines.

4.6 CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT

The City Council certifies that the Final SEIR has been completed in compliance with CEQA and the CEQA Guidelines, that the SEIR was presented to the City Council, and that the City Council reviewed and considered the information contained therein before approving the proposed LSAP Update/ISI project, and that the SEIR reflects the independent judgment and analysis of the City Council (CEQA Guidelines Section 15090).

5 FINDINGS REQUIRED UNDER CEQA

This statement of Findings of Fact (Findings) and Statement of Overriding Considerations addresses the environmental effects associated with the LSAP Update/ISI project. These Findings are made pursuant to CEQA under Sections 21081, 21081.5, and 21081.6 of the PRC and Sections 15091 and 15093 of the CEQA Guidelines. The potentially significant impacts were identified in the Final SEIR, which includes the Draft SEIR.

PRC Section 21081 and Section 15091 of the CEQA Guidelines require that the lead agency prepare written findings for identified significant impacts, accompanied by a brief explanation for the rationale for each finding. The City is the lead agency responsible for preparation of the EIR in compliance with CEQA and the CEQA Guidelines. Section 15091 of the CEQA Guidelines states, in part:

a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

    1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

In accordance with PRC Section 21081 and Section 15093 of the CEQA Guidelines, whenever significant impacts cannot be mitigated to below a level of significance, the decision-making agency is required to balance, as applicable, the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable." In that case, the decision-making agency may prepare and adopt a Statement of Overriding Considerations, pursuant to the CEQA Guidelines.

Section 15093 of the State CEQA Guidelines states:

a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

The Final SEIR for the project identified potentially significant effects that could result from project implementation. However, the City finds that the inclusion of mitigation measures as part of the project approval would reduce most, but not all, of those effects to a less-than-significant level. Those impacts that are not reduced to a less-than-significant level are identified and overridden due to specific project benefits in a Statement of Overriding Considerations.

In accordance with CEQA and the CEQA Guidelines, the City Council adopts these Findings as part of its certification of the Final SEIR for the project. Pursuant to Section 21082.1(c)(3) of the PRC, the City Council also finds that the Final SEIR reflects the City Council's independent judgment as the lead agency for the project. As required by CEQA, the City, in adopting these Findings, also adopts an MMRP for the project. The City finds that the MMRP, which is incorporated by reference and made a part of these Findings, meets the requirements of Section 21081.6 of the PRC by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project.

6 RELATIONSHIP WITH FINDINGS MADE ASSOCIATED WITH LAWRENCE STATION AREA PLAN EIR AND ADOPTION OF THE LAWRENCE STATION AREA PLAN

The City certified the LSAP EIR (2016 LSAP EIR) and adopted the LSAP in December 2016. This action included the adoption of the LSAP CEQA Findings and Statement of Overriding Considerations that addressed significant impacts identified in the 2016 LSAP EIR.

As described in Section 2, the LSAP Update would amend the LSAP, which would involve expanding its boundaries and increasing its residential development potential. The Final SEIR identified environmental effects that would be substantially more severe than the impacts identified in the 2016 LSAP EIR. The impacts identified in the Final SEIR are disclosed in these findings.

The City Council readopts the LSAP CEQA Findings and Statement of Overriding Considerations for impacts where the Final SEIR did not identify any new significant environment effects or a substantial increase in severity of environmental effects disclosed in the General Plan EIR. The LSAP CEQA Findings and Statement of Overriding Considerations are provided in Attachment A.

7 EFFECTS DETERMINED NOT TO BE SIGNIFICANT

Section 15128 of the State CEQA Guidelines requires an EIR to contain a statement briefly indicating the reasons why various possible significant effects of a project were determined not to be significant and, therefore, why there were not discussed in detail in the EIR. Implementation of the project was determined to result in no potentially significant impacts related to the following issues; consequently, these issues were not discussed in detail in the SEIR.

7.1.1 Agriculture and Forestry Resources

The LSAP Update and ISI project are located within the City of Sunnyvale, an urbanized area within the area south of the San Francisco Bay known as the South Bay. The LSAP area and ISI project site are fully developed, and no agricultural, forestry, or timber resources exist on or adjacent to the project area. In addition, the project area is currently zoned for industrial, commercial, and residential purposes. Therefore, the project would not convert farmland, conflict with any zoning for agricultural uses or forestland, result in loss or conversion of forestland, or involve other changes in the environment that would result in conversion of farmland or forestland. There would be no impact on agriculture or forestry resources. (Draft SEIR page 1-2)

7.1.2 Airport Conflicts

The LSAP plan area and ISI site are not located within an airport land use plan or within two miles of a public airport or public use airport; therefore, the project would not result in a safety hazard or excessive noise for people residing or working in the project area. (Draft SEIR page 3.8-15)

7.1.3 Airport Noise

The 2016 LSAP EIR concluded that there would be no impact for airport-generated noise because the LSAP boundary is located outside of the Moffett Federal Airfield noise contours, which is the closest airport to the LSAP. The LSAP Update does not change this conclusion because the boundary expansion, which includes the ISI site, would not expand into any airport noise contours or result in the exposure of people to excessive a noise levels associated with airport activity. (Draft SEIR page 3.11-10)

7.1.4 Bird Collisions with Buildings

Building designs that include reflections of vegetation and other habitat features that are attractive to birds can lead to bird injury and death due to collisions with the structure. As disclosed in the 2016 LSAP EIR, the City of Sunnyvale has adopted the Bird Safe Building Design Guidelines that would be applied to all construction within the LSAP including the area of LSAP modifications, and the ISI project. These guidelines reduce the likelihood of bird collisions and resulting mortality by limiting reflective surfaces and glass walls, reducing nighttime lighting, discouraging the placement of larger water features, and avoiding landscape designs that emphasize tall landscaping adjacent to

reflective surfaces. With the application of these Bird Safe Building Design Guidelines to the LSAP modifications and ISI project, there would be no increase in the likelihood of bird collisions with buildings. (Draft SEIR page 3.4-15)

7.1.5 Conflict with Adopted Habitat Conservation Plan or Other Conservation Plan

As disclosed in the 2016 LSAP EIR, the LSAP is not located within the geographic extent of the Santa Clara Valley Habitat Plan, although other areas of Santa Clara County are included in the plan. There are no other conservation plans within the project region. The LSAP modifications and ISI project would also occur outside of the Santa Clara Valley Habitat Plan. Because the location of the project is outside of the Habitat Plan and any effects of the project on habitat or species would not extend within the area of the Habitat Plan, there would be no conflict with the Habitat Plan. (Draft SEIR page 3.4-15)

7.1.6 Development on Unstable or Expansive Soils

Subsequent projects, including the ISI project, developed under the LSAP could occur on a geologic unit or soil that is unstable, thus creating substantial risks to life and property. The City requires preparation of geotechnical reports for all development projects. These geotechnical reports would include soil sampling and laboratory testing to determine the soil's susceptibility to expansion and differential settlement and would provide recommendations for design and construction methods to reduce potential impacts, as necessary. Furthermore, the CBC includes common engineering practices requiring special design and construction methods that reduce potential expansive soil and settlement-related impacts. Preparation of site-specific geotechnical reports and continued compliance with CBC regulations would ensure the adequate design and construction of building foundations to resist soil movement. Thus, no impact would occur. (Draft SEIR page 3.6-3)

7.1.7 Displacement of a Substantial Number of Persons or Housing

The proposed land use changes for the LSAP would support the development of increased densities and intensities of mixed uses, affordable housing, and transit-oriented development, which would increase housing supply in the City. As indicated in the 2016 LSAP EIR (Impact 3.2-2), the LSAP also includes an "Anti-Displacement" component. This avoided displacement of lower-income residents, and no upzoning or increases in allowable densities on sites currently occupied by housing would occur. The adopted LSAP boundaries ultimately did not include sites with existing residential uses, except for one townhome development on Buttercup Terrace (at Willow Avenue). There are no changes proposed to the zoning or density of this site as part of the LSAP Update. Because the adopted LSAP boundaries include only one existing residential site (at time of 2016 adoption) where no changes are proposed, subsequent projects that could be developed under the LSAP would not displace substantial numbers of housing units or people and would not necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur. (Draft SEIR page 3.12-5)

7.1.8 Erosion and Loss of Topsoil

As described in Impact 3.7-2 of the 2016 LSAP EIR, subsequent projects developed under the LSAP would involve construction and grading activities that could temporarily increase soil erosion. However, ground-disturbing activities at projects in the LSAP area would be required to comply with CBC Chapter 70 standards, which would ensure implementation of appropriate measures during grading activities to reduce soil erosion. Additionally, any development involving clearing, grading, or excavation that causes soil disturbance of 1 or more acres would be required to prepare and comply with a stormwater pollution prevention plan that provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. Continued implementation of the City's Municipal Code would effectively address erosion potential.

Although the LSAP revision would expand the plan area, the same regulations would be applied. The ISI project would also be subject to these State and local regulations. In addition, development at 932 Kifer Road in the ISI project area would be subject to the restrictions established in a 2009 Site Management Plan that governs procedures for all future ground disturbance and provides further regulation of activities such as soil excavation, trenching, and backfilling to limit the potential for exposure to contaminants in the site soils. Due to adherence to these regulations, this impact would not be significant. (Draft SEIR page 3.6-3)

7.1.9 Flooding, Tsunami, Levee Failure, and Sea Level Rise

As discussed in Section 3.8 of the 2016 LSAP Draft EIR, the project area is located outside of the inundation area for Stevens Creek Reservoir and is not considered to be at risk of inundation in the event of a dam failure. The project is not in an area subject to flooding from levee failure or sea level rise. Therefore, the project is not subject to dam or levee failure or sea level rise and is not evaluated further in this section. The plan area is located over 3 miles from the San Francisco Bay; therefore, the area is not likely to be impacted by seiches and tsunamis. No steep, erodible slopes are located in or near the project area and consequently mudflows and landslides do not present as hazards for the project. Therefore, impacts related to seiche, tsunami, or mudflow are not evaluated in this Draft SEIR.

The ISI project site is not located within a flood hazard zone. As discussed in Impact 3.8.3 of the 2016 LSAP EIR, some locations within the adopted LSAP are within FEMA-designated 100-year flood hazard zone. The proposed LSAP Update does not propose additional residential units or changes to zoning within 100-year flood hazard zone locations. (Draft SEIR page 3.9-5)

7.1.10 Historic Resources

The 2016 LSAP EIR noted that the plan area does not include any structures or sites identified in the City's Heritage Resources Inventory, concluding that the project would have no impact. Proposed modifications to the LSAP include allowing additional housing and expansion of the LSAP boundary. These proposed changes would not include any structures or sites identified in the City's Heritage Resources Inventory. The ISI project would demolish existing structures, but a cultural resources report prepared for the ISI project determined that none of the structures are eligible for listing in the National Register, California Register, or local register.

Impact 3.10.1 of the 2016 LSAP EIR evaluated whether the LSAP would disturb historic resources. The analysis noted that none of the structures or sites identified in the City's Heritage Resources Inventory are located within or immediately adjacent to the LSAP area. The discussion concluded that the LSAP would have no impact on historic resources because of required compliance with resource protection policy provisions of the Sunnyvale General Plan and project-level CEQA review that would be required of individual development projects.

The proposed LSAP modifications would increase the allowable housing potential and expand the LSAP boundaries. The allowance of additional housing within the existing LSAP boundaries would not affect structures or sites not already anticipated for development as considered in the 2016 LSAP EIR. Impacts associated with development proposed within the LSAP boundary expansion area are analyzed in detail under the ISI project component (discussed below). Therefore, the proposed LSAP modifications would have no impact on historic resources.

The ISI project would demolish existing buildings and structures on the ISI site. The cultural resources report for the ISI project determined that none of the buildings or structures are eligible for listing in the National Register, California Register, local register, or the City's Heritage Resources Inventory. Because the proposed demolition of existing buildings and structures would not affect any historic resources, the proposed ISI project would have no impact on historic resources. (Draft SEIR page 3.3-4)

7.1.11 Loss or Degradation of State or Federally Protected Wetlands

As discussed in the 2016 LSAP EIR, a portion of Calabazas Creek is located along the eastern edge of the LSAP plan area, and the El Camino Storm Drain Channel traverses through the residential neighborhoods south of the Station and along the south edge of the rail tracks before draining into Calabazas Creek. Impact 3.9.6 of the 2016 LSAP EIR concluded buildout of the LSAP would result in a less-than-significant impact to these federally protected waters because no direct loss or fill of these waters was proposed as part of the LSAP. Calabazas Creek divides the current M-S/LSAP-zoned area from the MXD-II zoned area east of Lawrence Expressway. Similar to the project analyzed in the 2016 LSAP EIR, direct loss or fill of these waters is not proposed. In addition, the areas proposed for LSAP Update buildout or the ISI project site are not located near the El Camino Storm Drain Channel. The North Site contains a concrete and gravel lined artificial water feature. This water feature contains hydrophytic vegetation that does not contain hydric soils and is not supported by hydric soils or natural hydrology. Therefore, the feature does not meet the criteria established by the U.S. Army Corps of Engineers or the State Water Resources Control Board to define wetlands. There are no other potential wetlands within the project area, and therefore the LSAP Update and ISI project would have no impact on State or federally protected wetlands. (Draft SEIR page 3.4-15)

7.1.12 Mineral Resources

There are no active mines, no known areas with mineral resource deposits, or mineral or aggregate resources areas of statewide importance located in Sunnyvale. Therefore, no impact on mineral resources would occur. (Draft SEIR page 1-3)

7.1.13 Riparian Habitat or Other Sensitive Natural Communities

The 2016 LSAP EIR disclosed that no riparian habitat or other sensitive natural communities occur in the plan area. In addition, no riparian habitat or other sensitive natural communities occur within the proposed LSAP expansion and ISI project area. Therefore, the LSAP Update and ISI project would not have any impact on riparian habitat or other sensitive natural communities. (Draft SEIR page 3.4-15)

7.1.14 Scenic Vistas and State Scenic Highways

A scenic vista is considered a view of an area that has remarkable scenery or a natural or cultural resource that is indigenous to the area. The project site is in a developed urban setting and is not located in the vicinity of any officially designated State or county scenic highway and does not contain remarkable scenery or views of natural areas that would be considered a scenic vista. Therefore, no impacts on scenic vistas and State scenic highways would occur. (Draft SEIR page 3.1-6)

7.1.15 Seismic Hazards

Sunnyvale is not within an Alquist-Priolo Earthquake Fault Zone and would not be subject to hazards associated with significant fault surface rupture. However, the plan area is in a seismically active area and could experience strong seismic ground shaking and seismic-related ground movement (e.g., liquefaction and settlement) from earthquakes on active faults located outside of the plan area. Impact 3.7-1 of the 2016 LSAP EIR evaluated the seismic hazards within the plan area. Subsequent projects developed under the LSAP would result in the exposure of people, structures, and infrastructure to strong seismic ground shaking. However, California Building Code standards, as implemented by the City through Chapter 16.16 of the Municipal Code, would address seismic hazards. Conditions of concern on the ISI site include: potential for significant static and seismic settlement; shallow groundwater; presence of undocumented fill; presence of expansive soil; soil corrosion potential; and reduced bearing capacity at depth. These are reflective of the typical concerns throughout the plan area. The City requires geotechnical evaluations for all discretionary development as part of the permit process. There are no aspects of the LSAP Update or ISI project

that would increase the potential for seismic activity, or the inherent risks associated with such activity. Therefore, no significant impact would occur. (Draft SEIR page 3.6-2)

7.1.16 Tribal Cultural Resources

Proposed modifications to the LSAP include allowing additional housing potential and expansion of the LSAP area boundary. The proposed ISI project would demolish existing structures on the ISI site and construct new buildings in their place. These project components are subject to SB 18 and AB 52. Therefore, letters were mailed to 12 tribes on January 11, 2019, inviting them to request consultation under SB 18 or AB 52. Two responses were received, but the responding tribes declined consultation and did not have any comments. Because there is no evidence of any tribal cultural resources and no tribes have requested consultation, no impact on known tribal cultural resources would occur.

Tribal cultural resources are discussed on page 3.10-7 and 3.10-8 of the 2016 LSAP EIR. While the LSAP project was not subject to AB 52 when the 2016 LSAP EIR was published, the project evaluated in this SEIR was subject to AB 52. The LSAP project was subject to SB 18 in 2016 and the City reached out to tribes identified by NAHC, but no responses were received.

Adopted LSAP Mitigation Measure 3.10.2 requires text to be included on project plans regarding the steps to be taken should construction crews discover archaeological resources or human remains during project construction. These steps would also protect previously undiscovered tribal cultural resources during construction, though the presence of tribal cultural resources in the area is unlikely.

The proposed LSAP modifications would increase the allowable housing potential and expand the boundaries of the LSAP. The allowance of additional housing potential within the existing LSAP boundaries would not affect sites not already anticipated for development as assumed in the 2016 LSAP EIR. Impacts associated with development proposed within the LSAP boundary expansion area are analyzed in detail under the ISI project component (discussed below). On January 11, 2019, the City sent letters to 12 tribes inviting them to consult under AB 52, with separate letters on the same date inviting them to consult under SB 18. As noted above, two responses were received, but the responding tribes declined consultation and did not have any comments. As such, it can be concluded that there are no tribal cultural resources in the project area and the project would have no impact.

The ISI project would demolish the buildings and structures in the expansion area of the LSAP and build new structures in their place. The area includes existing buildings so it is unlikely that tribal cultural resources would be present in the project area. As discussed above, the City invited tribes to consult under AB 52 and SB 18 in January 2019, but no tribes requested consultation. As such, it can be concluded that there are no known tribal cultural resources in the project area. As discussed on page 3.10-7 of the 2016 LSAP EIR, Section 7050.5(b) of the California Health and Safety Code specifies steps to be taken should human remains be discovered during construction activities. State CEQA Guidelines Section 15064.5(e) specifies steps to be taken, should any human remains be determined to be Native American. Also, adopted LSAP Mitigation Measure 3.10.2 would apply to any previously unknown archeological resources within the LSAP, including archeological resources that are also potential tribal cultural resources, discovered during construction. Thus, while there are no anticipated tribal cultural resources in the project area, there are protocols in place that would require coordination with the NAHC, should any Native American remains be discovered, and proper treatment of archeological resources. The ISI project would have no impact related to tribal cultural resources. (Draft SEIR 3.3-5)

7.1.17 Wastewater Disposal Systems

Effects on wastewater disposal systems were dismissed from evaluation in the 2016 Draft EIR. Section 12.08.010 of the City's Municipal Code requires sewer connections for all new development. Septic tanks would not be used for new development in the LSAP. Therefore, no impact would result.

7.1.18 Wildfire

While all of California is subject to some degree of wildfire hazard, the project site is surrounded by urban uses and, therefore, less prone to wildfire.

"Local responsibility areas," which are under the jurisdiction of local entities (e.g., cities, counties), are required to identify very high fire hazard severity zones. The project site is within a local responsibility area, and the California Department of Forestry and Fire Protection identifies the project site as an incorporated area and a non–very high fire hazard severity zone. The Sunnyvale Department of Public Safety is responsible for providing fire protection services to the project site, and the closest Sunnyvale Fire Bureau stations are Station #2, located at 795 E. Arques Avenue (approximately 0.5 mile west of the plan area at N. Wolfe Road), and Station #4, located at 966 South Wolfe Road, approximately 0.5 mile southwest of the plan area. The City of Santa Clara Fire Department has a station just north of Kifer Road at 3011 Corvin Drive, approximately 725 feet north of the project area.

New construction is subject to the City Municipal Code and the California Fire Code, which includes safety measures to minimize the threat of fire. Thus, the project would have no impact related to wildfire risk, and this issue is not discussed further in this EIR. (Draft SEIR page 1-3)

7.1.19 Wildlife Movement and Nursery Sites

As discussed in the 2016 LSAP EIR, this urban and disturbed setting does not support native wildlife nursery sites. The LSAP expansion and ISI project area are similarly developed. The LSAP expansion and ISI project would not alter any existing wildlife corridor and would not interfere with the movement of migratory fish species or other wildlife species. Therefore, the proposed project would result in no impact on movement of native resident or migratory fish or wildlife species, movement corridors, or native wildlife nursery sites. (Draft SEIR page 3.4-15)

8 LESS-THAN-SIGNIFICANT IMPACTS

This section identifies those cases in which the Final SEIR did not identify any new significant environmental effects or a substantial increase in the severity of environmental effects disclosed in the 2016 LSAP EIR (e.g., less than significant impacts). The reader is referred to Section 6 and Attachment A regarding CEQA findings associated with impacts identified in the 2016 LSAP EIR.

The City Council finds that, based upon substantial evidence in the record, including information in the Final SEIR, the following impacts have been determined be less than significant and no mitigation is required pursuant to PRC Section 21081(a) and CEQA Guidelines Section 15091(a).

8.1 SECTION 3.1: AESTHETICS

Impact 3.1-1: Degrade the Existing Visual Character or Quality of Public Views or Conflict With Zoning and Regulations Governing Scenic Quality

The 2016 LSAP EIR concluded that subsequent development under the LSAP, guided by the policies and guidelines of the City's General Plan, Zoning Code, Citywide Design Guidelines, and LSAP, would not substantially degrade the visual character or scenic quality of the plan area or its surroundings. Similar to the adopted LSAP, the LSAP Update and ISI project would expand urban uses in the project area that would alter the existing visual character of the area, as well as require amendments to the LSAP, Zoning Code, and General Plan. Development would be required to comply with City and LSAP-specific urban design requirements that address community character, including the proposed Lawrence Station Sense of Place Plan. Thus, implementation of the LSAP Update and ISI project would not result in a new significant effect on visual character or the quality of public views, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. Project impacts would be less than significant.

Mitigation Measures

No additional mitigation is required beyond compliance with Sunnyvale General Plan policies, zoning regulations, standard development conditions, Citywide Design Guidelines, and LSAP policies and guidelines.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.1-2: Light and Glare Impacts

The 2016 LSAP EIR determined that subsequent projects developed under the LSAP could result in an increase of nighttime lighting and glare and concluded that required compliance with LSAP's areawide design guidelines, Section 19.42.050 of the Sunnyvale Municipal Code, and other City regulations pertaining to light and glare would minimize potential impacts. The LSAP Update and ISI project would expand urban uses in the project area, which would include the potential for light and glare impacts. Development would be required to comply with City and LSAP-specific lighting and glare requirements to minimize the potential impacts. Therefore, potential impacts related to light and glare would be less than significant.

Mitigation Measures

No additional mitigation is required beyond compliance with LSAP Guideline L-UDG9 and Sunnyvale Municipal Code Section 19.42.050, which requires shielding for lighting to avoid glare in adjacent areas. LSAP Guidelines BM-UDG5 and BM-UDG7 require that building materials consist of nonreflective materials.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

8.2 SECTION 3.2: AIR QUALITY

Impact 3.2-2: Result in a Net Increase in Long-Term Operational Criteria Air Pollutant and Precursor Emissions That Exceed Bay Area Air Quality Management District-Recommended Thresholds

The 2016 LSAP EIR determined that operation of the LSAP would be consistent with the Bay Area Air Quality Management District's (BAAQMD's) 2010 Clean Air Plan and that vehicle miles traveled (VMT) would increase at a lower rate than population growth in comparison to existing conditions and would not contribute to an air quality violation during long-term operations. Similar to the adopted LSAP, the LSAP Update would be consistent with BAAQMD's most recent Clean Air Plan's control measures developed to reduce criteria air pollutants and precursors. In addition, the projected VMT would result in a lower percent increase than the projected population. Because the LSAP Update would not violate applicable thresholds, the LSAP Update would not contribute to nonattainment designations of the San Francisco Bay Area Air Basin (SFBAAB). Therefore, the LSAP Update would not result in a new or substantially more severe operation-related air quality impact beyond what was identified in the 2016 LSAP EIR. Although the ISI project's operations would result in the generation of long-term operational emissions of reactive organic gases (ROG), nitrogen oxides (NO_X), particulate matter $(PM)_{10}$, and $PM_{2.5}$, the emissions would not exceed BAAQMD's thresholds of significance (54 pounds per day [lb/day] for ROG, 54 lb/day for NO_X, 82 lb/day for PM_{10} exhaust, and 54 lb/day for $PM_{2.5}$ exhaust). The ISI project was determined to not exceed BAAQMD thresholds and would not contribute to a nonattainment status of the SFBAAB. The LSAP Update and ISI project would not result in a new or substantially more significant operation-related air quality impact beyond what was identified in the 2016 LSAP EIR. This impact would be less than significant.

Mitigation Measures

No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.2-3: Result in a Short- or Long-Term Increase in Localized Carbon Monoxide Emissions That Exceed BAAQMD-Recommended Thresholds
The 2016 LSAP EIR determined construction and operations would not result in an increase in localized carbon monoxide (CO) emissions. Similar to the adopted LSAP, the LSAP Update and the ISI project are not expected to result in concentrations of CO emissions related to construction activities being spread out over the duration of a construction schedule. The LSAP Update and ISI project implementation would not result in long-term operational local mobile-source CO emissions that would violate or contribute substantially to concentrations that exceed the 1-hour California ambient air quality standard (CAAQS) of 20 parts per million (ppm) or the 8-hour CAAQS of 9 ppm. This is because both the LSAP Update- and ISI project-generated vehicle trips would not cause any exceedance of traffic volumes at affected intersections. Furthermore, the LSAP Update requires projects within the LSAP to implement TDM measures, and this requirement applies to the ISI project. For these reasons, both the LSAP Update and the ISI project would not result in, or contribute to, CO concentration that exceed the national ambient air quality standards or CAAQS for CO. Therefore, the LSAP Update and ISI project would not result in a new or substantially more severe CO emission-related air quality impact beyond what was identified in the 2016 LSAP EIR. This impact would be less than significant.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.2-4: Expose Sensitive Receptors to Substantial Increases in TAC Emissions
The 2016 LSAP EIR determined, that the increase in toxic air contaminants (TACs) would result in a less-than-significant impact on sensitive receptors with the implementation of Mitigation Measures 3.5.3a, 3.5.3b, 3.5.5, and 3.5.6. Construction- and operations-related emissions of TACs associated with the implementation of the LSAP Update would not change from those identified in the analysis in the 2016 LSAP EIR because individual project information is uncertain. Therefore, this impact would not result in a new or substantially more severe TAC emission-related air quality impact beyond what was identified in the 2016 LSAP EIR. The expansion of the LSAP boundary was analyzed in the health risk assessment (HRA) analysis for the ISI project. With implementation of adopted LSAP Mitigation Measures 3.5.3a, 3.5.3b, 3.5.5, and 3.5.6, the HRA determined that the implementation of the ISI project and expansion of the LSAP boundary would not result in an incremental increase in cancer risk greater than 10 in one million or a hazard index greater than 1.0 for existing or future sensitive receptors. This impact would be less than significant.

Mitigation Measures
No additional mitigation is required beyond compliance with adopted LSAP Mitigation Measures 3.5.3a, 3.5.3b, 3.5.5 and 3.5.6.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no mitigation measures are required.

Impact 3.2-5: Result in Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People
The 2016 LSAP EIR determined construction and operation of the LSAP would not result in substantial odorous emissions. Similar to the adopted LSAP, future development and other physical changes that could occur as a result of the LSAP Update and ISI project could result in construction activities that would introduce new odor sources in the

area (e.g., temporary diesel exhaust emissions during construction and delivery trucks associated with commercial and residential land uses). However, these odor sources would be temporary and intermittent. Further, BAAQMD Regulation 7 limits the potential odor impacts on existing and new sensitive receptors or future sensitive receptors. Construction activities would be subject to volatile organic compounds (VOC) limits under Regulation 8, Rule 3, and Regulation 15. As a result, the projected and proposed development under the LSAP Update and ISI project would not result in odor impacts on new or existing sensitive receptors. The LSAP Update and ISI project would not result in a new or substantially more notable odor-related air quality impact beyond what was identified in the 2016 LSAP EIR. This impact would be less than significant.

Mitigation Measures

No additional mitigation is required beyond compliance with BAAQMD Regulation 8, Rule 3, Architectural Coatings, and Rule 15, Emulsified Asphalt, which reduce odors through VOC limits related to construction material.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

8.3 SECTION 3.3: CULTURAL AND TRIBAL CULTURAL RESOURCES

Impact 3.3-1: Archaeological Resources and Human Remains

The 2016 LSAP EIR determined that development under the LSAP could involve subsurface disturbance that could uncover previously undiscovered archaeological resources or human remains. Adopted LSAP Mitigation Measure 3.10.2 requires subsequent projects in the LSAP to include a note on project plans indicating the steps to be taken should construction crews encounter archaeological resources or human remains. Implementation of Mitigation Measure 3.10.2 would reduce potential effects on archaeological resources and human remains to a less-than-significant level, including on the ISI project site, which has a high potential for buried archaeological resources. Therefore, there would be no new significant effect, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. The impact would be less than significant.

Mitigation Measures

No additional mitigation is required beyond compliance with adopted LSAP Mitigation Measure 3.10.2.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

8.4 SECTION 3.4: BIOLOGICAL RESOURCES

Impact 3.4-1: Substantially Affect Special-Status Species Either Directly or Through Habitat Modifications

The 2016 LSAP EIR disclosed that construction within the LSAP has the potential to remove maternity roosts of special-status bats. The LSAP Update area does not include the Corn Palace property, and the proposed LSAP boundary expansion area (ISI site) does not include suitable habitat for burrowing owl. However, the ISI project and LSAP modifications could result in loss of special-status bat maternity roosts. All projects within the LSAP would be subject to adopted LSAP Mitigation Measure 3.9.2, which would avoid impacts on special-status bat maternity roosts, including the LSAP Update and ISI project. Thus, implementation of the LSAP Update and ISI project would not result in a new significant effect on special-status species and their habitat, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. This impact would be less than significant.

Mitigation Measures

No additional mitigation is required beyond compliance with adopted LSAP Mitigation Measure 3.9.2.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects are less than significant, and no additional mitigation measures are required.

Impact 3.4-2: Loss of Raptor and Other Common Bird Nests

The 2016 LSAP EIR determined that tree removal and construction associated with implementation of the LSAP could result in direct disturbance of nesting raptors and other migratory birds. With implementation of adopted Mitigation Measure 3.9.3 of the 2016 LSAP EIR, subsequent development under the LSAP would avoid removal and disturbance of nests within the LSAP, resulting in a less than significant impact. Implementation of the LSAP Update and ISI project would result in construction and/or tree removal activities that could remove or disturb nests of common raptors and other nesting birds. All projects within the LSAP would be subject to adopted LSAP Mitigation Measure 3.9.3, which would reduce the impact on nests to a less-than-significant level. Construction and tree removal activities that occur with implementation of the ISI project or subsequent development projects under the LSAP Update would be required to comply with adopted LSAP Mitigation Measure 3.9.3 and would not result in a new significant effect on nesting raptors and other migratory birds that would be more severe than the impact identified in the 2016 LSAP EIR. This impact would be less than significant.

Mitigation Measures

No additional mitigation is required beyond compliance with adopted LSAP Mitigation Measure 3.9.3.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects are less than significant, and no additional mitigation measures are required.

Impact 3.4-3: Protected Tree Removal

The 2016 LSAP EIR determined that implementation of subsequent developments under the LSAP would result in removal of protected trees, but implementation of the City's tree preservation requirements under the Sunnyvale Municipal Code and LSAP policies and guidelines (Policy OSP-6, Guidelines STP-UDG6 and STP-UDG7) would ensure no net loss of protected trees. The proposed LSAP Update and ISI project would be required to comply with the City's tree preservation requirements (Sunnyvale Municipal Code Chapter 19.94) and adopted LSAP policies and guidelines that provide protection measures for trees within the LSAP. Project-level CEQA review would be required of individual development projects under the LSAP Update. In addition, implementation of a tree mitigation plan has been incorporated as an element of the ISI project. As part of the ISI project and consistent with the requirements of City Municipal Code Section 19.94, the ISI project would retain more than 85 percent (581 of 679) of the protected on-site trees on the North Site and 3 percent of protected on-site trees (11 of 383) on the South Site, and 663 trees would be planted on the ISI Site. Required compliance with the City's tree preservation requirements and LSAP policies and guidelines would ensure that the ISI project and future development associated with LSAP Update buildout would result in no net loss of protected trees. Thus, implementation of the project would not result in a new significant effect on protected trees, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. This impact would be less than significant.

Mitigation Measures

No additional mitigation is required beyond compliance with LSAP Policy OSP-6, Guidelines STP-UDG6 and STP-UDG7, and Sunnyvale Municipal Code Chapter 19.94.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

8.5 SECTION 3.5: ENERGY

Impact 3.5-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy during Project Construction or Operation

The 2016 LSAP EIR determined a less than significant impact in regard to the plan related to the wasteful, inefficient, or unnecessary use of energy. Implementation of the ISI project would result in the consumption of energy supplies during construction of new land uses within the project area. However, the consumption of energy during construction activities for the ISI project would be temporary and is not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy. Operation of new land uses associated with the LSAP Update and ISI project implementation would also result in additional energy consumption. However, the LSAP Update would comply with the latest building energy efficiency standards, which would increase energy efficiency, as well as energy provisions of the City's Climate Action Playbook. The ISI project would be built to meet 2019 Building Title 24 Building Energy Standards and would be required to achieve LEED Gold certification. Furthermore, both the LSAP Update and ISI project would consist of infill development and be built with a range of land uses in proximity to a transit station, which would reduce transportation-related energy demand compared to building in locations not close to high-quality transit. The LSAP Update and ISI project would not result in the wasteful, inefficient, or unnecessary consumption of energy during construction or operation or produce new or substantially more significant energy impacts than disclosed in the 2016 LSAP EIR. This impact would be less than significant.

Mitigation Measures

No additional mitigation is required beyond compliance with the City's Climate Action Playbook, which would result in an increase in renewable energy, decarbonization of buildings, and adoption of 100-percent clean energy procurement. In addition, new development proposed under the LSAP Update would be required to comply with the City's reach codes to increase the extent of building electrification, the amount of renewable energy obtained from solar power, and the installation of EV chargers.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.5-2: Conflict with or Obstruction of a State or Local Plan for Renewable Energy or Energy Efficiency

Although implementation of the LSAP Update and ISI project would increase energy demands from existing conditions, development would be required to comply with applicable Building Energy Efficiency Standards, City reach codes, and Renewable Portfolio Standards. As a result, implementation of the LSAP Update and ISI project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be less than significant.

Mitigation Measures

No additional mitigation is required beyond compliance with the City's reach codes to increase the extent of building electrification, the amount of renewable energy obtained from solar power, and the installation of EV chargers.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

8.6 SECTION 3.6: GEOLOGY AND SOILS

Impact 3.6-1: Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature

The 2016 LSAP EIR determined that excavation and grading activities resulting from the construction of subsequent projects developed under the LSAP could potentially result in inadvertent damage to or destruction of paleontological resources. Similar to the adopted LSAP area, the underlying geology of the proposed LSAP boundary expansion area consists of basin and alluvial deposits that have the potential to contain fossils, based on previously reported finds in similar materials in other locations in the Bay Area. Inadvertent damage or destruction during excavation and grading activities during construction of the LSAP boundary expansion area for the ISI project could further reduce this finite resource base. All projects within the LSAP would be subject to adopted LSAP Mitigation Measure 3.7.4, which would reduce potential impacts on paleontological resources to a less-than-significant level. Grading and excavation activities resulting from buildout of the LSAP Update and the ISI project would be required to comply with adopted LSAP Mitigation Measure 3.7.4 and would not result in a new or substantially more severe impact on paleontological resources than what was addressed in the 2016 LSAP EIR. This impact would be less than significant.

Mitigation Measures

No additional mitigation is required beyond compliance with adopted LSAP Mitigation Measure 3.7.4.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

8.7 SECTION 3.7: GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Impact 3.7-1: Generate GHG Emissions That May Have a Significant Impact on the Environment or Conflict with an Applicable Plan, Policy, or Regulation Adopted for the Purpose of Reducing the Emissions of GHGs

The 2016 LSAP EIR determined that because the LSAP would not exceed the City's greenhouse gas (GHG) emissions per service population threshold and is consistent with the objectives of the original CAP, the LSAP would not have a significant GHG-related impact on the environment. Similar to the adopted LSAP, the LSAP Update would not exceed the City's updated GHG efficiency metric threshold of 1.27 metric tons of carbon dioxide equivalent per year per service population, demonstrating consistency with the City's 2019 Climate Action Playbook to reduce GHG emissions and meet state targets. The objectives of the LSAP Update are to increase residential density within a transit-oriented development; this would contribute to achieving the City's GHG reduction targets by reducing the amount of VMT and infrastructure required for development. For purposes of this SEIR, ISI project emissions are evaluated in the LSAP Update's net emissions analysis as a subset of the total LSAP Update. As part of the implementation of the Climate Action Playbook, the City will establish additional GHG reduction measures that subsequent development in the LSAP would be required to comply with. Compliance with these development standards would help the City achieve updated state GHG emission reduction targets. The LSAP Update and ISI project would not result in a new or a substantially more significant impact on climate change beyond what was identified in the 2016 LSAP EIR. This impact would be less than significant.

Mitigation Measures

No additional mitigation is required beyond compliance with the Climate Action Playbook and LSAP policy provisions LU-G3, LU-G4, LU-G5, LU-G7, LU-G10, H-G1, G-G5, R-P1, OSG-2, OSG-3, D-G1, D-G2, CF-G1, STP-G1, STP-UDG1, STP-UDG9, L-UDG4, BM-UDG3, BM-UDG4, and BM-UDG4.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

8.8 SECTION 3.8: HAZARDS AND HAZARDOUS MATERIALS

Impact 3.8-1: Transport, Use, and Disposal of Hazardous Materials During Construction
Buildout of the LSAP Update and ISI project would involve the use, storage, and transport of hazardous materials associated with new development and redevelopment construction. This issue was addressed for the adopted LSAP in Impact 3.3.1 of the certified 2016 LSAP EIR. During construction activities, all work would be conducted in accordance with California Division of Occupational Safety and Health training and worker protection rules and regulations. The use, storage, and transport of hazardous materials for buildout of the LSAP Update and construction of the ISI project would occur in compliance with local, state, and federal regulations, which would minimize but not eliminate the potential for upset or accident conditions. Implementation of the LSAP Update and ISI project would not result in a new significant effect, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. This impact would be less than significant.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.8-2: Transport, Use, and Disposal of Hazardous Material During Operation
Operations resulting from buildout of the LSAP Update and ISI project would include the transport, use, and disposal of hazardous materials. General commercial and household hazardous materials are generally handled and transported in small quantities, and the handling and transportation of these materials would be required to comply with regulations covering the use, storage, and disposal of hazardous materials and wastes. This issue was addressed in the 2016 LSAP EIR. Businesses that store hazardous materials and/or waste on-site would be required to submit business information and hazardous materials inventory forms contained in a Hazardous Materials Management Plan and Hazardous Materials Business Plan by the State of California Office of Emergency Services. With adherence to existing regulatory requirements, operational impacts related to routine use or disposal of hazardous materials resulting from the ISI project and/or development under the LSAP Update would be minimized. Thus, implementation of the LSAP Update and ISI project would not result in a new significant effect, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. This impact would be less than significant.

Mitigation Measures
No additional mitigation is required beyond compliance with all federal, state, and local regulations related to the transport, use, disposal, and accidental release of hazardous materials.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.8-3: Exposure of School Sites to Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School
There are no public schools and no proposed schools within the adopted LSAP boundary or the ISI project site, and there is an existing daycare facility within the southern portion of the adopted LSAP. There are three schools and one daycare facility within one-quarter mile of the adopted LSAP boundary and no proposed or existing schools or daycare facilities within one-quarter mile of the ISI project site. Similar to the project analyzed in the 2016 LSAP Draft EIR, the ISI project and future development projects proposed under the LSAP Update would be required to comply

with all federal, state, and local regulations related to the transport, use, and disposal of hazardous materials. Any hazardous dust from construction would be controlled by adhering to existing regulations and site control measures. Thus, implementation of the LSAP Update and ISI project would not result in a new significant effect, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. This impact would be less than significant.

Mitigation Measures

No additional mitigation is required beyond compliance with all federal, state, and local regulations related to the transport, use, disposal, and accidental release of hazardous materials.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.8-5: Interfere with Implementation of an Emergency Response Plan or Emergency Evacuation Plan

The 2016 LSAP EIR concluded that buildout of the LSAP could temporarily affect roadways due to the movement of heavy equipment, worker vehicle parking, and materials delivery and storage. Adopted LSAP Mitigation Measure 3.3.5 requires the preparation of a Construction Traffic Control Plan before issuance of a permit for a specific development project or before approving a City-initiated roadway improvement if there is the potential to affect traffic conditions that could impair or inhibit emergency response or evacuation. During project occupancy/ operation, adequate emergency access routes to and from the LSAP area would continue and emergency response would not be impaired. Implementation of this adopted mitigation measure would require identification of the schedule of construction and anticipated methods of handling traffic for each phase of construction to ensure the safe flow of traffic and adequate emergency access, including maintaining an open lane for vehicle travel at all times. All traffic control measures shall conform to City of Sunnyvale, Santa Clara County, and/or Caltrans standards, as applicable. While construction at the ISI project site has a high potential for temporarily affecting roadways, implementation of adopted LSAP Mitigation Measure 3.3.5 would reduce the impact to a less than significant level.

Mitigation Measures

No additional mitigation is required beyond compliance with adopted LSAP Mitigation Measure 3.3.5.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

8.9 SECTION 3.9: HYDROLOGY AND WATER QUALITY

Impact 3.9-1: Violation of Water Quality Standards or Waste Discharge Requirements Related to Construction and Operation Activities

The 2016 LSAP EIR determined that subsequent development projects located within the LSAP would be required to comply with state and local regulations that would minimize the potential for construction and operational water quality impacts. Construction and operation of the ISI project and subsequent development projects under the LSAP Update would be required to comply with the same requirements and regulations. Thus, implementation of the LSAP Update and ISI project would not result in a new significant effect, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. Compliance with existing state and local regulations would reduce potential construction and operational water quality impacts to less than significant.

Mitigation Measures

No additional mitigation is required beyond compliance with Sunnyvale Municipal Code Chapter 12.60, City of Sunnyvale Urban Runoff Management Plan, Municipal Regional Stormwater Permit, LSAP Policies U-P1 through U-P4, and adopted LSAP Mitigation Measure 3.8.3.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.9-2: Groundwater Recharge Impacts
Development under the LSAP Update could alter current impervious surface conditions within the LSAP and the ISI project would increase the amount of impervious pavement in some undeveloped portions of the ISI site. The LSAP Update and ISI project would be subject to all the same requirements and regulations referenced in the 2016 LSAP EIR. The water supply assessment (WSA) completed for the project concluded that the City's existing water supply contracts would meet the combined increase demand of the project and the Downtown Specific Plan Amendment Project under normal and single dry year conditions. Therefore, project implementation is not expected to substantially prohibit groundwater recharge. Implementation of the LSAP Update and ISI project would not result in a new significant effect on groundwater recharge, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. Therefore, impacts on groundwater recharge for the LSAP Update and ISI project would be less than significant.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

8.10 SECTION 3.10: LAND USE AND PLANNING

Impact 3.10-1: Physically Divide an Established Community
The 2016 LSAP EIR determined that buildout of the LSAP would not result in physical division of an established community because it would add higher intensity development consisting of mixed uses in currently developed areas that contain nonresidential office/R&D/industrial uses. Implementation of the LSAP Update would increase the allowable housing potential within the LSAP, expand the western LSAP boundary to include the proposed ISI corporate campus, and establish the Lawrence Station Sense of Place Plan to promote mobility and foster connectivity within the LSAP. Similar to the adopted LSAP, no land use changes would occur that would result in development that would physically divide an established community. There would be no new significant impact, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. The impact would be less than significant.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.10-2: Conflict with Any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect
The 2016 LSAP EIR determined that the LSAP would result in rezoning of the plan area in order to be compliant with the LSAP and establishment of new land use categories and zoning that did not exist within the Sunnyvale General Plan and Zoning Ordinance. The EIR determined that with approval of the LSAP, General Plan amendments, and zoning amendments, the project would be consistent with the City of Sunnyvale General Plan regarding land use designations and consistent with the City of Sunnyvale Zoning Ordinance. The LSAP Update and ISI project would require changes to the land use designation in the LSAP boundary expansion area/ISI site, rezoning of many parcels and various text amendments for changes in development standards associated with some of the existing LSAP zoning districts, the removal of one and the addition of four new LSAP zoning districts, and the addition of new land use goals and policies associated with the LSAP Update and changes in City policies and standards since the 2016 LSAP adoption. The City's

goals for sustainable growth include higher-density residential uses to address housing needs in the City. Implementation of these LSAP modifications would ensure integration and compatibility of new development with the City's sustainable growth vision, thus further integrating the LSAP area into the City as a whole. Similar to the adopted LSAP, these proposed modifications to the LSAP would require approval from the City for amendments to the City's General Plan, Zoning Code, and LSAP. Therefore, there would be no new significant effect, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. The potential for the LSAP Update and ISI project to conflict with applicable adopted land use plans, policies, or regulations would be less than significant.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

8.11 SECTION 3.11: NOISE AND VIBRATION

Impact 3.11-1: Exposure of Noise-Sensitive Receptors to Excessive Construction-Generated Noise Levels
The 2016 LSAP EIR disclosed that construction within the Plan area has the potential to expose noise-sensitive land uses to excessive noise levels and noticeable noise level increases relative to existing conditions. The ISI project and LSAP modifications could also result in the exposure of off-site noise-sensitive receptors to excessive noise levels. Implementation of adopted Mitigation Measure 3.6.4 from the 2016 LSAP EIR, which applies to the LSAP Update and the ISI project, would minimize levels of construction-generated noise at off-site receptors. With implementation of adopted Mitigation Measure 3.6.4, implementation of the LSAP Update would not result in a new or substantially more severe construction noise-related impact than what was addressed in the 2016 LSAP EIR, and construction noise impacts associated with the LSAP Update and ISI project would be less than significant.

Mitigation Measures
No additional mitigation is required beyond compliance with adopted Mitigation Measure 3.6.4.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.12-2: Exposure to Construction-Generated Ground Vibration
Construction of new land uses within the Plan area of the LSAP Update would not expose off-site receptors to levels of ground vibration greater than 85 velocity decibels, which is designated by the Federal Transit Administration as the acceptable level of vibration if there are an infrequent number of events per day. Furthermore, construction activity associated with the ISI project would not expose off-site residential land uses to excessive levels of ground vibration that would result in human annoyance or expose off-site buildings to levels of ground vibration that could result in structural damage. The LSAP Update and the ISI project would not result in a new or substantially more severe impact than what was addressed in the 2016 LSAP EIR. Therefore, this impact would be less than significant.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.11-3: Exposure to On-Site Operational Noise Sources

The 2016 LSAP EIR did not include analysis of any on-site noise sources that would likely be part of the operation of new land uses developed under the LSAP. Because the same types of land uses would be developed under the LSAP Update, implementation of the LSAP Update would not result in a new or substantially more severe noise impacts than what was addressed in the 2016 LSAP EIR. Noise-generating activities associated with operation of the ISI project, including the utility plant, mechanical building equipment, parking lot activity, and truck activity, would not expose off-site residential receptors to noise levels that exceed the daytime standard of 60 decibels (dB) and nighttime standard of 50 dB established by Section 19.42.030 of the Sunnyvale Municipal Code or the normally acceptable standard of 60 dB Community Noise Equivalent Level for residential land uses that is recommended by General Plan Policy SN-8.5. For these reasons, this impact would be less than significant.

Mitigation Measures

No mitigation is required.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects are less than significant, and no additional mitigation measures are required.

Impact 3.11-4: Increases in Traffic Noise

Vehicle trips generated by development under the LSAP Update, including the ISI project, would not result in traffic noise increases that exceed the City's incremental noise increase criteria for transportation noise sources, or expose receptors to perceptible increases in traffic noise. Thus, buildout of the LSAP Update and the ISI project would not result in a new or substantially more severe traffic noise impact than what was addressed in the 2016 LSAP EIR. This impact would be less than significant.

Mitigation Measures

No mitigation is required.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

8.12 SECTION 3.12: POPULATION, EMPLOYMENT, AND HOUSING

Impact 3.12-1: Induce Substantial Unplanned Population Growth

The 2016 LSAP EIR determined that buildout of residential units under the LSAP would increase the population in the plan area within the general range of planning assumptions of the City's General Plan and that additional office/R&D/industrial uses proposed under the LSAP would further increase employment opportunities in the plan area. The 2016 LSAP EIR concluded that physical environmental effects of plan area growth were addressed in the Draft EIR and that the LSAP would not substantially or indirectly induce population growth beyond current General Plan growth assumptions, resulting in a less than significant impact. The LSAP Update would provide additional housing opportunities within the LSAP. These additional units would serve an existing housing shortage in the region and would be developed over time in response to market demand. The ISI project would not exceed the amount of total office/R&D development allowable under the adopted LSAP. Therefore, the ISI project would not be anticipated to generate employment opportunities that exceed the planned capacity of the LSAP or induce substantial unplanned population growth. There would be no new significant impact, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. This impact would be less than significant.

Mitigation Measures

No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

8.13 SECTION 3.13: PUBLIC SERVICES AND RECREATION

Impact 3.13-1: Increased Demand for Fire Protection, Police Protection, and/or Emergency Medical Services
The 2016 LSAP EIR determined that buildout of the LSAP would increase demand for fire, police, and emergency services; increased staffing needs to address increased demand would be addressed through required payment of applicable City development fees by future project applicants within the LSAP. In addition, public uses, such as police or fire stations, are considered a permitted use in all LSAP land use designations, and the 2016 LSAP EIR concluded that the LSAP itself would not trigger the need to construct new public service facilities. Implementation of the LSAP Update and ISI project would add additional residents and employees to the LSAP, which would increase demand for fire protection, police protection, and emergency medical services. However, the ISI project would fall within the remaining net new office/R&D development cap allowable under the adopted LSAP; therefore, increased demand for public services associated with the ISI project was accounted for in the 2016 LSAP EIR. Applicants of subsequent development projects within the LSAP, including the ISI project, would be required to pay applicable City development fees to pay for the projects' fair share of personnel and existing facilities. In addition, subsequent development projects within the LSAP area would generate increased tax revenues, which could be used to fund additional personnel and facilities. Thus, implementation of the LSAP Update and ISI project would not result in a new significant effect on public services, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. Both the LSAP Update and the ISI project would result in a less than significant impact on fire protection, police protection, and emergency medical services.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.13-2: Demand for Public Schools
The 2016 LSAP EIR determined that buildout of the LSAP could result in an increase in student enrollment in Sunnyvale schools but that subsequent projects developed under the LSAP would be required to pay applicable development fees, which would be used by the districts to fund new or expanded facilities. Therefore, the 2016 LSAP EIR concluded that impacts of the LSAP on demand for public schools would be less than significant. Updates to the adopted LSAP would add additional residents to the project area, which would generate additional students. Local school districts require that residential and commercial development pay development fees based on building area or number to be used for expansion or construction of new school facilities. The addition of 3,612 dwelling units would generate 795 elementary and middle school students and 361 high school students. Future developments under the LSAP Update would be required to pay impact fees for each additional dwelling unit in the LSAP area, as well as fees based on building area for nonresidential uses. The ISI project would fall within the remaining allowable net new office/R&D development cap of the adopted LSAP; therefore, increased demand for public services associated with the ISI project was accounted for in the 2016 LSAP EIR. Therefore, there would be no new significant effect, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. This impact would be less than significant.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.13-3: Increase Demand on Parks and Recreation Facilities
The 2016 LSAP EIR determined that the LSAP would increase demand for parks and recreational facilities but that subsequent projects within the LSAP area would be required to dedicate land, pay an in-lieu fee, or a combination of both at a ratio of 5 acres per 1,000 residents to offset impacts to parks and recreational facilities. Updates to the adopted LSAP would add additional residents to the project area, which would generate additional need for parks and recreation facilities. For housing densities in the LSAP, 0.009 acre of park dedication is required per dwelling unit. The total need within the LSAP to serve the existing and future population growth would be at least 54 acres of open space (5,935 dwelling units multiplied by 0.009 acre). Developers would be required to dedicate land, pay an in-lieu fee, or a combination of those methods to provide adequate parks and recreation facilities. The ISI project would not add dwelling units or additional residents to the LSAP area. Therefore, there would be no new significant impact, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. This impact would be less than significant.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

8.14 SECTION 3.14: TRANSPORTATION

Impact 3.14-1: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3(b)
The 2016 LSAP EIR did not include an impact analysis or significance determination related to VMT as it was not required under CEQA at the time. However, the 2016 LSAP EIR did disclose the results of a VMT assessment that determined that implementation of the LSAP would result in a net increase in total VMT as compared to existing conditions but a lower citywide VMT per capita as compared to citywide existing and 2035 no-project scenarios. Similar to the LSAP area analyzed in the 2016 LSAP EIR, the entirety of the LSAP Update area (which includes the ISI project site) would conform to the criteria set forth in Council Policy 1.2.8, "Transportation Analysis Policy," for the presumption of a less than significant VMT impact due to a project's transit supportive nature and its proximity to a high-quality transit corridor and/or major transit stop. Therefore, implementation of the LSAP Update and ISI project would result in no new significant impact on VMT, and the impact would not be more severe than the impact in the 2016 LSAP EIR would have been, if analyzed. Therefore, the LSAP Update and ISI project would result in a less than significant impact to VMT.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.14-2: Disrupt Existing or Planned Transit Facilities or Conflict with a Program, Plan, Ordinance, or Policy Addressing Transit Facilities
The 2016 LSAP EIR concluded that implementation of the LSAP would result in a less than significant impact on transit facilities because the demand generated by subsequent projects developed under the LSAP would be accommodated by transit services and facilities in the area, and traffic operations within the LSAP area would not adversely affect transit travel times. Neither the LSAP Update nor the ISI project would disrupt any existing or planned

transit facilities or conflict with a program, plan, ordinance, or policy addressing these facilities. Additionally, any demand for transit facilities generated by the LSAP Update or ISI project would be satisfied by the proposed Caltrain electrification project and transit improvements identified in the LSAP. Thus, there would be no new significant effect, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. Both the LSAP Update and the ISI project would result in a less than significant impact on transit facilities.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.14-3: Disrupt Existing or Planned Bicycle Facilities or Conflict with a Program, Plan, Ordinance, or Policy Addressing Bicycle Facilities
The 2016 LSAP EIR concluded that project implementation would result in a less than significant impact on bicycle facilities because although subsequent projects developed under the LSAP would increase the demand for bicycle facilities, the provision of new bicycle facilities required under the LSAP would satisfy that demand. Both the LSAP Update and the ISI project would enhance, not disrupt, any existing or planned bicycle facilities and would not conflict with a program, plan, ordinance, or policy addressing bicycle facilities. Additionally, any new demand for bicycle facilities generated by the LSAP Update or the ISI project would be satisfied by the multimodal improvements required of new development based on adopted LSAP policies and the proposed Sense of Place Plan. Therefore, there would be no new significant impact, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. The LSAP Update and the ISI project would both result in a less than significant impact on bicycle facilities.

Mitigation Measures
No additional mitigation is required beyond compliance with the Lawrence Station Sense of Place Plan.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.14-4: Disrupt Existing or Planned Pedestrian Facilities or Conflict with a Program, Plan, Ordinance, or Policy Addressing Pedestrian Facilities
The 2016 LSAP EIR concluded that project implementation would result in a less than significant impact on pedestrian facilities because although subsequent projects developed under the LSAP would increase the demand for pedestrian facilities, the provision of new pedestrian facilities required under the LSAP would thereby satisfy that demand. The LSAP Update and ISI project would enhance, not disrupt, any existing or planned pedestrian facilities, and any demand for pedestrian facilities generated by the LSAP Update and ISI project would be satisfied by the multimodal improvements required of new development based on adopted LSAP policies and the proposed Sense of Place Plan. Additionally, the LSAP Update and ISI project would not conflict with a program, plan, ordinance, or policy addressing pedestrian facilities. Therefore, there would be no new significant impact, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. The LSAP Update and the ISI project would both result in a less than significant impact on pedestrian facilities.

Mitigation Measures
No additional mitigation is required beyond compliance with the Lawrence Station Sense of Place Plan.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.14-5: Substantially Increase Hazards Because of a Geometric Design Feature or Incompatible Uses

The 2016 LSAP EIR concluded that project implementation would result in a less than significant impact on transportation hazards because all roadway and pedestrian/bicycle facilities would be designed in accordance with City standards, and the project would not result in a substantial increase in conflicts between different travel modes (e.g., bicycle, pedestrians, rail, and vehicular traffic). All new roadway, bicycle, pedestrian, and transit infrastructure improvements under the LSAP Update and the ISI project would improve multimodal circulation and access and minimize the potential for pedestrian/bicycle and vehicle conflicts through implementation of the Lawrence Station Sense of Place Plan. Additionally, these improvements would be subject to and designed in accordance with City design and safety standards. Therefore, there would be no new significant impact, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. Both the LSAP Update and the ISI project would result in a less than significant impact on transportation hazards.

Mitigation Measures

No additional mitigation is required beyond compliance with the Lawrence Station Sense of Place Plan.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.14-6: Result in Inadequate Emergency Access

The 2016 LSAP EIR concluded that implementation of the LSAP would result in a less than significant impact on emergency access because all roadway improvements proposed within the LSAP would not adversely affect emergency access. Consistent with the adopted LSAP, emergency access for any future developments under the LSAP Update, including the ISI project, would be subject to review by the City of Sunnyvale and responsible emergency service agencies and thus would be designed to meet all City of Sunnyvale emergency access and design standards. Therefore, there would be no new significant impact, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. The LSAP Update and the ISI project would result in a less than significant impact on emergency access.

Mitigation Measures

No mitigation is required.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.14-7: Result in a Temporary but Prolonged Construction-Related Impact to Transportation Facilities (LSAP Update Only)

Temporary construction-related impacts on transportation facilities were not analyzed in the 2016 LSAP EIR as it was assumed that they would be addressed on the project level. Similar to the 2016 LSAP EIR, this SEIR addresses the LSAP Update at the program-level and assumes that temporary construction-related impacts on transportation facilities that may occur with buildout of projects under the LSAP Update would be addressed on a project-by-project basis. The general character, intensity, and location of potential construction-related transportation impacts of projects developed in the plan area under the LSAP Update would be similar to those of the adopted LSAP. Therefore, there would be no new significant effect, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR.

Mitigation Measures

No mitigation is required.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's effects would be less than significant, and no additional mitigation measures are required.

8.15 SECTION 3.15: UTILITIES AND SERVICE SYSTEMS

Impact 3.15-1: Increased Demand for Water Supply

The 2016 LSAP EIR determined that buildout of the LSAP would increase water demand by 814 acre-feet per year (AFY), which could be met by existing City water supplies. A WSA was prepared for the LSAP Update and ISI project. The WSA calculated the increase in water demand that would be realized with implementation of the LSAP Update, which was calculated to be an additional 688 AFY from increased residential development potential for a total LSAP demand of 1,501 AFY. The WSA evaluated whether the City's existing supplies would have the capacity and reliability to meet the additional demand. The WSA demonstrates that the City has adequate water supply to accommodate the additional residential units of the LSAP Update under normal, single dry, and multiple dry year conditions between 2020 and 2040. This includes assumed water supply reductions from the San Francisco Public Utilities Commission and short-term increases in groundwater production below the safe yield of groundwater production (Draft EIR Table 3.15-5). Thus, implementation of the LSAP Update and ISI project would not result in a new significant impact related to water supply, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. Both the LSAP Update and the ISI project would result in a less than significant impact on water supply.

Mitigation Measures

No mitigation is required.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.15-2: Extension or Construction of New Water Supply Infrastructure

The 2016 LSAP EIR determined that development under the LSAP could require additional water supply infrastructure to meet anticipated water demand. The discussion also noted that the potential environmental effects associated with water supply infrastructure improvements needed to serve new development in the LSAP area were evaluated programmatically in the technical analyses of the 2016 LSAP EIR. Infrastructure impact studies were prepared for the LSAP Update and ISI project to determine whether either would require improvements to the existing water supply infrastructure to serve the project. The studies concluded that existing infrastructure would be sufficient to serve both the LSAP Update and the ISI project, and that no improvements would be needed. Thus, implementation of the LSAP Update and ISI project would not result in a new significant impact related to water supply infrastructure, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. Both the LSAP Update and the ISI project would result in a less than significant impact on water supply infrastructure.

Mitigation Measures

No mitigation is needed.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.15-3: Exceedance of Waste Discharge Requirements

The 2016 LSAP EIR determined that buildout of the LSAP would increase wastewater flows to the City's Water Pollution Control Plant (WPCP) but that the additional wastewater would be of a quality similar to that of the existing wastewater treated at the WPCP. The LSAP Update would increase the number of residential units, which would increase the volume of wastewater requiring treatment. The constituents of the additional wastewater would be substantially similar to those in the existing wastewater, so the WPCP would not be required to treat for constituents not normally found in household wastewater. The ISI project would not increase wastewater volumes and would include uses already evaluated in the 2016 LSAP EIR. Thus, implementation of the LSAP Update and ISI project would not result in a new significant impact related to waste discharge requirements, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. Both the LSAP Update and the ISI project would result in a less than significant impact on waste discharge requirements.

Mitigation Measures
No mitigation is needed.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.15-4: Impacts to Wastewater Conveyance and Treatment Capacity
The 2016 LSAP EIR determined that buildout of the LSAP would increase the volume of wastewater that would need to be conveyed through City infrastructure and treated at the WPCP. The analysis concluded that the WPCP had capacity sufficient to serve flows from the LSAP area and that while some conveyance lines may require upgrade, the potential environmental effects of such construction had been evaluated in the technical sections of the 2016 LSAP EIR. Implementation of the LSAP Update would increase wastewater flows from the LSAP area, but the WPCP has capacity sufficient to accommodate the additional volume. The infrastructure impact study prepared for the LSAP Update identified three pipe segments that would require upgrades to accommodate the increased flows associated with the LSAP Update. These segments are located within the LSAP area, and potential environmental effects of these upgrades were evaluated in the technical sections of the 2016 LSAP EIR. Thus, implementation of the LSAP Update and ISI project would not result in a new significant impact related to wastewater conveyance and treatment, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. Both the LSAP Update and the ISI project would result in a less than significant impact on wastewater conveyance and treatment.

Mitigation Measures
No additional mitigation is required beyond compliance with Chapter 12.60 of the Sunnyvale Municipal Code to reduce potential construction impacts related to stormwater quality and relevant adopted LSAP mitigation measures, including Mitigation Measure 3.3.5, which requires a construction traffic control plan; Mitigation Measures 3.5.3a and 3.5.3b, which require compliance with BAAQMD measures to reduce air pollutant emissions during construction; and Mitigation Measure 3.6.4, which addresses construction noise.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.15-5: Impacts to Stormwater Facilities
The 2016 LSAP EIR noted that development and redevelopment activities in the LSAP area must comply with Municipal Regional Stormwater Permit (MRP) Provision C3 and City requirements for a minimum of 20 percent landscaping when creating or replacing impervious surfaces of more than 10,000 square feet. Because implementation of the LSAP would likely increase the landscaping in the LSAP area, which would allow for greater infiltration and less runoff in the storm drain system, this impact was determined to be less than significant. While implementation of the LSAP Update would increase the number of housing units in the LSAP area, such development would be required to comply with MRP Provision C3 and the City's landscaping requirement. Likewise, implementation of the ISI project would be subject to these same requirements, thus ensuring that while the ISI project would add impervious surfaces to the LSAP area, the redevelopment of the site would likely result in an increase of infiltration opportunities, and stormwater runoff would not increase. As discussed in Chapter 2, "Project Description," of the Draft SEIR, the ISI project would use biofiltration planters and rain gardens to treat stormwater and would maintain the same drainage runoff as the existing condition. Thus, implementation of the LSAP Update and ISI project would not result in a new significant impact related to stormwater, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. Both the LSAP Update and the ISI project would result in a less than significant impact related to stormwater.

Mitigation Measures
No mitigation is needed.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.15-6: Increased Solid Waste Disposal
The 2016 LSAP EIR determined that buildout of the LSAP would require disposal of 19.6 tons per day, or 32,500 cubic yards per year. Because there was adequate capacity at the SMaRT Station, Kirby Canyon Landfill, and Monterey Peninsula Landfill, impacts were determined to be less than significant. Implementation of the LSAP Update would add 8,741 new residents to the LSAP area. Based on current solid waste generation rates, the additional population would generate an additional 14 tons of waste per day, or 23,227 cubic yards annually. Adequate capacity exists at the SMaRT Station, Kirby Canyon Landfill, and Monterey Peninsula Landfill to serve the LSAP area with implementation of the LSAP Update. The ISI project would fall within the remaining allowable net new office/R&D development cap of the adopted LSAP, so no additional demand for solid waste disposal would be generated. Thus, implementation of the LSAP Update and ISI project would not result in a new significant impact related to solid waste disposal, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. Both the LSAP Update and the ISI project would result in a less than significant impact on solid waste disposal.

Mitigation Measures
No mitigation is needed.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

Impact 3.15-7: Increased Demand for Electricity and Natural Gas Infrastructure
Impact 3.11.8.1 of the 2016 LSAP EIR evaluated whether the LSAP would require additional infrastructure for electricity or natural gas, the construction of which could result in environmental impacts. PG&E is required by the California Public Utilities Commission to update the existing system to meet any additional demand. Any electrical or natural gas distribution lines, substations, transmission lines, delivery facilities, and easements would be subject to CEQA review by PG&E. PG&E builds new infrastructure on an as-needed basis. The analysis concluded that because specific facilities, if any, that would be required to serve the LSAP area cannot be identified with any certainty, the impacts would be speculative and did not require evaluation in the 2016 LSAP EIR. While implementation of the LSAP Update would add new residential units to the LSAP area, the potential environmental impacts of PG&E providing electricity and natural gas to the new dwelling units under the LSAP Update cannot be known and are speculative. The ISI project would fall within the remaining allowable net development cap of the adopted LSAP; therefore, it would not increase demand for electricity, and the use of natural gas for operation of the ISI project is not proposed. Both the LSAP Update and the ISI project would result in a less than significant impact on demand for electricity and natural gas.

Mitigation Measures
No mitigation is needed.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than significant, and no additional mitigation measures are required.

8.16 CHAPTER 4: CUMULATIVE IMPACTS

Impact 4-1: Contribute to Cumulative Visual Character Impacts
Impact 3.12.4 of the 2016 LSAP EIR evaluated whether buildout of the LSAP would result in a significant contribution to the cumulative conversion of open space or illumination of the night sky. The EIR determined that this impact would be less than cumulatively considerable because the LSAP would be implemented in an already urbanized area, in compliance with the LSAP's design guidelines to ensure buildout would complement existing developed

conditions, and in compliance with the City's adopted development standards and design guidelines to promote quality design, building materials, and landscaping applicable to development and redevelopment in the plan area.

As identified in Impact 3.1-1 of the Draft SEIR, the project would result in a less than significant visual character impact because increased development potential under the LSAP Update and redevelopment of the ISI site into a corporate campus would be subject to LSAP policies, urban design guidelines, other applicable City design standards, and Chapter 19.35 of the Sunnyvale Municipal Code, which address community character and shadow impacts consistent with the City's vision identified in the LSAP and General Plan. The project would also include the adoption of the proposed Lawrence Station Sense of Place Plan, which would provide streetscape enhancements, parks, and open space to improve the community character and visual quality of the area. Buildout under the LSAP Update and redevelopment of the ISI site would not further expand the urban footprint of the City. The project would have minimal impact on visual resources and aesthetics because the project area is already urbanized and all development would be required to comply with the policies, design guidelines, design standards, and Sense of Place Plan described above. Thus, the project would not result in a new or greater contribution to cumulative visual character or quality impacts beyond what was identified in the 2016 LSAP EIR. This impact would be less than cumulatively considerable.

Mitigation Measures

No additional mitigation is required beyond compliance with Sunnyvale General Plan policies, zoning regulations, standard development conditions, Citywide Design Guidelines, LSAP policies and guidelines, and the Lawrence Station Sense of Place Plan.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-2: Contribute to Cumulative Light and Glare Impacts

Impact 3.12.4 of the 2016 LSAP EIR evaluated whether buildout of the LSAP would result in a significant contribution to the cumulative illumination of the night sky. The EIR determined this impact would be less than cumulatively considerable because buildout of the LSAP would occur in an already urbanized area, in compliance with the LSAP's design guidelines to ensure that buildout would complement existing developed conditions, and in compliance with the City's existing lighting regulations.

As identified in Impact 3.1-2 of the Draft SEIR, potential impacts related to light and glare would be reduced to less than significant because development of the project would be required to comply with City and LSAP-specific lighting and glare requirements. Because light sources from buildout of the LSAP Update and ISI project would be consistent with the type and intensity of existing lighting sources, the existing, ambient condition would not substantially change. Implementation of the project would create new nighttime lighting compared to existing conditions; however, new lighting and/or glare would be comparable and consistent with surrounding uses, and the project would be required to undergo design review with the City to confirm it complies with LSAP and City design requirements. Given the developed nature of the area, buildout of the project, in combination with surrounding uses and projects planned or currently under construction, would not result in substantial adverse impacts related to light and glare. Implementation of the project and other projects within the site vicinity would be required to adhere to the City of Sunnyvale Municipal Code and design guidelines that would prevent any excess light and/or glare illumination and offset any lighting/glare impacts. Therefore, the project would not result in a new or greater contribution to cumulative effects of light and glare beyond what was identified in the 2016 LSAP EIR. This impact would remain less than cumulatively considerable.

Mitigation Measures

No additional mitigation is required beyond compliance with LSAP Guideline L-UDG9 and Sunnyvale Municipal Code Section 19.42.050, which requires shielding for lighting to avoid glare to adjacent areas. LSAP Guidelines BM-UDG5 and BM-UDG7 require that building materials consist of nonreflective materials.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4.4: Cumulative Impacts on Cultural and Tribal Cultural Resources

Impact 3.10.3 of the 2016 adopted LSAP EIR determined that buildout of the LSAP, in combination with other development projects in the surrounding region, could result in a cumulative loss of previously undiscovered cultural resources in the region. However, the 2016 adopted LSAP EIR concluded that the LSAP's contribution to this potential impact would be less than cumulatively considerable because each development proposal under the LSAP would undergo further environmental review of project-specific impacts prior to City approval and would be required to comply with Health and Safety Code Section 7050.5(b) and implement Mitigation Measure 3.10.2 to ensure that, if cultural resources or human remains are discovered during construction, impacts would be properly mitigated.

Implementation of the LSAP Update and ISI project, in combination with other past, present, and probable future development within the project region, would involve ground-disturbing activities that could result in discovery of or damage to previously undiscovered archaeological resources and tribal cultural resources (TCRs), as defined in State CEQA Guidelines Section 15064.5 and PRC Section 21074, respectively, within the cumulative context. Proper planning and appropriate mitigation can help to capture and preserve knowledge of such resources and can provide opportunities for increasing our understanding of cultures and past environmental conditions by recording data about sites discovered and preserving artifacts found. Federal, state, and local laws are also in place that protect these resources in most instances. Even so, it is not always feasible to protect these resources, particularly when preservation in place would make projects infeasible, and for this reason the cumulative effects of past, present, and probable future projects could result in a potentially significant cumulative impact on cultural resources. However, compliance with existing federal and state regulations, as well as implementation of adopted LSAP Mitigation Measure 3.10.2, would ensure that the project's contribution would not be cumulatively considerable by requiring grading and construction work to cease with subsequent evaluation and treatment in the event of an accidental find of a potential resource.

Compliance with California Health and Safety Code Section 7050.5 and PRC Sections 21080.3.2, and 21084.3(a), as well as implementation of adopted LSAP Mitigation Measure 3.10.2, would ensure that the treatment and disposition of unique archaeological resources are handled by a professional archaeologist, qualified under the Secretary of the Interior's Professional Qualification Standards, and that TCRs, including human remains, are treated in a manner consistent with the California Native American Heritage Commission guidance. As a result, the project's contribution to cumulative impacts related to archaeological and TCRs would be less than cumulatively considerable and would not be new or substantially more significant than the cumulative cultural resources identified in the 2016 LSAP EIR.

Mitigation Measures

No new mitigation is required beyond compliance with adopted LSAP Mitigation Measure 3.10.2, California Health and Safety Code Section 7050.5 and PRC Sections 21080.3.2, and 21084.3(a).

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4.5: Contribute to Cumulative Impacts on Biological Resources

Impact 3.9.11 of the 2016 adopted LSAP EIR determined that buildout of the LSAP, in combination with other development projects in the surrounding region, would result in a less than cumulatively considerable contribution to an impact on biological resources because buildout of the LSAP would occur in an already urbanized area containing low-quality habitat and would be required to implement Mitigation Measures 3.9.1 through 3.9.3. It should be noted that the Corn Palace property (i.e., agricultural land) was included in the LSAP study area analyzed in the 2016 LSAP EIR but was not included within the adopted boundaries of the LSAP. Because the Corn Palace property was not

included within the adopted boundaries of the LSAP and suitable nesting habitat for burrowing owl is not located at the ISI site, impacts on nesting burrowing owls would be less than significant for the LSAP Update and ISI project, and adopted Mitigation Measure 3.9.1 (i.e., burrowing owl surveys) would not be relevant to the project. Adopted LSAP Mitigation Measure 3.9.2 requires that a survey for bats be conducted before tree removal or building demolition, maternity roosts be avoided during the roosting season, and bats be excluded from roosts. Adopted LSAP Mitigation Measure 3.9.3 requires that work be performed outside of the nesting season, that preconstruction nest surveys be conducted, and that nondisturbance buffers be used around any nests.

Implementation of the LSAP Update and ISI project, in combination with other past, present, and probable future development within the greater project vicinity, would contribute to cumulative impacts on special-status species and common species through increased development and disturbance created by human activities. As described in Impact 3.5-1 of the Draft SEIR, implementation of the LSAP Update and ISI project would result in a less than significant impact on special-status bats with required implementation of adopted LSAP Mitigation Measure 3.9.2 and a less than significant impact on nesting raptors and other migratory birds with required implementation of adopted LSAP Mitigation Measure 3.9.3. In addition, the loss of protected trees may occur with development in the surrounding area. Similar to the impact under the proposed project, the loss of protected trees would be addressed by following existing LSAP Policy OSP-6, Guideline STP-UDG6 and City Municipal Code Chapter 19.94. Thus, the project would not result in a new or greater contribution to cumulative biological resources beyond what was identified in the 2016 LSAP EIR. This impact would remain less than cumulatively considerable.

Mitigation Measures

No additional mitigation is required beyond compliance with adopted LSAP Mitigation Measures 3.9.2 and 3.9.3, LSAP Policy OSP-6, Guideline STP-UDG6, and City Municipal Code Chapter 19.94.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4.6: Contribute to Cumulative Energy Impacts

Impact 3.11.8.1 of the 2016 LSAP EIR determined that buildout of the LSAP, in combination with other development projects in the surrounding region, would result in a less than cumulatively considerable contribution to the wasteful, inefficient, or unnecessary use of energy. Because the LSAP is subject to the latest building efficiency standards, Renewable Portfolio Standards, reduction in VMT due to the nearby Caltrain, and use of efficient energy infrastructure, the project's contribution to energy impacts would be less than cumulatively considerable.

As identified in Impact 3.5-1 of the SEIR, buildout under the LSAP Update would be required to comply with the latest building energy efficiency standards, and the ISI project would be built to meet 2019 Building Title 24 Building Energy Standards and is proposing to achieve LEED Gold certification. As described in Draft SEIR Impact 3.5-2, both the LSAP Update and ISI project would consist of infill development and be built in close proximity to a transit station, which would reduce transportation-related energy demand compared to building in locations not close to high-quality transit. Implementation of the LSAP Update and ISI project would increase energy demands compared with existing conditions; however, development would be required to comply with applicable Building Energy Efficiency Standards and Renewable Portfolio Standards. Currently planned and approved projects identified in Draft SEIR Table 4-2 would also receive electricity and natural gas service and result in consumption of energy related to transportation (i.e., gasoline and diesel consumption for passenger vehicles, trucks, buses, and other vehicles) and construction. Similar to the proposed project, other projects anticipated in the region would be required to implement energy efficiency measures in accordance with the California Energy Code to reduce energy demand from buildings and would likely implement transportation demand management considerations to reduce vehicle trips and miles traveled, which would reduce fuel consumption. Because implementing the project would not result in the wasteful or inefficient use of energy and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, the project's contribution to cumulative energy-related impacts would be less than cumulatively considerable and would not result in a new or greater contribution to cumulative energy impacts beyond what was identified in the 2016 LSAP EIR.

Mitigation Measures

No additional mitigation is required beyond compliance with the California Energy Code and the City's Climate Action Playbook, which would result in an increase in the use of renewable energy, decarbonization of buildings, and adoption of 100-percent clean energy procurement. In addition, new development proposed under the LSAP Update would be required to comply with the City's reach codes to increase the extent of building electrification, the amount of renewable energy obtained from solar power, and the installation of EV chargers.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-7: Contribute to Cumulative Disturbance to or Loss of Paleontological Resources

Impact 3.7.6 of the 2016 adopted LSAP EIR determined that buildout of the LSAP, in combination with other development projects in the surrounding region, would result in a less than cumulatively considerable impact on paleontological resources after implementation of Mitigation Measure 3.7.4 (i.e., require projects within the LSAP to follow specific steps when a fossil is discovered during construction activities).

Implementation of the ISI project and subsequent development under the LSAP Update, in combination with other projects in the vicinity, would result in construction and ground disturbance. Some projects may include excavation of previously undisturbed sediments that may contain unique paleontological resources. As discussed in Draft SEIR Impact 3.6-1, the underlying geology of the ISI site consists of basin and alluvial deposits that have the potential to contain fossils; therefore, inadvertent damage or destruction during excavation and grading activities during construction of the LSAP boundary expansion area for the ISI project could further reduce this finite resource base. Grading and excavation activities resulting from buildout of the LSAP Update and the ISI project would be required to comply with adopted LSAP Mitigation Measure 3.7.4 to ensure that excavation of any discovered fossils is completed in a manner that preserves potential paleontological resources and would offset the project's contribution to cumulative paleontological resources. Thus, the project's contribution to substantial effects related to disturbance to or loss of unique paleontological resources, sites, or unique geologic features would not be cumulatively considerable and would not result in a new or greater contribution to cumulative paleontological resources beyond what was identified in the 2016 LSAP EIR.

Mitigation Measures

No additional mitigation is required beyond compliance with adopted LSAP Mitigation Measure 3.7.4.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-8: Contribute to Cumulative Impacts Related to Greenhouse Gas Emissions and Climate Change

Impact 3.13.1 of the 2016 LSAP EIR evaluated whether buildout of the LSAP would conflict with an applicable plan adopted for the purpose of reducing GHG emissions. The EIR determined that this impact would be less than cumulatively considerable because future development projects under the LSAP would be required to comply with the City of Sunnyvale Climate Action Plan and because the project was estimated to generate GHG emissions below the carbon dioxide equivalents per service population per year targets contained in the CAP.

The discussion of GHG emissions generated by the LSAP Update and ISI project construction and operation under Draft SEIR Impact 3.7-1 is inherently a cumulative impact discussion. GHG emissions from one project cannot, on their own, result in changes to climatic conditions; therefore, the emissions from one project must be considered in the context of their contribution to cumulative global emissions, which is a significant cumulative impact. Because the LSAP Update includes the expansion of the LSAP boundary designated for the construction and operation of the ISI

project, the total net emissions from the ISI project are a subset of the total LSAP Update emissions, and the ISI project emissions are evaluated in the LSAP Update's net emissions analysis and are not compared to a project-level GHG emission threshold. For this reason, the GHG emissions of the ISI project would not exceed the City's updated GHG efficiency metric threshold of 1.27 metric tons of carbon dioxide equivalent per year per service population, and the project demonstrates consistency with the City's 2019 Climate Action Playbook to meet updated City and state targets. Therefore, the ISI project would not result in a new or substantially more severe impact on GHG emissions and climate change beyond what was identified in the 2016 LSAP EIR. The LSAP Update and ISI project would make a less than cumulatively considerable contribution to GHG emissions and climate change.

Mitigation Measures

No additional mitigation is required beyond compliance with the Climate Action Playbook and LSAP policy provisions LU-G3, LU-G4, LU-G5, LU-G7, LU-G10, H-G1, G-G5, R-P1, OSG-2, OSG-3, D-G1, D-G2, CF-G1, STP-G1, STP-UDG1, STP-UDG9, L-UDG4, BM-UDG3, BM-UDG4, and BM-UDG4.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-9: Contribute to Cumulative Impacts Related to Creation of a Hazard through the Routine Transport, Use, or Disposal of Hazardous Materials, Including Reasonably Foreseeable Upset or Accidents during Construction and Operation

Impact 3.3.7 of the 2016 LSAP Draft EIR (page 3.3-15) evaluated whether buildout of the LSAP would contribute to an increase in the routine use, storage, and transport of hazardous materials. The 2016 LSAP EIR concluded that compliance with all federal, state, and local regulations related to the transport, use, disposal, and management of hazardous materials during construction and operation would ensure that the proposed project's contribution to risk of hazardous materials releases, either through routine use or through upset/accidental conditions, would be less than cumulatively considerable.

As described in Impacts 3.8-1 and 3.8-2 of the Draft SEIR, construction and operation of the LSAP Update and ISI project would result in an increase in hazardous materials used, stored, and transported in the area. However, these activities are subject to local, state, and federal regulations that would offset potential impacts through containment, storage, and disposal standards designed to protect public health and environment. Similar to the LSAP Update and ISI project, other projects in the region would also be required to comply with all applicable federal, state, and local regulations related to the transport, use, disposal, and accidental release of hazardous materials during construction and operation. Thus, the project's contribution to substantial effects related to the routine transport, use, or disposal of hazardous materials, including reasonably foreseeable upset or accidents during construction or operation, would be less than cumulatively considerable and would not result in a new or greater contribution to cumulative hazards or hazardous materials beyond what was identified in the 2016 LSAP EIR.

Mitigation Measures

No mitigation is required.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-11: Contribute to Cumulative Impacts Related to Interference with an Adopted Emergency Response or Emergency Evacuation Plan

Impact 3.3.8 of the 2016 LSAP EIR evaluated whether buildout of the LSAP would result in a significant contribution to interference with adopted emergency response or emergency evacuation plans. The 2016 LSAP EIR concluded that LSAP-related activities may result in the need for temporary traffic lane closures or narrowing, which could affect

emergency response or evacuation routes. Mitigation Measure 3.3.5 of the 2016 LSAP EIR requires the preparation of a construction traffic control plan before issuance of a permit for a specific development project or before approving a City-initiated roadway improvement if there is the potential to affect traffic conditions in a way that could impair or inhibit emergency response or evacuation. The 2016 LSAP EIR concluded that implementation of Mitigation Measure 3.3.5 would reduce the LSAP's contribution to a less than cumulatively considerable level.

Impact 3.8-5 of the Draft SEIR determined that buildout of the LSAP Update and ISI project could temporarily affect roadways due to the movement of heavy equipment, worker vehicle parking, and materials delivery and storage. Adopted LSAP Mitigation Measure 3.3.5 requires that the City ensure that final approved plans for the ISI project and private development projects under the LSAP Update specify the requirement, as appropriate, to implement a construction traffic control plan that ensures adequate emergency access routes to and from the area and adequate emergency response time. Implementation of adopted LSAP Mitigation Measure 3.3.5 would reduce the impact to a less-than-significant level. Therefore, the LSAP Update and ISI project contribution to potential cumulative impacts related to emergency response and emergency evacuation plans would not be cumulatively considerable. No new or greater contribution to cumulative hazards or hazardous materials beyond what was identified in the 2016 LSAP EIR would occur.

Mitigation Measures

No additional mitigation is required beyond compliance with adopted LSAP Mitigation Measure 3.3.5.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-12: Contribute to Cumulative Water Quality or Groundwater Recharge Impacts

Impact 3.8.4 of the 2016 LSAP EIR determined that development associated with the proposed LSAP, in combination with cumulative development, could result in cumulative water quality and drainage impacts. Because implementation of Mitigation Measure 3.8.3 would ensure that all development in Zone AO locations address and offset LSAP changes in flood conditions and flows, the LSAP would not generate either a substantial increase in flows or additional volumes of urban runoff containing pollutants that, when combined with cumulative projects, would result in a cumulative impact. Therefore, the 2016 LSAP EIR concluded that water quality and drainage impacts would be less than cumulatively considerable.

As identified in Impacts 3.8-1 and 3.8-2 of the Draft SEIR, construction and operation of the ISI project and subsequent development projects under the LSAP Update would be required to comply with state and local regulations that would minimize the potential for construction and operational water quality impacts, and project implementation is not expected to substantially prohibit groundwater recharge. Similar to the project, all future development in the City would be required to comply with Sunnyvale Municipal Code Chapter 12.60, the state's Construction General National Pollutant Discharge Elimination System permit, and MRP Provision C.3 requirements for postconstruction urban runoff. Development projects in nearby cities that contribute stormwater flows to the Santa Clara Basin watersheds are also required to comply with construction site runoff controls and MRP Provision C.3 requirements. Thus, implementation of the LSAP Update and ISI project would not result in a new significant cumulative effect, the cumulative impact would not be more severe than the impact identified in the 2016 LSAP EIR, and the project's contribution to cumulative water quality or groundwater recharge impacts would be less than cumulatively considerable.

Mitigation Measures

No additional mitigation is required beyond compliance with Sunnyvale Municipal Code Chapter 12.60, the City of Sunnyvale Urban Runoff Management Plan, the MRP, LSAP Policies U-P1 through U-P4, and adopted LSAP Mitigation Measure 3.8.3.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-13: Contribute to Cumulative Impacts Related to Physically Dividing an Established Community, Conflicts with a Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

Impact 3.1.5 of the 2016 adopted LSAP EIR analyzed whether buildout of the LSAP would contribute to cumulative land use impacts associated with the division of an established community or conflicts with land use plans and regulations that provide environmental protection. The EIR determined that urban growth that would occur in the City as a result of LSAP buildout would be generally consistent with the region's sustainable community strategy in that growth would be focused in a change area that is already urbanized, it would be located close to transit, and the area can accommodate additional residential and employee populations without adversely affecting sensitive natural resources. Furthermore, the project would increase the density of Sunnyvale within its City limits and would encourage transit-oriented development. As identified under Impacts 3.1.1 through 3.1.4 of the 2016 LSAP EIR, buildout of the LSAP would not conflict with any applicable land use plans, policies, or regulations and would not divide any established communities. Similarly, the project would not add to any existing physical divisions of communities. The LSAP as a whole would ensure a regional approach to land use and transportation planning in the City and improve regional connections. Therefore, the 2016 LSAP EIR concluded that LSAP buildout would have a less than cumulatively considerable contribution to regional land use impacts.

Impact 3.10-1 of the Draft SEIR determined that implementation of the LSAP Update and ISI project would not result in land use changes or development that would physically divide an established community because construction of physical features that would impair mobility or propose the closure of an existing street are not proposed. In addition, Impact 3.10-2 of the Draft SEIR concluded the LSAP modifications, including the ISI project, would not conflict with applicable adopted land use plans, policies, or regulations because the modifications would require approval from the City for amendments to the City's General Plan, Zoning Code, and LSAP, and the LSAP modifications would ensure integration and compatibility of new development with the City's sustainable growth vision, resulting in further integration of the LSAP into the City as a whole. Past, present, and future probable projects in the region would also be required to comply with existing land use plans, policies, and regulations. Implementation of the LSAP Update and ISI project would not result in a new significant cumulative effect, and the cumulative impact would not be more severe than the impact identified in the 2016 LSAP EIR. The LSAP Update and ISI project land use changes would be less than cumulatively considerable.

Mitigation Measures

No mitigation is required.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-14: Contribute to Cumulative Traffic Noise

Cumulative traffic noise levels from vehicle trips associated with operation of land uses developed under the LSAP and other projects in the vicinity were analyzed under Impact 3.6.5 in the 2016 LSAP EIR. The analysis determined that vehicle trips generated by the LSAP Update, including the ISI project, would not result in cumulatively considerable traffic noise increases along affected roadway segments and, therefore, that the contribution of the LSAP to cumulative traffic noise impacts would be less than cumulatively considerable.

As described in Impact 3.11-4 of the Draft SEIR, vehicle trips generated by development under the LSAP Update, including the ISI project, would not result in traffic noise increases that exceed the City's incremental noise increase criteria for transportation noise sources or expose receptors to perceptible increases in traffic noise. Under cumulative conditions,

traffic noise level increases associated with buildout of the LSAP Update, including the ISI project, would not exceed any of the Sunnyvale General Plan's incremental noise increase standards. Moreover, the contribution to cumulative noise levels by the vehicle trips generated by the LSAP Update, including the ISI project, would not be perceptible because they would not exceed 3 decibels. Draft SEIR Table 4-3 shows modeled traffic noise levels under cumulative conditions with and without implementation of the LSAP Update, including the ISI project, as well as the resulting incremental increase in traffic noise levels. See Draft SEIR Appendix F for further details on traffic-noise modeling inputs and parameters.

Some of the cumulative traffic noise levels with and without implementation of the LSAP Update and ISI project, as shown in Draft SEIR Table 4-3, would exceed the applicable "conditionally acceptable" day-night noise level standards established in the City's General Plan for the adjacent land use types, which are shown in Draft SEIR Table 3.11-3. Where this occurs, traffic noise would be a cumulative impact. Nonetheless, as shown in Draft SEIR Table 4-3, predicted increases in traffic noise level increases associated with buildout of the LSAP Update, including the ISI project, would not exceed any of the Sunnyvale General Plan's incremental noise increase standards, which are shown in Draft SEIR Table 3.11-4. Moreover, the contribution to cumulative noise levels by the vehicle trips generated by the LSAP Update, including the ISI project, would not be perceptible because they would not exceed 3 decibels. (It is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments [Draft SEIR page 3.11-5]). Therefore, the LSAP Update and the ISI project would not result in a new or substantially more severe cumulative traffic noise impact than what was identified in the 2016 LSAP EIR, and traffic noise levels associated with implementation of the LSAP Update and the ISI project would be less than cumulatively considerable.

Mitigation Measures

No mitigation is required.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-15: Contribute to Cumulative Inducement of Unplanned Growth

Impact 3.2.4 of the 2016 LSAP EIR determined that cumulative development could result in displacement of substantial numbers of housing or persons but that the LSAP does not include proposed changes in land use or zoning that would directly or indirectly result in such displacement. Therefore, the 2016 EIR concluded the impact would be less than cumulatively considerable.

As described in Draft SEIR Impact 3.12-1, the LSAP Update would provide additional housing opportunities within the LSAP (i.e., an additional 3,612 units) that would help address an existing housing shortage in the region and would be developed over time in response to market demand. In addition, the ISI project would not exceed the amount of total office/R&D development allowable under the adopted LSAP. Therefore, the ISI project would not be anticipated to generate employment opportunities that exceed the planned capacity of the LSAP or induce substantial unplanned population growth.

Between 2020 and 2040, the City of Sunnyvale is expected to add 27,230 households. With the LSAP Update, there would be 5,935 housing units allowable within the LSAP area, which represents approximately 22 percent of the anticipated housing growth in the City between 2020 and 2040. Similarly, the City is expected to add 16,335 jobs between 2020 and 2040. The proposed ISI corporate campus would be designed to serve approximately 3,500 employees, or 21 percent of these jobs (assuming, conservatively, that all of the ISI jobs are new). By providing a mechanism to plan for future growth in the plan area, the LSAP minimizes the potential for population growth that exceeds the capacity of the area or the resources of the City. Although the ISI project would increase the employment opportunities in the plan area and potentially induce additional demand for housing, the ISI project remains within the assumptions of LSAP's adopted office/R&D (on a per square foot basis).

The LSAP Update and ISI project do not include proposed changes in land use or zoning that would directly or indirectly result in displacement of substantial numbers of housing or persons. Through the proposed update, the LSAP would include the flexibility, pending market conditions, to respond to the demand for housing and office/R&D

space in the City and the region overall. As indicated above, the LSAP could accommodate up to 22 percent of the anticipated housing growth in the City through 2040. This responsiveness to existing and forecast demand would not induce population growth beyond that planned for and considered in local and regional documents, and implementation of the LSAP Update and ISI project would not result in a new or substantially more severe cumulative impact than what was identified in the 2016 LSAP EIR. Although cumulative development in Sunnyvale, including the project, would result in a cumulative increase in population and housing in Sunnyvale, the project's contribution to unplanned population growth would be less than cumulatively considerable.

Mitigation Measures

No mitigation is required.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-16: Contribute to Cumulative Impacts on Public Services and Recreation

Impact 3.11.1.2 of the 2016 LSAP EIR evaluated the cumulative demand for fire protection and emergency medical services and concluded that the LSAP project's contribution would be less than cumulatively considerable. Impact 3.11.2.2 of the 2016 LSAP EIR evaluated the cumulative demand for law enforcement services and concluded that the cumulative demand for law enforcement services would be geographically limited and that the LSAP's contribution would be less than cumulatively considerable. Impact 3.11.3.2 of the 2016 LSAP EIR evaluated cumulative demand for public schools and concluded that development impact fees and Measure K bond funds would allow school districts to renovate or build new facilities as enrollment numbers warrant. Impact 3.11.4.2 of the 2016 LSAP EIR evaluated the cumulative demand for parks and recreation facilities and concluded that existing park and recreation facilities would be sufficient to accommodate the LSAP population increase in addition to other cumulative development under the current General Plan and the draft Land Use and Transportation Element (LUTE) because projects would be required to comply with the Quimby Act and the City's parkland provision requirements. The LSAP would also provide plazas and open space that would be available to the public and could offset some of the increased demand attributable to the LSAP.

As described in Impact 3.13-1 of the Draft SEIR, buildout of the LSAP Update and ISI project would result in a less than-significant impact on public services because applicants of subsequent development projects under the LSAP Update would be required to pay applicable City development fees to pay for the project's fair share of fire, police, and emergency medical service personnel and existing facilities. In addition, subsequent development projects within the LSAP area would generate increased tax revenues, which could be used to fund additional personnel and facilities. The ISI project would fall within the remaining net new office/R&D development cap allowable under the adopted LSAP; therefore, increased demand for public services associated with the ISI project was accounted for in the 2016 LSAP EIR. Regarding demands for public schools, Impact 3.13-2 of the Draft SEIR concluded that future developments under the LSAP Update would be required to pay impact fees for each additional dwelling unit in the LSAP area, as well as fees based on building area for nonresidential uses. Additionally, the ISI project would fall within the remaining allowable net new office/R&D development cap of the adopted LSAP. Increased demand on parks and recreational facilities was addressed in Impact 3.13-3 of the Draft SEIR, which determined that buildout of the LSAP Update and ISI project would result in a less than significant impact because subsequent projects within the LSAP area would be required to dedicate land, pay an in-lieu fee, or a combination of both to offset impacts on parks and recreational facilities and because the ISI project would not add dwelling units or additional residents to the LSAP area. Implementation of the project (i.e., LSAP Update and ISI project components), in combination with other past, present, and probable future development within the project region, would involve new development that would generate new residents and students in the area. However, compliance with Sunnyvale General Plan policies regarding public safety service, payment of applicable development fees, and dedication of land or payment of in-lieu park fees would ensure that the project's contribution to public service and recreation demands would be less than cumulatively considerable by requiring new development to provide funding or dedication of land toward new

or expanded public services. Therefore, implementation of the LSAP Update and ISI project would not result in a new or substantially more severe cumulative impact than what was identified in the 2016 LSAP EIR.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-17: Contribute to Cumulative Impacts on Vehicle Miles Traveled
An assessment of the change in VMT under existing and 2035 conditions was disclosed as part of the 2016 LSAP EIR. This assessment determined that implementation of the LSAP would result in a net increase in total VMT as compared to existing conditions. However, the assessment also determined that implementation of the LSAP would result in a lower citywide VMT per capita as compared to citywide existing and 2035 no-project scenarios. However, a VMT impact analysis consistent with the requirements of PRC Section 21099, and CCR Section 15064.3(a) was not conducted because it was not required under CEQA at the time; thus, no significance conclusion related to VMT was provided in the 2016 LSAP EIR.

As detailed in Impact 3.14-1 of the Draft SEIR, the VMT analysis applies the exemption criteria detailed in Council Policy 1.2.8, "Transportation Analysis Policy," for the presumption of a less than significant VMT impact. As stated in Council Policy 1.2.8, a project's conformance with the exemption criteria demonstrates that it would further the City's goals and policies and would not result in significant VMT impacts. The presumption of a less than significant VMT impact is based on the transit-supportive nature of the LSAP Update (which includes the ISI project) and the proximity to a high-quality transit corridor and/or major transit stop. Neither the design nor the location of the LSAP Update area or ISI project would change in the cumulative scenario; thus, the presumption of a less than significant VMT impact would apply to the cumulative scenario, and the discussion of VMT impacts associated with the project for Impact 3.14-1 is inherently a cumulative impact analysis. As detailed in Draft SEIR Impact 3.14-1, the LSAP Update area (which includes the ISI project site) would conform to the criteria set forth in Council Policy 1.2.8, "Transportation Analysis Policy," for the presumption of a less than significant VMT impact. Therefore, implementation of the LSAP Update and ISI project would result in no new significant effect on VMT, and the impact would not be more severe than what the impact in the 2016 LSAP EIR would have been, if analyzed. Thus, the project's contribution to substantial effects related to VMT would be less than cumulatively considerable.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-18: Contribute to Cumulative Impacts on Transit, Bicycle, and Pedestrian Facilities
Cumulative impacts on transportation facilities were not analyzed in the 2016 LSAP EIR. Impact 3.4.1 of the 2016 LSAP EIR concluded that buildout of the LSAP would result in a less than significant impact on transit facilities because subsequent projects developed under the LSAP would be accommodated by transit services and facilities in the area, and traffic operations within the LSAP area would not adversely affect transit travel times. Impact 3.4.2 of the 2016 LSAP EIR concluded that project implementation would result in a less than significant impact on bicycle facilities because although subsequent projects developed under the LSAP would increase the demand for bicycle facilities, the provision of new bicycle facilities required under the LSAP would thereby satisfy that demand. Impact 3.4.3 of the 2016 LSAP EIR concluded that project implementation would result in a less than significant impact on pedestrian

facilities because although subsequent projects developed under the LSAP would increase the demand for pedestrian facilities, the provision of new pedestrian facilities required under the LSAP would thereby satisfy that demand.

As discussed in Impacts 3.14-2, 3.14-3, and 3.14-4 of the Draft SEIR, neither the LSAP Update nor the ISI project would disrupt any existing or planned transit, bicycle, or pedestrian facilities or conflict with a program, plan, ordinance, or policy addressing these facilities. Additionally, any demand for transit, bicycle, and pedestrian facilities generated by the LSAP Update or ISI project would be satisfied by project-related improvements and other planned improvements in the vicinity (e.g., Caltrain electrification project and future California High-Speed Rail operations) and implementation of the Lawrence Station Sense of Place Plan. Thus, there would be no new significant effects, the impacts would not be more severe than the impacts identified in the 2016 LSAP EIR, and both the LSAP Update and the ISI project would result in a less than significant impact on transit, bicycle, and pedestrian facilities. Thus, the project's impacts related to transit, bicycle, and pedestrian facilities would be less than cumulatively considerable.

Mitigation Measures
No additional mitigation is required beyond compliance with the Lawrence Station Sense of Place Plan.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-19: Contribute to Cumulative Construction-Related Transportation Impacts (LSAP Update Only)
Temporary construction-related cumulative impacts on transportation facilities were not analyzed in the 2016 LSAP EIR. Cumulative impacts from project-generated construction effects on transportation may result if other future planned construction activities were to take place close to a project site and cumulatively combine to exacerbate the construction-related transportation impacts of the project.

As discussed in Impact 3.14-7 of the Draft SEIR, the general character, intensity, and location of potential construction-related transportation impacts of projects developed in the plan area under the LSAP Update would be similar to those of the adopted LSAP. Additionally, this SEIR assumes that temporary construction-related impacts on transportation facilities that may occur with buildout of projects under the LSAP Update would be addressed on a project-by-project basis. Therefore, if a specific project developed in the plan area under the LSAP Update were anticipated to result in significant temporary construction-related impacts, mitigation to reduce the temporary impact to the degree feasible would be implemented. Therefore, there would be no new significant effect, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR.

However, if construction of projects in the plan area under the LSAP Update were to occur simultaneously with one or more nearby projects, the construction-related transportation impacts of these projects may combine to exacerbate construction-related transportation impacts from the project and create a significant cumulative impact. However, temporary construction-related impacts on transportation facilities would be addressed on a project-by-project basis, and, as needed, mitigation would be implemented to reduce the temporary impact to the degree feasible. Therefore, construction of projects developed in the plan area under the LSAP Update and their contribution to substantial effects related to VMT would be less than cumulatively considerable.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-20: Contribute to Cumulative Water Supply Impacts

The 2016 LSAP EIR noted that the City was working on an update to the LUTE of the General Plan, which assumes a 2035 planning horizon. While the LUTE had not been approved and the Draft EIR for the LUTE had not yet been completed at that time, the cumulative analysis in the 2016 LSAP EIR assumed the 2035 development assumptions. The use of the 2035 assumptions was appropriate for the 2016 LSAP EIR because the LUTE's growth assumptions accounted for additional mixed-use residential/commercial growth in key transit-oriented areas, which also assumed growth associated with the LSAP. Impact 3.11.5.3 of the 2016 LSAP EIR evaluated the potential cumulative impacts related to water supply and the LSAP's contribution to that cumulative impact. The analysis noted that future water demands would be met through San Francisco Public Utilities Commission, Santa Clara Valley Water District, groundwater, and recycled water supplies. The analysis concluded that existing water supplies would be sufficient to accommodate all projected growth through 2035 and that the LSAP's contribution to cumulative water supply impacts would be less than cumulatively considerable.

Implementation of the LSAP Update would increase the allowable housing potential within the LSAP, resulting in additional new residents beyond the number anticipated in the 2016 LSAP EIR. The WSA prepared for the proposed LSAP Update and ISI project calculated the increased water demand from the LSAP Update and ISI project. The WSA concluded that existing supplies would be sufficient to serve the project's demand and all existing and projected development under normal, single dry year, and multiple dry year conditions (see Tables 3.15-3 through 3.15-5 of the Draft SEIR). This includes assumed water supply reductions from the San Francisco Public Utilities Commission and short-term increases in groundwater production below the safe yield of groundwater production (Draft EIR Table 3.15-5). The ISI project would fall within the remaining allowable net new office/R&D development cap of the adopted LSAP; therefore, increased demand for water associated with the ISI project was accounted for in the 2016 LSAP EIR. Thus, the LSAP Update and ISI project's contribution would be less than cumulatively considerable, and the impacts would not be more severe than the impacts identified in the 2016 LSAP EIR.

Mitigation Measures

No mitigation is required.

Finding

The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-21: Contribute to Cumulative Impacts Related to Water Supply Infrastructure

Impact 3.11.5.4 of the 2016 LSAP EIR evaluated the potential cumulative impacts related to water supply infrastructure and the LSAP's contribution to that cumulative impact. The analysis noted that future water demands would not require new or additional water supplies, and for this reason, major improvements to water supply infrastructure would not be necessary. While minor improvements may be needed to serve individual projects, they would be site-specific and would be subject to CEQA evaluation in conjunction with the project. Because existing supplies would be sufficient to serve the City's existing and future water demand, no major improvements to the water supply infrastructure would be needed, and the LSAP's contribution to cumulative water supply infrastructure impacts would be less than cumulatively considerable.

Implementation of the LSAP Update would increase the allowable housing potential within the LSAP, resulting in additional new residents beyond the number anticipated in the 2016 LSAP EIR. As discussed in Impact 3.15-1 of the Draft SEIR, the City's existing water supply would be sufficient to accommodate the additional growth of the LSAP Update. For this reason, no major improvements to existing water supply infrastructure would be needed (see Impact 3.15-2 of the Draft SEIR). The ISI project would fall within the remaining allowable net new office/R&D development capacity of the adopted LSAP; therefore, increased demand for water associated with the ISI project was accounted for in the 2016 LSAP EIR, and no major infrastructure would be needed to serve the ISI project. The LSAP Update and ISI project's contribution would be less than cumulatively considerable, and the impacts would not be more severe than the impacts identified in the 2016 LSAP EIR.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-23: Contribute to Cumulative Impacts to Stormwater Facilities
Impact 3.8.4 of the 2016 LSAP EIR evaluated the potential cumulative impacts related to stormwater drainage and the LSAP's contribution. The analysis noted that the majority of the stormwater flows generated in the watershed are runoff from impervious surfaces. In addition, the analysis notes that all development in the LSAP area and elsewhere in Sunnyvale would be required to comply with MRP Provision C.3 and the City's requirement for a minimum of 20-percent landscaped surfaces. The analysis concluded that because the LSAP would not generate a substantial increase in flows or additional volumes of urban runoff, the LSAP's contribution to cumulative stormwater impacts would be less than cumulatively considerable.

Implementation of the LSAP Update would increase the allowable housing potential within the LSAP, resulting in additional new residents beyond the number anticipated in the 2016 LSAP EIR. As noted in Impact 3.15-5 of the Draft SEIR, the LSAP Update would not be expected to increase stormwater runoff to the existing storm drain system. The ISI project site would use biofiltration planters and rain gardens to treat stormwater from impervious surfaces, which primarily includes roof, roadway, and surface parking runoff, in compliance with MRP Provision C3. The infrastructure impact study prepared for the ISI project confirmed that the project would not increase stormwater runoff to the existing storm drain system. Therefore, the LSAP Update and ISI project's contribution to cumulative stormwater drainage impacts would be less than cumulatively considerable, and the impacts would not be more severe than the impacts identified in the 2016 LSAP EIR.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

Impact 4-24: Contribute to Cumulative Solid Waste Impacts
Impact 3.11.7.3 of the 2016 LSAP EIR evaluated the potential cumulative impacts related to solid waste and the LSAP's contribution to that cumulative impact. The analysis noted that regional landfill facilities would have adequate capacity to serve buildout of the draft LUTE as well as development under the LSAP. Therefore, the analysis concluded that the LSAP's contribution to cumulative solid waste impacts would be less than cumulatively considerable.

Implementation of the LSAP Update would increase the allowable housing potential within the LSAP, resulting in 8,741 additional new residents beyond the number anticipated in the 2016 LSAP EIR. As calculated in Impact 3.15-6 of the Draft SEIR, the LSAP Update would generate 5,110 tons, or 23,227 cubic yards, of solid waste annually. Because the waste facilities that serve the LSAP area also serve multiple jurisdictions and the project-level analysis considered overall capacity at multiple facilities, the LSAP Update's contribution to solid waste impacts would be less than cumulatively considerable. The ISI project would fall within the remaining allowable net new office/R&D development capacity of the adopted LSAP; therefore, the increased demand for solid waste disposal associated with the ISI project was accounted for in the 2016 LSAP EIR. Therefore, the LSAP Update and ISI project's contribution would be less than cumulatively considerable, and the impacts would not be more severe than the impacts identified in the 2016 LSAP EIR.

Mitigation Measures
No mitigation is required.

Finding
The City Council finds that, based upon substantial evidence in the record, the potential impacts related to the LSAP Update's and ISI project's effects would be less than cumulatively considerable, and no additional mitigation measures are required.

9 FINDINGS REGARDING IMPACTS THAT ARE MITIGATED BELOW A LEVEL OF SIGNIFICANCE

This section identifies those cases in which the Final SEIR did identify new significant environmental effects or a substantial increase in the severity of environmental effects disclosed in the 2016 LSAP EIR, and new mitigation measures or modifications to LSAP-adopted mitigation measures are identified to reduce the impact to less than significant. This section also identifies cases in which the Final SEIR did not identify new significant environment effects or a substantial increase in the severity of environmental effects disclosed in the 2016 LSAP EIR but modifications to LSAP-adopted mitigation measures are identified.

Pursuant to Section 21081(a) of the PRC and Section 15091(a)(1) of the CEQA Guidelines, the City Council finds that, for each of the following potentially significant effects identified in the SEIR, changes or alterations have been required in, or incorporated into, the proposed project that mitigate or avoid the identified potentially significant effects on the environment to a less-than-significant level. These findings are explained below and are supported by substantial evidence in the record of proceedings.

9.1 SECTION 3.8: HAZARDS AND HAZARDOUS MATERIALS

Impact 3.8-4: Location on a Hazardous Materials Site Where Contamination Could Be Encountered
Impact 3.3.3 of the 2016 LSAP EIR concluded that buildout of the LSAP would involve subsurface disturbance where hazardous material could be encountered and that implementation of adopted LSAP Mitigation Measure 3.3.3 would reduce the potential impact to a less-than-significant level. Similar to the adopted LSAP, demolition and redevelopment activities associated with future developments under the LSAP Update could occur in areas of the adopted LSAP where existing hazardous materials, such as contaminated soil, soil vapor, or groundwater, may pose a human health or environmental risk. Environmental site assessments (ESAs) and subsurface investigations have been performed for the ISI project area, and they identify known Recognized Environmental Conditions (RECs) that could be encountered during construction. The LSAP Update and ISI project would be subject to Mitigation Measure 3.8-1, which was adapted from adopted LSAP Mitigation Measure 3.3.3 to include some minor modifications and clarifications. Mitigation Measure 3.8-1 requires preparation of a Phase I ESA and/or Phase II ESA (subsurface investigation) to determine the lateral and vertical extent of contamination and appropriate remediation to be completed before City issuance of a building permit for a development. Implementation of this measure would be required during project-level review of subsequent developments under the LSAP to ensure that impacts associated with disturbance of known or suspected hazardous contamination are remediated. With implementation of Mitigation Measure 3.8-1, as adapted from adopted LSAP Mitigation Measure 3.3.3, the potential to encounter contaminated soil, soil vapors, or groundwater from buildout of the LSAP Update and ISI project would be reduced to a less-than-significant level.

Mitigation Measures
Mitigation Measure 3.8-1 has been adapted from adopted LSAP Mitigation Measure 3.3.3 to include some minor modifications and clarifications. Minor modifications have been made to Mitigation Measure 3.3.3 to provide clarifications and remove reference to LSAP subareas that were included in the 2016 LSAP EIR study area but are

located outside of the adopted LSAP boundary and, therefore, are no longer relevant to the LSAP. Mitigation Measure 3.8.1 would replace adopted LSAP Mitigation Measure 3.3.3.

Mitigation Measure 3.8-1

The City shall require that a Phase I ESA is prepared and submitted with any application for new development or redevelopment within the adopted LSAP boundary. The Phase I ESA shall be prepared by a qualified professional registered in California and in accordance with ASTM E1527-13 (or the most current version at the time a development application is submitted for the project).

If determined necessary by the Phase I ESA, a Phase II ESA shall be conducted to determine the lateral and vertical extent of soil, groundwater, and/or soil vapor contamination, as recommended by the Phase I ESA.

The City shall not issue a building permit for a site where contamination has been identified until remediation or effective site management controls appropriate for the use of the site have been completed, consistent with applicable regulations and to the satisfaction of the City of Sunnyvale, DTSC, or San Francisco Bay RWQCB (as appropriate) before initiation of construction activities. Deed restrictions, if appropriate, shall be recorded. If temporary dewatering is required during construction or if permanent dewatering is required for subterranean features, the City shall not issue an improvement permit or building permit until documentation has been provided to the City that the San Francisco Bay RWQCB has approved the discharge to the sewer. Discharge of any groundwater removed from a construction site within the adopted LSAP and to the El Camino Storm Drain Channel, Calabazas Creek, or storm drain shall be subject to Water Pollution Control Permit requirements.

If the Phase I ESA determines there are no RECs, no further action is required. However, the City shall ensure any grading or improvement plan or building permit includes a statement if hazardous materials contamination is discovered or suspected during construction activity, all work shall stop immediately until a qualified professional has determined an appropriate course of action.

Finding

The City Council finds that the above mitigation measure is feasible and that it would reduce the potential hazardous materials impacts of the LSAP Update and ISI project to a less-than-significant level. This mitigation measure is adopted by the City Council. Accordingly, the City Council finds that pursuant to PRC Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the LSAP Update and ISI project that would avoid or substantially lessen the significant environmental effect as identified in the Final SEIR.

Rationale

For the LSAP Update and ISI project component, implementation of Mitigation Measure 3.8-1 is required and replaces adopted LSAP Mitigation Measure 3.3.3 with some minor modifications. Specifically, Mitigation Measure 3.8-1 removes reference to LSAP subareas/study areas that are not relevant to the adopted LSAP and clarifies that discharge of any groundwater removed from a construction site would be subject to Water Pollution Control Permit requirements. With Mitigation Measure 3.8-1, implementation of the LSAP Update and ISI project would not result in a new significant effect, and the impact would not be more severe than the impact identified in the 2016 LSAP EIR. (Draft SEIR page 3.8-22)

9.2 SECTION 3.14: TRANSPORTATION

Impact 3.14-7: Result in a Temporary but Prolonged Construction-Related Impact to Transportation Facilities (ISI Project Only)

A project-level analysis of the ISI project is provided in this SEIR; therefore, the potential effects of ISI project-generated construction activities on transportation facilities are the focus of this impact. Construction activities associated with the ISI project could potentially result in temporary but prolonged impacts including, but not limited to, road, lane, bicycle

lane, and sidewalk closures. Therefore, the ISI project could result in a new significant impact that was not analyzed in the 2016 LSAP EIR. Construction-related transportation impacts resulting from the ISI project would result in a potentially significant impact.

Mitigation Measures

Mitigation Measure 3.14-7: Prepare and Implement a Temporary Traffic Control Plan for the ISI Project

Before construction or issuance of building permits, the developer or the construction contractor for the ISI project shall prepare a temporary traffic control plan (TTC) to the satisfaction of the City of Sunnyvale Division of Transportation and Traffic and subject to review by all affected agencies. The TTC shall include all information required on the City of Sunnyvale TTC Checklist and conform to the TTC Guidelines of the City of Sunnyvale. At a minimum, the plan shall include the following elements:

- provide vicinity map including all streets within the work zone properly labeled with names, posted speed limits and north arrow;
- provide existing roadway lane and bike lane configuration and sidewalks where applicable including dimensions;
- description of proposed work zone;
- description of detours and/or lane closures (pedestrians, bicyclists, vehicular);
- description of no parking zone or parking restrictions;
- provide appropriate tapers and lengths, signs, and spacing;
- provide appropriate channelization devices and spacing;
- description of buffers;
- provide work hours/work days;
- dimensions of above elements and requirements per latest CA—MUTCD Part 6 and City of Sunnyvale's SOP for bike lane closures;
- provide proposed speed limit changes if applicable;
- description of bus stops, signalized and non-signalized intersection impacted by the work;
- show plan to address pedestrians, bicycle and ADA requirement throughout the work zone per CA-MUTCD Part 6 and City of Sunnyvale's SOP for Bike lane closures;
- indicate if phasing or staging is requested and duration of each;
- description of trucks, including number and size of trucks per day, expected arrival/departure times, truck circulation patterns;
- provide all staging areas on the project site; and
- ensure that the contractor has obtained and read the City of Sunnyvale's TTC Guidelines and City of Sunnyvale's SOP for bike lane closures; and
- ensure traffic impacts are localized and temporary.

Finding

The City Council finds that the above mitigation measure is feasible and that it would reduce the potential construction traffic impacts of the ISI project to a less-than-significant level. This mitigation measure is adopted by the City Council. Accordingly, the City Council finds that pursuant to PRC Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the ISI project that would avoid or substantially lessen the significant environmental effect as identified in the Final SEIR.

Rationale

Implementation of Mitigation Measure 3.14-7 would require the developer or the construction contractor of the ISI project to prepare and implement a TTC that is consistent with the most recent CA-MUTCD, Part 6: Temporary Traffic Control and City of Sunnyvale TTC guidelines and that meets with the approval of the City of Sunnyvale Division of Transportation and Traffic. Thus, Mitigation Measure 3.14-7 would reduce the temporary impact. Additionally, construction traffic impacts would be localized and temporary. (Draft SEIR page 3.14-36)

9.3 CHAPTER 4: CUMULATIVE IMPACTS

Impact 4-10: Contribute to Cumulative Impacts Related to Encountering Contamination on Areas with Known Hazardous Materials

Impact 3.3.7 of the 2016 LSAP EIR evaluated whether buildout of the LSAP would result in a significant contribution to project development on contaminated sites. Subsequent projects that could be developed under the LSAP would be required to provide evidence to the City that discovered contamination is remediated and/or controlled in a manner that would not pose a risk to human health or the environment and consistent with Mitigation Measure 3.3.3. Thus, the 2016 EIR concluded the project's contribution would be less than cumulatively considerable.

As described in Impact 3.8-4 of the Draft SEIR, buildout of the LSAP Update and ISI project would be subject to Mitigation Measure 3.8-1, which was adapted from adopted LSAP Mitigation Measure 3.3.3 to include some minor modifications and clarifications. It should be noted that adopted Mitigation Measure 3.3.3 shall be replaced by Mitigation Measure 3.8-1 to remove reference to LSAP subareas/study areas that are not relevant to the adopted LSAP and to clarify that discharge of any groundwater removed from a construction site would be subject to National Pollutant Discharge Elimination System requirements. Mitigation Measure 3.8-1 requires preparation of a Phase 1 ESA and/or Phase II ESA/subsurface investigation to determine the lateral and vertical extent of contamination and appropriate remediation to be completed before City issuance of a building permit for a development. ESAs and subsurface investigations have been performed for the ISI project area and identify known recognized environmental conditions that could be encountered during construction. Implementation of Mitigation Measure 3.8-1 would also be required during project-level review of subsequent developments under the LSAP to ensure that impacts associated with disturbance of known or suspected hazardous contamination is remediated. No new or greater contribution to cumulative hazards or hazardous materials beyond what was identified in the 2016 LSAP EIR would occur.

Mitigation Measures

Implement Mitigation Measure 3.8-1.

The reader is referred to Impact 3.8-1, above, for a complete description of this mitigation measure.

Finding

The City Council finds that the above mitigation measure is feasible and that it would reduce the contribution to cumulative hazardous materials impacts of the LSAP Update and ISI project to a less-than-significant level. This mitigation measure is adopted by the City Council. Accordingly, the City Council finds that pursuant to PRC Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the LSAP Update and ISI project that would avoid or substantially lessen the significant environmental effect as identified in the Final SEIR.

Rationale

For the LSAP Update and ISI project component, implementation of Mitigation Measure 3.8-1, which replaces adopted LSAP Mitigation Measure 3.3.3 with some minor modifications, is required. Specifically, Mitigation Measure 3.8-1 removes reference to LSAP subareas/study areas that are not relevant to the adopted LSAP and clarifies that discharge of any groundwater removed from a construction site would be subject to Water Pollution Control Permit requirements. With Mitigation Measure 3.8-1, implementation of the LSAP Update and ISI project would not result in

a new significant cumulative effect, and the impact would not be more severe than the cumulative impact identified in the 2016 LSAP EIR. (Draft SEIR pages 3.8-22 and 4-12)

Impact 4-19: Contribute to Cumulative Construction-Related Transportation Impacts (ISI Project Only)

Temporary construction-related cumulative impacts on transportation facilities were not analyzed in the 2016 LSAP EIR. Cumulative impacts from project-generated construction effects on transportation may result if other future planned construction activities were to take place close to a project site and cumulatively combine to exacerbate the construction-related transportation impacts of the project.

As discussed in Impact 3.14-7 of the Draft SEIR, construction of the ISI project could potentially result in temporary but prolonged transportation impacts, including, but not limited to, road, lane, bicycle lane, and sidewalk closures. Therefore, the ISI project could result in a new significant impact that was not analyzed in the 2016 LSAP EIR.

If construction of the ISI project were to occur simultaneously with one or more nearby projects, the construction-related transportation impacts of these projects may combine to exacerbate construction-related transportation impacts from the project and create a significant cumulative impact. Implementation of Mitigation Measure 3.14-7 would require that a temporary traffic control plan be completed and implemented for the ISI project. Implementation of Mitigation Measure 3.14-7 would reduce the temporary impact to the degree feasible. Additionally, construction traffic impacts would be localized and temporary. As a result, with the implementation of Mitigation Measure 3.14-7, the ISI project's contribution to cumulative impacts would be less than cumulatively considerable.

Mitigation Measures

Implement Mitigation Measure 3.14-7.

The reader is referred to Impact 3.14-7 (ISI project only), above, for a complete description of this mitigation measure.

Finding

The City Council finds that the above mitigation measure is feasible and that it would reduce the contribution to cumulative construction transportation impacts of the ISI project to a less-than-significant level., This mitigation measure is adopted by the City Council. Accordingly, the City Council finds that pursuant to PRC Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the project that would avoid or substantially lessen the significant environmental effect as identified in the Final SEIR.

Rationale

Implementation of Mitigation Measure 3.14-7 would require the developer or the construction contractor of the ISI project to prepare and implement a TTC that is consistent with the most recent CA-MUTCD, Part 6: Temporary Traffic Control and City of Sunnyvale TTC guidelines and that meets with the approval of the City of Sunnyvale Division of Transportation and Traffic. Thus, Mitigation Measure 3.14-7 would reduce the temporary impact and offset the ISI project's contribution to this cumulative impact. Additionally, construction traffic impacts would be localized and temporary. (Draft SEIR pages 3.14-36 and 4-20)

10 FINDINGS REGARDING IMPACTS THAT CANNOT BE MITIGATED BELOW A LEVEL OF SIGNIFICANCE

This section identifies those cases in which the Final SEIR did identify a substantial increase in severity of environmental effects disclosed in the 2016 LSAP EIR that cannot be mitigated below a level of significance. For these impacts, there are no feasible mitigation measures or feasible alternatives that would reduce the impacts to a less-than-significant level, and the impacts would remain significant and unavoidable. This section identifies the significant and unavoidable impacts that require a statement of overriding considerations to be issued by the City Council,

pursuant to Section 15093 of the CEQA Guidelines, if the LSAP Update and ISI project are approved. Based on the analysis contained in the Final EIR, the following impacts have been determined to be significant and unavoidable.

10.1 SECTION 3.2: AIR QUALITY

Impact 3.2-1: Cause Construction-Generated Criteria Air Pollutant or Precursor Emissions to Exceed BAAQMD-Recommended Thresholds

The 2016 LSAP EIR determined that with implementation of Mitigation Measures 3.5.3a and 3.5.3b, construction emissions would be significant and unavoidable due to unknown construction details. Similar to the adopted LSAP, construction-generated criteria air pollutant and precursor emissions are unknown for the LSAP Update due to the uncertainties of future construction of individual projects proposed under the LSAP Update. Furthermore, because the LSAP Update would increase allowable housing potential within the LSAP and no change to allowable density of other land uses is proposed within the LSAP, the anticipated construction schedule of subsequent developments would be similar and would not result in substantially greater daily construction emissions than what was analyzed in the 2016 LSAP EIR. Thus, the LSAP Update would not result in a new or substantially more severe construction-related air quality impact beyond what was identified in the 2016 LSAP EIR. Construction of the ISI project would result in project-generated emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ from construction phase activity, material and equipment delivery trips, worker commute trips, and other miscellaneous activities (e.g., application of architectural coatings). Implementation of the ISI project would require adopted Mitigation Measures 3.5.3a and 3.5.3b, with the addition of Mitigation Measure 3.2-1 to reduce NO_X emissions. However, with mitigation applied, ISI project construction-related emissions would continue to exceed BAAQMD's threshold for NO_X. Similar to the 2016 LSAP EIR, the LSAP Update and ISI project would result in a significant and unavoidable impact on air quality.

Mitigation Measures

Implement adopted LSAP Mitigation Measures 3.5.3a and 3.5.3b.

Mitigation Measure 3.2-1: Reduce Construction-Related NO_X Emissions for the ISI Project

The applicant shall require its construction contractors to use high-performance renewable diesel (HPRD) fuel for diesel-powered construction equipment, to the extent available. Any HPRD product that is considered for use by the construction contractor shall comply with California's Low Carbon Fuel Standards. HPRD fuel must meet the following criteria:

- be hydrogenation-derived (reaction with hydrogen at high temperatures) from 100 percent biomass material (i.e., nonpetroleum sources), such as animal fats and vegetables;
- contain no fatty acids or functionalized fatty acid esters; and
- have a chemical structure that is identical to that of petroleum-based diesel, which ensures that HPRD will be compatible with all existing diesel engines; it must comply with American Society for Testing and Materials D975 requirements for diesel fuels.

Finding

The City Council finds that feasible mitigation measures would not reduce the identified significant impact to a level below significant. Therefore, this impact would remain significant and unavoidable. However, pursuant to PRC Section 21081(b), see the Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the LSAP Update and ISI project that outweigh this significant and unavoidable impact.

Rationale

For the LSAP Update component, implementation of adopted LSAP Mitigation Measures 3.5.3a and 3.5.3b is required. However, because the extent of construction that would occur at any specific period is unknown, it is impossible to determine whether the mitigation measures would fully mitigate this temporary impact below BAAQMD thresholds. For the ISI project component, the use of HPRD can reduce NO_X emissions by approximately 10 percent and PM_{10} exhaust

emissions by approximately 30 percent. With the application of renewable diesel fuel use, ISI project construction would still remain above the NO_X threshold (i.e., 54 lb/day). Because the use of HPRD would not reduce NO_X emissions to below 54 lb/day, the ISI project would contribute to a nonattainment designation of ozone and could potentially result in an adverse health impact on receptors. Implementation of adopted Mitigation Measures 3.5.3a and 3.5.3b could result in the use of HPRD on other future development in the LSAP area as well as use of other construction emission reduction measures (e.g., use of low VOC coatings). Therefore, even with the implementation of adopted Mitigation Measures 3.5.3a and 3.5.3b and the addition of Mitigation Measure 3.2-1, the LSAP Update and ISI project would result in a significant and unavoidable impact on air quality. (Draft SEIR page 3.2-15)

10.2 CHAPTER 4: CUMULATIVE IMPACTS

Impact 4-3: Cumulative Air Quality Impacts

Impact 3.5.8 of the 2016 adopted LSAP EIR determined that buildout of the LSAP, in combination with cumulative development in the SFBAAB, would result in a cumulatively considerable net increase of criteria air pollutants for which the air basin is designated nonattainment. Although the 2016 LSAP EIR required implementation of adopted Mitigation Measure 3.5.3a-b (i.e., measures to reduce construction-generated air pollutants from development under the LSAP), it could not be guaranteed that construction of subsequent projects allowed under the LSAP would generate air pollutant emissions below BAAQMD significance thresholds due to the programmatic and conceptual nature of the proposed project and uncertainties related to future subsequent projects. Therefore, the impact would be cumulatively considerable and significant and unavoidable.

Long-Term Operational Air Quality

Long-term operations of the LSAP Update and ISI project would result in emissions from area (landscape maintenance equipment, cleaning products, and architectural coating), energy (natural gas), and mobile (vehicle trips) sources. The LSAP Update would be consistent with the latest Clean Air Plan, and the projected VMT would result in a lower percent increase than the projected population. Because the LSAP Update would not violate applicable thresholds, the LSAP Update would not cumulatively contribute to nonattainment designations of the SFBAAB. In addition, the ISI project would not exceed BAAQMD's thresholds of significance and would not cumulatively contribute to a nonattainment status of the SFBAAB.

Construction-Related Air Quality

As discussed in Impact 3.2-1 of the Draft SEIR, buildout of the LSAP Update and ISI project would be subject to adopted LSAP Mitigation Measures 3.5.3a and 3.5.3b. The LSAP Update would not result in a substantial increase in daily construction activities because the anticipated construction schedule of subsequent developments would not result in substantially greater daily construction emissions than what was analyzed in the 2016 LSAP EIR. However, the specific construction activities under future individual projects proposed under the LSAP Update are currently unknown, so it is impossible to determine whether the mitigation measures would fully mitigate this temporary impact below BAAQMD thresholds. In addition, implementation of the ISI project would result in project-generated emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ from construction phase activity, material and equipment delivery trips, worker commute trips, and other miscellaneous activities (e.g., application of architectural coatings). As described in Draft SEIR Impact 3.2-1, buildout of the LSAP Update and ISI project would require adopted Mitigation Measures 3.5.3a and 3.5.3b, with the addition of Mitigation Measure 3.2-1, to reduce construction-level NO_X; however, it is unknown whether the additional requirement to implement Mitigation Measure 3.2-1 would fully reduce emissions below BAAQMD thresholds.

Projects that emit criteria air pollutants in exceedance of BAAQMD's thresholds would contribute to the regional degradation of air quality within the SFBAAB while exacerbating health risk and would be cumulatively considerable. Because the LSAP Update and ISI project would contribute to the potential cumulative impact related to criteria pollutant emissions during construction, the LSAP Update and ISI project would be cumulatively considerable and significant and unavoidable.

Mitigation Measures

Implement adopted LSAP Mitigation Measures 3.5.3a and 3.5.3b and Mitigation Measure 3.2-1.

The reader is referred to Impact 3.2-1, above, for a complete description of this mitigation measure.

Finding

The City Council finds that feasible mitigation measures would not reduce the identified significant cumulative impact to a level below significant. Therefore, this impact would remain significant and unavoidable. However, pursuant to PRC Section 21081(b), see the Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the LSAP Update and ISI project that outweigh this significant and unavoidable impact.

Rationale

For the LSAP Update component, implementation of adopted LSAP Mitigation Measure 3.5.3a and 3.5.3b is required. However, because the extent of construction that would occur at any specific period is unknown, it is impossible to determine whether the mitigation measures would fully mitigate this temporary impact below BAAQMD thresholds. For the ISI project component, the use of HPRD can reduce NO_X emissions by approximately 10 percent and PM_{10} exhaust emissions by approximately 30 percent. However, with the application of renewable diesel fuel use, ISI project construction would still remain above the NO_X threshold (i.e., 54 lb/day). Because the use of HPRD would not reduce NO_X emissions below 54 lb/day, the ISI project would contribute to a nonattainment designation of ozone and could potentially result in an adverse health impact on receptors. Implementation of adopted Mitigation Measures 3.5.3a and 3.5.3b could result in the use of HPRD on other future development in the LSAP area as well as use of other construction emission reduction measures (e.g., use of low VOC coatings). Therefore, even with the implementation of adopted Mitigation Measures 3.5.3a and 3.5.3b and the addition of Mitigation Measure 3.2-1, the LSAP Update and ISI project would result in a cumulatively considerable and significant and unavoidable impact. (Draft SEIR page 4-6)

Impact 4-22: Contribute to Cumulative Impacts on Wastewater Services (LSAP Update Only)

Impact 3.11.6.3 of the 2016 LSAP EIR evaluated the potential cumulative impacts related to wastewater service and the LSAP's contribution to that cumulative impact. The analysis noted that future wastewater flows from the LSAP area and other contributors to the City's WPCP would be within the current capacity of 29.5 million gallons per day (mgd) of average dry weather flow (ADWF). The analysis also noted that implementation of the WPCP Master Plan would reduce the facility's capacity to 19.5 mgd ADWF but that there would be adequate capacity to serve the LSAP area once capacity is reduced. The analysis concluded that flows to the WPCP, including those from the LSAP area, would be within the anticipated reduced capacity of the WPCP and that the LSAP's contribution to cumulative wastewater service impacts would be less than cumulatively considerable.

Impact 3.15-4 of the Draft SEIR determined that implementation of the LSAP Update would increase wastewater flows from the LSAP area but that the WPCP has capacity sufficient to accommodate the additional volume. The infrastructure impact study prepared for the LSAP Update identified three pipe segments that would require upgrades to accommodate the increased flows from the LSAP Update. These segments are located within the LSAP area, and potential environmental effects of these upgrades were evaluated in the technical sections of the 2016 LSAP EIR. In addition, the ISI project would fall within the remaining allowable net new office/R&D development capacity of the adopted LSAP; therefore, the need for wastewater conveyance and treatment associated with the ISI project was accounted for in the 2016 LSAP EIR, and an infrastructure study prepared for the ISI project confirmed that no upgrades to the existing wastewater system would be needed to serve the ISI project.

LSAP Update

Implementation of the LSAP Update would increase the allowable housing potential within the LSAP, resulting in additional new residents beyond the number anticipated in the 2016 LSAP EIR. An increase in housing units and residents would equate to an increase in wastewater that would be conveyed to City facilities for treatment. The projected wastewater flows for the WPCP in 2035 is 19.5 mgd ADWF. Projected flows were based on historic and

existing flow data and population and growth assumptions in the City's LUTE. The WPCP's future planned, permitted capacity (19.5 mgd ADWF) is equivalent to the projected 2035 ADWF (19.5 mgd); therefore, there would not be available capacity to treat development that was not included in the population and growth assumptions of the City's LUTE. The LSAP Update would result in a net increase in wastewater compared to what was assumed for the LSAP site in the City's LUTE and WPCP Master Plan. Therefore, the planned capacity at the WPCP would not be sufficient to treat wastewater for existing and planned development and buildout of the LSAP Update. The City will be updating the WPCP Master Plan in the near future to include sufficient treatment capacity for existing and planned development and additional growth, including the City's amended Downtown Specific Plan and the LSAP Update, and subsequent environmental review for the WPCP Master Plan update shall be completed by the City. The specific design and improvements needed are unknown at this time. Therefore, it is speculative to evaluate the environmental impacts of those undetermined improvements at this time. Because the planned capacity at the WPCP would not be sufficient to treat wastewater for existing and planned development plus the LSAP Update, the cumulative impact on wastewater treatment would be cumulatively considerable and significant and unavoidable. This would result in a more severe cumulative impact than what was identified in the 2016 LSAP EIR.

ISI Project

The ISI project would fall within the remaining allowable net new office/R&D development capacity of the adopted LSAP; therefore, the need for wastewater conveyance and treatment associated with the ISI project was accounted for in the 2016 LSAP EIR. Thus, the ISI project's contribution would be less than cumulatively considerable and would not result in a new or substantially more severe cumulative impact than what was identified in the 2016 LSAP EIR.

Mitigation Measures

No mitigation is available to address this cumulative impact.

Finding

The City Council finds that there are no feasible mitigation measures that would reduce the identified significant cumulative impact to a level below significant. Therefore, this impact would remain significant and unavoidable. However, pursuant to PRC Section 21081(b), see the Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the LSAP Update that outweigh this significant and unavoidable impact.

Rationale

The LSAP Update would result in a net increase in wastewater compared to what was assumed for the LSAP site in the City's LUTE and WPCP Master Plan. Therefore, the planned capacity at the WPCP would not be sufficient to treat wastewater for existing and planned development and buildout of the LSAP Update. The City will be updating the WPCP Master Plan in the near future to include sufficient treatment capacity for existing and planned development and additional growth, including the City's amended Downtown Specific Plan and the LSAP Update, and subsequent environmental review for the WPCP Master Plan update shall be completed by the City. The specific design and improvements needed are unknown at this time. Therefore, it is speculative to evaluate the environmental impacts of those undetermined improvements at this time. Because there would not be sufficient planned capacity at the WPCP to treat wastewater for existing and planned development plus the LSAP Update, the cumulative impact on wastewater treatment would be cumulatively considerable and significant and unavoidable**.** (Draft SEIR page 4-22)

11 FINDINGS REGARDING ALTERNATIVES

Section 15126.6(a) of the CEQA Guidelines requires the discussion of "a reasonable range of alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." The Final SEIR identified and considered the following reasonable range of feasible alternatives to the

proposed LSAP Update and ISI project; these alternatives would be capable, to varying degrees, of reducing identified impacts:

- Alternative 1: No Project Alternative
- Alternative 2: Reduced Development Alternative A
- Alternative 3: Reduced Development Alternative B

These alternatives are evaluated for their ability to avoid or substantially lessen the impacts of the proposed LSAP Update and ISI project identified in the Final SEIR, as well as for their ability to meet the basic objectives of the proposed LSAP Update and ISI project as described in the Final SEIR.

11.1 NO PROJECT ALTERNATIVE

DESCRIPTION

CEQA Guidelines Section 15126.6(e)(1) requires that the "no project" alternative be described and analyzed "to allow decision makers to compare the impacts of approving the project with the impacts of not approving the project." The no project analysis is required to discuss "the existing conditions at the time the notice of preparation is published…as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services" (Section 15126.6[e][2]). The CEQA Guidelines continue:

> If the project is…a development project on identifiable property, the no project alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project were approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this "no project" consequence should be discussed. In certain instances, the no project alternative means "no build" wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment. (Section 15126.6[e][3][B])

Under Alternative 1, the No Project Alternative, no actions would be taken. The LSAP would remain in effect as it was adopted by the City in 2016. The ISI project site would not be incorporated into the LSAP area and would not be constructed as proposed. The ISI project site would retain its current zoning of Industrial and Service (M-S) and General Industrial (M-3), which would allow future development of the site for similar uses but would be required to meet the floor area ratios set forth in Table 19.32.020 of the City Municipal Code. These existing floor area ratios would not allow for the extent of development proposed under the ISI project.

FINDING

Implementation of this alternative would reduce all identified significant impacts of the LSAP Update and ISI project. However, the No Project Alternative would not meet the project objectives. The City Council rejects the No Project Alternative as undesirable because it fails the project's underlying purpose and does not meet any of the project objectives.

RATIONALE

The No Project Alternative would not be consistent with City Council direction provided at time of the LSAP adoption: to return with a plan to study additional housing opportunities within the LSAP area. The City Council subsequently

selected a preferred land use alternative on June 26, 2018, that studies an increase in the residential density allowance for both MXD-I (Flexible Mixed-Use I) and MXD-II (Flexible Mixed-Use II) zoned areas and expands the area where housing may be considered to the M-S/LSAP (Industrial and Service, LSAP Combining District) and O-R (Office/Retail) zoning districts that are not provided in the 2019 LSAP. The City is updating its Housing Element and anticipates meeting its Regional Housing Needs Allocation (RHNA) of 11,966 residential units for 2022–2030 in part with the increased housing in the LSAP area, which would not be provided under the No Project Alternative.

On August 14, 2018, the City Council also authorized a study to include properties owned by ISI at 932, 950, and 945-955 Kifer Road within the LSAP boundaries in order to accommodate ISI-planned expansion within the City. The No Project Alternative would not accommodate this direction provided by the City Council.

11.2 REDUCED DEVELOPMENT ALTERNATIVE A

DESCRIPTION

Under Reduced Development Alternative A (Alternative 2), the proposed LSAP Update would be modified to provide a maximum development potential of 1,764 additional housing units within the LSAP, which would consist of increasing achievable densities (with incentives) at existing MXD-I and MXD-II zoned properties only from 68 to 100 du/ac. Under this alternative, the LSAP development capacity would increase from 2,323 units to 4,087 units. This alternative assumes an expansion of the LSAP area boundary to include the ISI project and construction of the project as proposed. All other aspects of the LSAP Update (amendments to LSAP and zoning, Lawrence Station Sense of Place Plan, and sewer impact fee for sewer conveyance impacts) would remain as proposed for the project. This alternative was considered by the City Council at the LSAP preferred land use alternative hearing on June 26, 2018, but was not selected as the preferred land use alternative because it would result in fewer housing units.

FINDING

Implementation of this alternative would reduce all identified significant impacts of the LSAP Update. For the reasons set forth below and more fully described in Final SEIR and in the record of proceeding, the City Council finds that Alternative 2 is undesirable because it does not completely avoid the significant impacts of the project and would not provide the City the extent of additional housing requested by the City Council.

RATIONALE

Alternative 2 would provide 4,087 additional housing units to the LSAP Update, which would be 1,848 fewer units than identified by the City Council on June 26, 2018. The City is updating its Housing Element and anticipates meeting its RHNA of 11,966 residential units for 2022–2030 in part with the increased housing in the LSAP area, which would be limited under Alternative 2.

11.3 REDUCED DEVELOPMENT ALTERNATIVE B

DESCRIPTION

Under Reduced Development Alternative B (Alternative 3), the proposed LSAP Update would be modified to provide a maximum development potential of 1,075 additional housing units within the LSAP, which would consist of expanding the boundaries of where housing is allowed by rezoning the existing M-S/LSAP and O-R zoned properties to allow residential uses with achievable densities of 54 du/ac with incentives. Under this alternative, the LSAP development capacity would increase from 2,323 to 3,398 units. This alternative assumes an expansion of the LSAP area boundary to include the ISI project and construction of the project as proposed. All other aspects of the LSAP Update (amendments to LSAP and zoning, Lawrence Station Sense of Place Plan, and sewer impact fee for sewer

conveyance impacts) would remain as proposed for the project. This alternative was presented to the City Council at the LSAP preferred land use alternative hearing on June 26, 2018, but was not selected as the preferred land use alternative because it would result in fewer housing units.

FINDING

Implementation of this alternative would reduce all identified significant impacts of the LSAP Update. For the reasons set forth below and more fully described in Final SEIR and in the record of proceeding, the City Council finds that Alternative 3 is undesirable because it does not completely avoid the significant impacts of the project and would not provide the City the extent of additional housing requested by the City Council.

RATIONALE

Alternative 3 would provide 3,398 additional housing units to the LSAP Update, which would be 2,537 fewer units than identified by the City Council on June 26, 2018. The City is updating its Housing Element and anticipates meeting its RHNA of 11,966 residential units for 2022–2030 in part with the increased housing in the LSAP area, which would be limited under Alternative 3.

12 STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to PRC Section 21081(b) and State CEQA Guidelines Section 15093(a) and (b), the City Council is required to balance, as applicable, the economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of the project, including regionwide or statewide environmental benefits, outweigh the unavoidable adverse environmental effects, those effects may be considered "acceptable" (State CEQA Guidelines Section 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record (State CEQA Guidelines Section 15093[b]).

In accordance with the requirements of CEQA and the State CEQA Guidelines, the City Council finds that the mitigation identified in the Final SEIR and the MMRP, when implemented, would avoid or substantially lessen the significant effects identified in the Final SEIR for the project. Significant and unavoidable impacts of the LSAP Update and ISI project are identified in Section 10 of these findings.

The City Council finds that all feasible mitigation identified in the Final SEIR within the purview of the City would be implemented with implementation of the LSAP Update and ISI project and that the remaining significant and unavoidable impacts are outweighed and are found to be acceptable because of the following specific overriding economic, legal, social, technological, or other benefits based on the facts set forth above, the Final SEIR, and the record, as follows:

LSAP UPDATE

1. The City and the surrounding Silicon Valley region are currently experiencing a severe housing shortage, especially considering the existing jobs-to-housing imbalance. Increased residential development potential under the LSAP Update will lead to construction of needed housing and increase the variety of housing options available in the City, including incentives and requirements to build affordable units.
2. The LSAP is an ideal location for intense, transit-oriented, mixed-use infill development. The LSAP Update would further capitalize on the existing underutilized asset of the Lawrence Caltrain Station by concentrating higher residential densities within walking distance to the station, providing an increase in population base over time to promote greater use of the station.

3. The LSAP Update would provide housing sites that would assist the City in meeting its RHNA of 11,966 residential units for 2022–2030, which will be addressed in its future Housing Element Update.
4. The provision of additional housing units in the LSAP area would minimize environmental impacts through revitalization of existing developed areas and opportunities for reduced VMT through promotion of multiple transportation modes (transit [Caltrain], pedestrian, and bicycle) through implementation of the Lawrence Station Sense of Place Plan.
5. Higher residential densities along with retention of flexible mixed-use zoning would allow more opportunities for future residents to access their homes, jobs, recreational facilities, and neighborhood goods and services within close proximity of one another, reducing dependence on the automobile.
6. An increase in population would provide critical mass to support neighborhood services and amenities such as retail, open space, and recreational facilities, along with increased opportunities for social interaction between residents.
7. Even though the LSAP Update increases existing residential densities and expands the areas where residential can be built, flexible mixed-use zoning would remain in place which supports a diversity of commercial enterprises and industrial uses in a mixed-use or standalone format. Furthermore, the 2020 Sunnyvale Lawrence Station Area Plan Fiscal Analysis prepared by Economic & Planning Systems, Inc finds that many established businesses in the plan area are expected to remain despite increased residential development potential.
8. New guidelines within the LSAP Update will ensure proper transitions between dissimilar residential and nonresidential uses and remediation of past environmental hazards upon redevelopment to residential.
9. The LSAP Update's zoning amendments create nonresidential-only zoning in two key gateway locations to support business retention and expansion and avoid encroachment of residential uses.
10. The new Lawrence Station Sense of Place Plan would support the multimodal transportation network with new and improved pedestrian, bicycle, transit, and automobile facilities that would have safer, more direct access to Lawrence Station. The plan also includes gateway and wayfinding features to better navigate the area and increase the visibility of the station. Over time, the plan would help to establish a neighborhood identity with an improved aesthetic character as the area transitions from auto-oriented industrial to a compact, transit-oriented, and mixed-use neighborhood.
11. Higher intensity residential development near Lawrence Station along with improvements that promote walking, bicycling, and transit use will reduce local and regional Vehicles Miles Traveled (VMT), which translates into less greenhouse gas emissions, improved air quality, public health benefits, and energy efficiency.
12. The LSAP Update would retain existing reduced automobile parking requirements in the plan area to encourage alternatives to automobile ownership.
13. The updated LSAP Development Incentives Program rewards developers with increased residential densities in exchange for constructing features that advance the goals of the LSAP, including, but not limited to multimodal improvements, public open space, and retail.
14. The revised residential density structure promotes the use of the State Density Bonus and further incentivizes provision of affordable housing through density incentives for very low-income units exceeding the State Density Bonus maximums.
15. The LSAP Update authorizes the City Council to approve, through development agreements, additional office/R&D/industrial floor area ratio in return for providing community benefits, such as funding for affordable housing, and the Lawrence Station Sense of Place Plan circulation and wayfinding improvements that improve aesthetics and access to Lawrence Station.
16. The LSAP Update incorporates all feasible mitigation measures to reduce potential environmental impacts to the greatest extent feasible. No feasible mitigation measures or alternatives have been identified that would mitigate the significant and unavoidable environmental impacts of the LSAP Update and still meet the project objectives.

17. Increased residential development would help to address a large public open space deficit in the plan area through compliance with the City's park dedication requirements and participation in the LSAP Development Incentives Program.
18. The adoption of new impact fees would ensure the buildout of the Lawrence Station Sense of Place Plan improvements and sewer capacity upgrades for residential development. New plan maintenance fees would recoup City expenses to fund the LSAP Update.
19. In addition to paying the required Transportation Impact Fee (TIF), subsequent projects under the LSAP Update are also required to contribute fair-share payments towards the cost of identified transportation improvements if the project generates adverse intersection impact(s).

ISI PROJECT

1. Expanding the LSAP boundary to include the additional parcels owned by Intuitive Surgical would allow the company to expand business operations and technologies in Sunnyvale, thereby providing quality jobs for the City's workforce and tax revenue to support public services.
2. The ISI project would place a major employment center in a mixed-use environment within close proximity to Lawrence Station, increasing the potential for employees to use transit or live nearby as a result of the increased housing potential in the LSAP Update. This would also minimize VMT.
3. The ISI project's interconnected campus design through a pedestrian bridge over Kifer Road and a transportation demand management (TDM) program will help connect the campus and reduce automobile trips.
4. The ISI project's development agreement for a higher floor area ratio ensures the provision of the following community benefits:
    - Construction of a new publicly-accessible Class I shared-use path onsite that would eventually connect with another recently constructed shared-use path with direct pedestrian and bicycle access to Lawrence Station.
    - Sustainable features such as extension of an existing recycled water line and construction of all-electric buildings.
    - Construct a new covered bus stop on Kifer Road to promote transit use.
    - Guaranteed sales tax revenues and designation of the City as the point of sale for California sales and use tax purposes.
    - Gateway signage announcing entry into the LSAP area in accordance with the Lawrence Station Sense of Place Plan.
    - Construction of a new landscaped median along the Kifer Road frontage in accordance with the Lawrence Station Sense of Place Plan.

Considering all the factors, the City Council finds that there are specific economic, legal, social, technological, and other considerations associated with the project that serve to override and outweigh the LSAP Update's and ISI project's significant and unavoidable impacts; thus, the adverse effects are considered acceptable. Therefore, the City Council hereby adopts this Statement of Overriding Considerations.

Exhibit E-1

LSAP CEQA Findings and Statement of Overriding Considerations

RESOLUTION NO. 794-16

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE CERTIFYING THE ENVIRONMENTAL IMPACT REPORT, MAKING FINDINGS REQUIRED BY THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ADOPTING THE MITIGATION AND MONITORING REPORTING PROGRAM, AND STATING OVERRIDING CONSIDERATIONS IN THE APPROVAL OF THE LAWRENCE STATION AREA SPECIFIC PLAN PROJECT, ADOPTING THE WATER SUPPLY ASSESSMENT, AMENDING THE GENERAL PLAN AND ADOPTING A SPECIFIC PLAN FOR THE LAWRENCE STATION AREA SPECIFIC PLAN DISTRICT (THE LAWRENCE STATION AREA SPECIFIC PLAN), ADOPTING THE LAWRENCE STATION AREA PLAN INCENTIVES AND DEVELOPMENT CAP ADMINISTRATIVE REGULATIONS

WHEREAS, in 2008 the City began a study of ways to increase ridership at the Lawrence Avenue Caltrain station. Based on the results of that study and analysis, in 2009 the City Council directed staff to initiate a general plan amendment and to prepare a comprehensive regulatory and policy document to guide development of properties in the area of the City surrounding the Lawrence Caltrain station ("the Project"), and further directed staff to undertake necessary environmental review of the proposed Project; and

WHEREAS, the Lawrence Caltrain Station (the "Station") is currently surrounded by land uses that do not support transit ridership, and has a circulation framework that makes access through the area for pedestrians, bicyclists and motor vehicles a challenge, to the extent that the station had some of the lowest ridership in the system in 2010 and was considered for closure; and

WHEREAS, the purpose of the Lawrence Station Area Specific Plan ("LSAP") is to promote greater use of Lawrence station as a valuable transit asset to the City, and to guide development of a diverse neighborhood of employment, residential, retail, other support services and open space, and to establish goals, policies and guidelines to guide public and private investment in the area; and

WHEREAS, pursuant to the City Council's directive, the LSAP was prepared. The focus of the LSAP district encompasses approximately 372 of already urbanized lands in Sunnyvale adjacent to the Station, part of a larger 629-acre study area general defined by a one-half mile radius circle (approximately a ten-minute walk for an average pedestrian) centered on the Station, as depicted more particularly in the map attached hereto as "Exhibit A" and incorporated herein by reference. The proposed LSAP was developed with extensive community input, and the policy and regulatory elements of the LSAP reflect consultation with business and property owners, developers, staff, and the general public; and

WHEREAS, the proposed LSAP is intended to serve as a land-use policy document to regulate future development within the Project area. The LSAP will create a new "Lawrence Station Area Plan" General Plan land-use category; and

WHEREAS, implementation of the LSAP will require (1) adoption of amendments to the City of Sunnyvale General Plan and General Plan Map, (2) adoption of the Lawrence Station Area Specific Plan, (3) adoption of amendments to the City's Zoning Code, including the Precise Zoning Plan/Zoning District Map; and

WHEREAS, the LSAP has been prepared, along with related zoning code amendments and a proposal to amend the General Plan, including the General Plan Map, designating land use for the Project area, as described and depicted in "Exhibit B," attached hereto and incorporated herein by reference; and

WHEREAS, the LSAP provides for a cap on development square footage within the plan area and includes a program that will offer development incentives in return for providing public improvements and amenities to benefit nearby residents, Lawrence Station Area workers and the community as a whole, as further outlined in "Exhibit C" attached hereto and incorporated herein by reference; and

WHEREAS, the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*, ("CEQA") and the Guidelines for Implementation of the California Environmental Quality Act (14 California Code of Regulations, Sections 15000 *et seq.*) (the "CEQA Guidelines") requires local agencies to consider environmental consequences of projects for which they have discretionary authority; and

WHEREAS, a programmatic Draft Environmental Impact Report ("DEIR") and Final Environmental Impact Report ("FEIR", collectively, the "EIR") has been prepared for and by the City of Sunnyvale for the Lawrence Station Area Specific Plan Project ("the Project") pursuant to CEQA and the CEQA Guidelines; and

WHEREAS, the EIR addresses the environmental impacts of the Project, which is further described in Section VI of Exhibit D attached hereto; and

WHEREAS, in conformance with CEQA, the City has issued notices, held public hearings, and taken other actions as described in Section III of Exhibit D attached hereto; and

WHEREAS, the EIR is incorporated by this reference in this Resolution, and consists of those documents referenced in Section III of Exhibit D attached hereto; and

WHEREAS, pursuant to CEQA Guidelines Section 15043 the City Council has the authority to approve this Project even though it may cause significant effects on the environment so long as the City Council makes a fully informed and publicly disclosed decision that there is no feasible way to lessen or avoid the significant impacts (CEQA Guideline Section 15091) and that there are specifically identified expected benefits from the project that outweigh the policy

of reducing or avoiding significant environmental impacts of the projects (CEQA Guidelines Section 15093); and

WHEREAS, Section 10910 of the Water Code and Section 15155 of the CEQA Guidelines require that a Water Supply Assessment (WSA) be prepared and approved for development projects of a certain size, which includes the Lawrence Station Area Specific Plan; and

WHEREAS, in November 2015, a Water Supply Assessment was prepared in connection with a proposed update to the City's Land Use and Transportation Element (LUTE), which includes an assessment of the available water supply for the City and multiple development projects and growth areas within the City including the Lawrence Station Specific Plan Area; and

WHEREAS, by motions adopted on November 14, 2016, the Sunnyvale Planning Commission recommended that the City Council certify the EIR, adopt the Lawrence Station Area Specific Plan, and make related amendments to the City's Zoning Code and General Plan; and

WHEREAS, a public hearing was held by the City Council on December 6, 2016, regarding the Project and the EIR, following notice duly and regularly given as required by law, and all interested persons expressing a desire to comment thereon or object thereto were heard, and the EIR was considered; and

WHEREAS, by this Resolution, the City Council, as the lead agency under CEQA for preparing the EIR and the entity responsible for approving the Project, desires to comply with the requirements of CEQA and the CEQA Guidelines for consideration, certification, and use of the EIR in connection with the approval of the Project.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE AS FOLLOWS:

1. CERTIFICATION OF EIR. The City Council hereby finds and certifies that the EIR has been completed in compliance with CEQA and the CEQA Guidelines; that the EIR adequately addresses the environmental issues of the Project; that the EIR was presented to the City Council; that the City Council has reviewed and considered the information contained in the EIR prior to approving the Project; and that the EIR reflects the independent judgment and analysis of the City Council.

2. MITIGATION MONITORING AND OVERRIDING CONSIDERATIONS. The City Council hereby identifies the significant effects, adopts the mitigation measures, adopts the monitoring Mitigation Monitoring and Reporting Plan to be implemented for each mitigation measure, makes the findings, and adopts a statement of overriding considerations set forth in detail in the attached Exhibit D, which is incorporated in this Resolution by this reference. The statements, findings and determinations set forth in Exhibit D attached hereto are based on the above certified EIR and other information available to the City Council, and are made in

compliance with Sections 15091, 15092, 15093, and 15096 of the CEQA Guidelines and Sections 21081 and 21081.6 of CEQA.

3. WATER SUPPLY ASSESSMENT. The City Council hereby finds that projected water supplies are sufficient to satisfy the demands of the Project in addition to existing and future uses. The City Council hereby approves the Water Supply Assessment (WSA) in compliance with Section 10910 of the Water Code and Section 15155 of the CEQA Guidelines, and adopts the WSA as a technical addendum to the Environmental Impact Report.

4. GENERAL PLAN AMENDMENT. Based on the foregoing findings, the City Council finds and determines that the General Plan Amendment constitutes a suitable and logical change in the plan for physical development of the City of Sunnyvale, and it is in the public interest to approve the General Plan Amendment, which is next described in more detail.

A. Figure 3-1: General Plan and Zoning Districts, is amended by adding a new General Plan Category entitled "LSAP – Lawrence Station Area Specific Plan" with a corresponding zoning category identified as "Lawrence Station Area Specific Plan (LSAP)" at the end of the text on page 3-8.

B. Appendix A, Implementation Plans, is amended by inserting "Lawrence Station Area Specific Plan" under "Specific/Precise Plans" on page A-3.

C. The General Plan Map is revised as depicted in Exhibit B to this Resolution to change the land use designations for the properties in the Lawrence Station Area Specific Plan area from M-S and M-S ITR to "Lawrence Station Area."

5. ADOPTION OF LAWRENCE STATION AREA SPECIFIC PLAN. Based on the foregoing findings, the City Council finds and determines that adoption of the Lawrence Station Area Specific Plan (LSAP) constitutes a suitable and logical change in the plan for the physical development of the City of Sunnyvale, and it is in the public interest to approve the LSAP. The City Council finds that the LSAP is consistent with the City's General Plan, and supports the City's long-term goals for the area. Based upon the LSAP's consistency with the General Plan, and subject to the implementation of the Mitigation Monitoring and Reporting Program as a condition of approval, the City Council approves and adopts the LSAP, with certain modifications recommended by staff. The City Council further adopts the Lawrence Station Area Plan Incentives and Development Cap Administrative Regulations, attached as Exhibit C. Copies of the LSAP are on file in the office of the City Clerk.

Adopted by the City Council at a regular meeting held on December 6, 2016, by the following vote:

AYES:	HENDRICKS, LARSSON, GRIFFITH, MARTIN-MILIUS, DAVIS, KLEIN
NOES:	NONE
ABSTAIN:	NONE
ABSENT:	MEYERING
RECUSAL:	NONE

ATTEST:

City Clerk
(SEAL)

APPROVED:

Mayor

APPROVED AS TO FORM:

Melissa C. Tronquet, Assistant City Attorney

Exhibits:

A. LSAP District Map
B. General Plan Map- LSAP
C. LSAP Incentives and Development Cap Administrative Regulations
D. LSAP EIR Impacts, Findings, Mitigation Measures, Mitigation Monitoring, and Statement of Overriding Considerations

EXHIBIT A

Figure 3.2: Land Use Plan

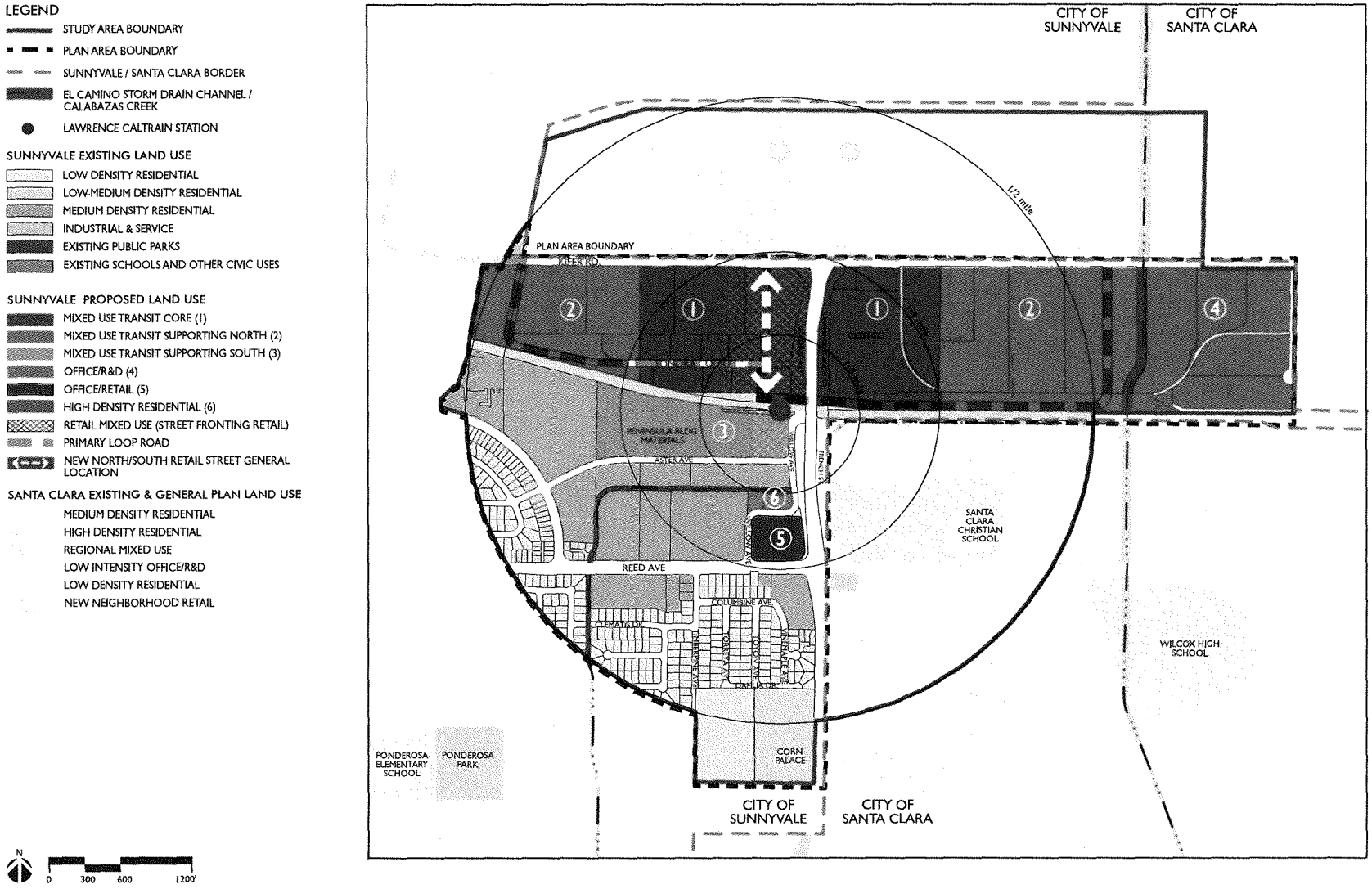
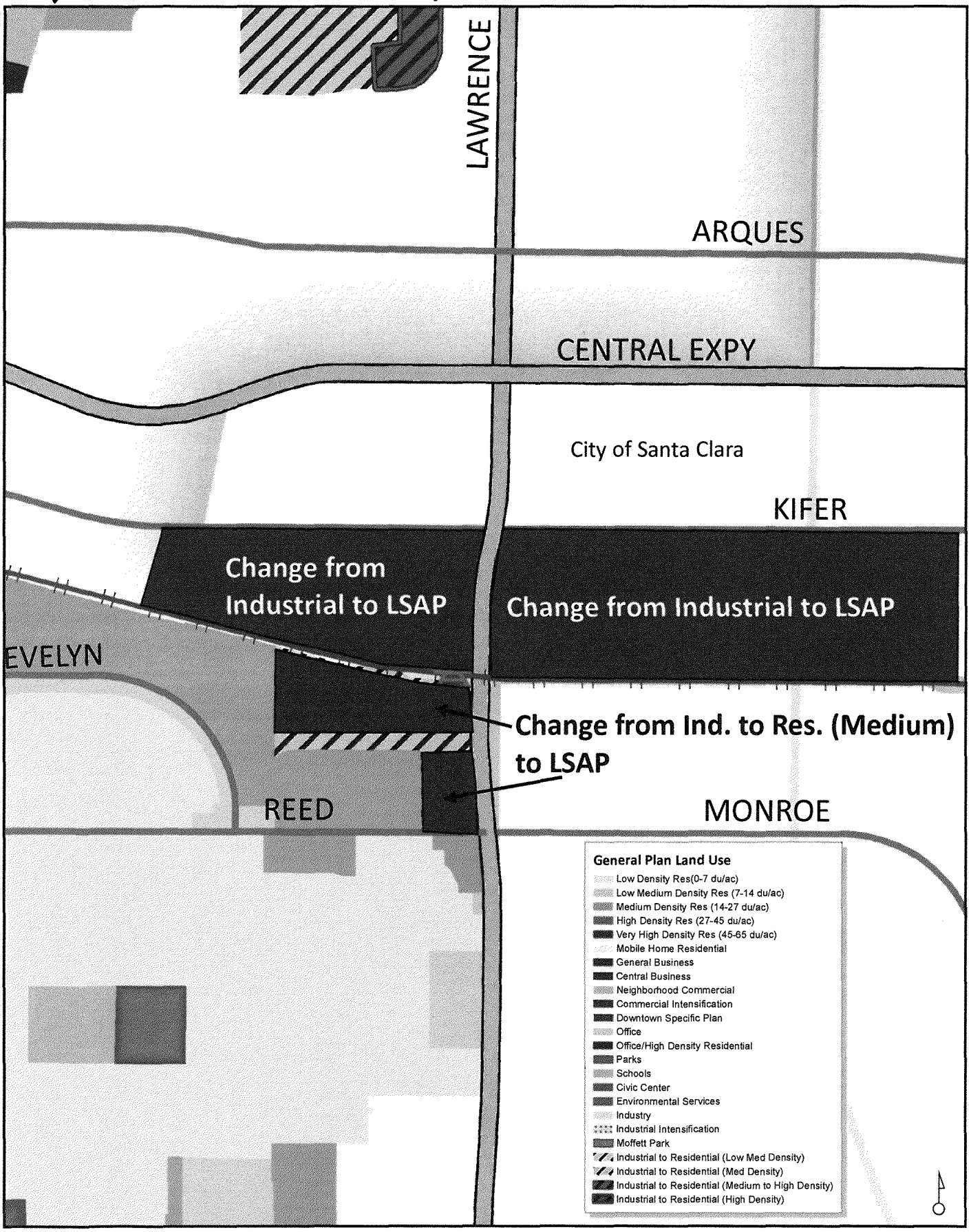


EXHIBIT B

City of Sunnyvale
General Plan Land Use Map

Lawrence Station Area Plan



Community Development Department, 2016

EXHIBIT C

LAWRENCE STATION AREA PLAN
DEVELOPMENT INCENTIVES AND DEVELOPMENT CAP
ADMINISTRATIVE REGULATIONS
December 6, 2016

A. Development Incentives Program

1. Definitions

(a) Loop road

The roadway built to the loop road dimensions connecting the station to Kifer Road.

- West of Lawrence Expressway: Along Kifer the loop road must provide a connection to Sonora Court and be located between the west end of the plan area and the terminus of Semiconductor Drive.
- East of Lawrence Expressway: The road must connect to Kifer Road at the terminus of Corvin Drive and extend to and follow the railroad tracks to the station.

(b) Bike/pedestrian Paths (land and improvements)

Alternative methods to access the plan area and station to allow easier and safer use by cyclists and pedestrians are an important aspect of the plan. To meet this requirement, at least one of the following items must be met:

- Provide easements, build-out the paths to plan standards, and make available to the general public in perpetuity along the entire length of at least one property line that provides access throughout the plan area.

(c) Streets (land and improvements)

Public street infrastructure to implement plan objectives, such as:

- Adding road diet improvements along Kifer Road;
- Improvements along Sonora Court;
- Adding bike lanes along public streets consistent with the plan;
- Adding other circulation easements.

(d) Streets (land only)

In areas where the road network will be added to over time, it will be necessary for development applicants to provide easements for future road improvements.

- Provide right-of-way easement for future public streets as required by the Plan;
- Amount of area required in order to meet incentive depends on need to provide the future roadway.

(e) Bus Transit (infrastructure and facilities)

This includes bus pull-out on private property and bus stop cover as approved by VTA.

(f) Regional Transit (infrastructure and facilities)

This includes transit pull-out on private property and bus stop cover as approved by VTA.

(g) Sustainable Elements (beyond code requirements)

Provide significant sustainable and green building elements into a project beyond the requirements and incentives of the City's green building program. To attain this incentive, a project cannot use green building elements for the green building program AND this incentive. Examples include:

- Zero-waste building
- Zero energy buildings

(h) Mixed Use

Since the entire station area is considered mixed-use, a project qualifies for this incentive if the following criteria are met:

- More than 20% of the building area is devoted to retail uses open to the public;
- More than 20% of the building area is devoted to other public service-type uses, such as a hotel, personal service-type offices, or medical clinics or offices for which the main purpose is to serve patients;
- Any use which includes at least 50% housing

(i) Open Space- Public

Public open space is an important element of the plan. Projects that include active or passive open space designed to allow the general public to congregate of recreate would meet this criteria as follows:

- Open space available to the public must exceed 20% of property (not including any right-of-way easements or dedications);
- Open space that exceeds the zoning requirement by 10% gets half credit.

(j) Parking Programs (shared, unbundled, etc.)

Projects within walking distance of a train station and other transit options should take advantage of the alternative transit possibilities, such as:

- Reduced parking
- Unbundled parking
- Shared parking for mixed-use

(k) Affordable Housing

See attached sheet on sliding scale.

2. Incentive Tables

(a) General Incentives

Incentive Type	Incentive Level	
	Residential Additional dwelling units per acre above minimum	**Office** Additional floor area ratio above base of 45% FAR
PRIMARY VALUES		
Road, bike/ped		
Loop road land and improvements	10.00	0.30
Bike/ped path improvements (beyond frontage dedication or easement)	7.00	0.20
Streets- land and improvements	7.00	0.20
Streets- land only	7.00	0.10
Max Allowed	17.00	0.40
Transit Related		
Bus transit (infrastructure and facilities)	3.00	0.10
Regional Transit- infrastructure and facilities (bus stops and transit facilities)	3.00	0.05
Max Allowed	3.00	0.10
Sustainable		
Sustainable elements (beyond those required by code or green building requirements)	3.00	0.05
Max Allowed	3	0.05
Mixed-use		
Mixed Use	3.00	0.20
Max Allowed	3.00	0.20

Open Space

Open space- publically accessible	10.00	0.25
Max Allowed	10.00	0.25

Parking

Shared parking	3.00	0.05
Unbundled residential parking	3.00	0.05
Max Allowed	6.00	0.10

Housing

Affordable Housing- See attached sheet	Varies	NA
Max Allowed	Varies	0.00
Total	**42.00**	**1.10**

SECONDARY VALUES		
Below grade parking	3.00	0.05
Structured parking	3.00	0.05
Open space- private amenities beyond code requirements	3.00	0.05
Child care facilities (serving area)	3.00	0.05
Retail within 1/8 mile of Caltrain station	3.00	0.05
Transportation Demand Management programs beyond requirements	3.00	0.05
Maximum Secondary Incentive Points Available	**18.00**	**0.30**

(b) Affordable Housing Incentives

		36 u/ac Area		24 u/ac bonus	
% Very Low Income Units	% Density Bonus	36 u/ac bonus	Total Unit Bonus 36 u/ac	24 u/ac bonus	Total Unit Bonus 24 u/ac
5	20				
6	22.5				
7	25				
8	27.5				
9	30				
10	32.5				
11	35				
12	**37.5**	**13**	**49**	**9**	**33**
13	**40**	**14**	**50**	**10**	**34**
14	**42.5**	**15**	**51**	**10**	**34**
15	**45**	**16**	**52**	**11**	**35**
16	**47.5**	**17**	**53**	**11**	**35**
17	**50**	**18**	**54**	**12**	**36**

DEVELOPMENT CAP:

Development in the LSAP District shall be subject to a total density limit on each use type in a zoning district, which shall be adopted, periodically reviewed, and amended from time to time by resolution of the City Council, to ensure a balance of use types as development occurs in the LSAP District. The phase one development cap adopted for the LSAP plan area effective December 6, 2016 is:

Office/R&D: 650,000 net new square feet
Residential: 1,160 new units

As development progresses within the LSAP area, Staff will return to Council as development or projected development approaches these caps for review of actual use types and recommendations for amending and increasing the caps to ensure an appropriate balance of uses.

EXHIBIT D

LAWRENCE STATION AREA PLAN
SIGNIFICANT ENVIRONMENTAL IMPACTS, FINDINGS OF FACT, MITIGATION MEASURES, MONITORING PROGRAM, AND STATEMENT OF OVERRIDING CONSIDERATIONS

I. INTRODUCTION

The Draft Environmental Impact Report (EIR) prepared by the City of Sunnyvale (City) for the Lawrence Station Area Plan (LSAP; Project) identified several significant environmental impacts that would occur from Project implementation. Most of these significant impacts can be avoided through the adoption of feasible mitigation measures. Others cannot be avoided by the adoption of such measures or feasible environmentally superior alternatives. However, these significant impacts are outweighed by the overriding considerations, as further described herein.

The Lawrence Station Area Plan EIR is a "Program EIR," as defined by the California Environmental Quality Act (CEQA) Guidelines Section 15168. The program-level analysis in the Draft EIR considered the broad environmental effects of the proposed project. The EIR will be used to evaluate subsequent projects (public and private) under the proposed LSAP consistent with CEQA and the CEQA Guidelines. When individual projects or activities under the LSAP are proposed, the City would be required to examine the projects or activities to determine whether their effects were adequately analyzed in this EIR as provided under CEQA Guidelines Sections 15168 and 15183.

II. PURPOSE OF THE FINDINGS

CEQA and the State CEQA Guidelines (Guidelines) provide that no public agency shall approve or carry out a project for which an environmental impact report (EIR) has been certified which identifies one or more significant effects on the environment that will occur if a project is approved or carried out, unless the public agency makes one or more of the following findings (California Public Resources Code Section 21081; 14 California Code of Regulations Section 15091[a]):

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the final EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

The purpose of these findings is to satisfy the requirement of Public Resources Code Section 21000, et seq., and Sections 15091, 15092, 15093 and 15097 of the CEQA Guidelines, 14 Cal. Code Regs. Sections 15000, et seq., associated with approval of the Project. These findings provide the written analysis and conclusions of the City Council regarding the Project. They are divided into general sections, each of which is further divided into subsections. Each addresses a particular impact topic and/or requirement of law.

III. THE CEQA PROCESS

CEQA requires state and local government agencies to consider the environmental consequences of projects for which they have discretionary authority. This document, which has been prepared in compliance with the requirements of CEQA and the CEQA Guidelines sets forth the findings of the City as the lead agency under CEQA regarding the Project.

As a first step in complying with the procedural requirements of CEQA, the City performed a public scoping process consistent with Section 15083 of the CEQA Guidelines. The public was provided an opportunity to comment on the scope of the EIR through a Notice of Preparation (NOP) released on August 9, 2013, which was distributed to federal, state, county, and City agencies, neighborhood groups, and owners and occupants in the Project vicinity. The City also held a public Scoping Hearing on August 28, 2013, and public comments were received until September 7, 2013 (CEQA Guidelines Section 15082). The scoping process assisted the City in determining if any aspect of the proposed Project may cause a significant effect on the environment and, based on that determination, to narrow the focus (or scope) of the subsequent environmental analysis contained in the EIR for the Project.

The EIR for the Project consists of the following:

A. Draft EIR, issued May 20, 2016;

B. All appendices to the Draft EIR;

C. Final EIR, issued August 2016, containing all written comments and responses on the Draft EIR, refinements and clarifications to the Draft EIR, the mitigation monitoring and reporting program, and technical appendices; and

D. All of the comments and staff responses entered into the record orally and in writing, as well as accompanying technical memoranda or evidence entered into the record.

The Final EIR did not provide any significant new information regarding Project or cumulative impacts or mitigation measures beyond that contained in the Draft EIR. The City therefore properly decided not to recirculate the Final EIR for additional public review.

In conformance with CEQA, the City has taken the following actions in relation to the EIR:

E. On November 14, 2016, the Planning Commission conducted a duly and properly noticed public hearing on the Project and the EIR, and recommended that the City Council certify the EIR and approve the Project.

F. On December 6, 2016, at a duly and properly noticed public hearing, the City Council certified the EIR and adopted findings, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations related to the Project.

IV. FINDINGS ARE DETERMINATIVE

Pursuant to Title 14, California Code of Regulations, Section 15090, the City Council hereby certifies that:

A. the Final EIR for Project has been completed in compliance with the California Environmental Quality Act, Public Resources Code (PRC) Section 21000 et seq. (CEQA) and the State CEQA Guidelines (14 Cal. Code of Regulations, Sections 15000 et seq.);

B. the Final EIR was presented to and reviewed by the City; and

C. the City has reviewed and considered the information contained in the Final EIR prior to approving the proposed Project, as set forth below.

In so certifying, the City Council recognizes that there may be differences in and among the different sources of information and opinions offered in the documents and testimony that make up the Final EIR and the administrative record; that experts disagree; and that the City Council must base its decision and these findings on the substantial evidence in the record that it finds most compelling. Therefore, by these findings, the City Council ratifies, clarifies, and/or makes non-substantive modifications to the EIR and resolves that these findings shall control and are determinative of the significant impacts of the Project. The City hereby finds that the Final EIR reflects the independent judgment and analysis of the City and approves the Final EIR.

The mitigation measures proposed in the EIR are adopted in this document, substantially in the form proposed in the EIR, with such clarifications and non-substantive modifications as the City Council has deemed appropriate to implement the mitigation measures. Further, the mitigation measures adopted in this document are expressly incorporated into the Project pursuant to the adopted Lawrence Station Area Plan.

The findings and determinations in this document are to be considered as an integrated whole and, whether or not any subdivision of this document cross-references or incorporates by reference any other subdivision of this document, that any finding or determination required or permitted to be made shall be deemed made if it appears in any portion of this document. All of the text included in this document constitutes findings and determinations, whether or not any particular caption sentence or clause includes a statement to that effect.

Each finding herein is based on the entire record. The omission of any relevant fact from the summary discussions below is not an indication that a particular finding is not based in part on the omitted fact.

Many of the mitigation measures imposed or adopted pursuant to this document to mitigate the environmental impacts identified in the administrative record may have the effect of mitigating multiple impacts (e.g., measures imposed primarily to mitigate traffic impacts may also secondarily mitigate air quality impacts, etc.). The City Council has not attempted to exhaustively cross-reference all potential impacts mitigated by the imposition of a particular mitigation measure; however, such failure to cross-reference shall not be construed as a limitation on the potential scope or effect of any such mitigation measure.

Reference numbers to impacts and mitigation measures in the following sections are to the numbers used in the Draft EIR, as specified.

V. PROJECT OBJECTIVES

Pursuant to CEQA Guidelines Section 15124, the EIR must identify the objectives sought by the proposed Project. The City of Sunnyvale has established "Vision" goals below that are the basis of the LSAP and are the project objectives for purposes of the EIR:

- Promote a diversity of land uses and densities that will support transit usage and neighborhood services.
- Locate highest intensity development closest to Lawrence Station.
- Improve connectively for all modes of travel.
- Ensure the area has a character that is unique to its location while being compatible with the overall character of Sunnyvale and sensitive to existing environmental assets.
- Create a strong sense of place and community identity with the development of a vibrant neighborhood center.
- Allow the area to redevelop over time through a flexible system that is responsive to the goals, schedule, and needs of individual business and property owners, developers, and residents.
- Redevelop the area in a manner that is environmentally, economically, and socially sustainable.

A. Project Location

The LSAP is located in the east-central part of the City of Sunnyvale in Santa Clara County, adjacent to the City of Santa Clara (Draft EIR Figures 2.0-1 and 2.0-2). The Lawrence Caltrain Station is located at 137 San Zeno Way, directly below the Lawrence Expressway overpass. U.S. 101 to the north and Interstate 280 to the south provide regional access to the plan area, and a network of major streets (Kifer Road, E. Evelyn Avenue, and Reed Avenue/Monroe Street) provides local access.

B. Project Area Characteristics

The plan area is generally bisected in a north-south direction by Lawrence Expressway, and by the Caltrain tracks in the east-west direction. It contains a combination of residential and non-residential uses. The area north of the Caltrain tracks is dominated by industrial and commercial uses on large parcels. Many of these date from the early years of Silicon Valley growth and consist of one-story structures. East of Lawrence Expressway, more recent development includes new office and research and development (R&D) uses. Major existing uses in the plan area north of the Caltrain tracks include Intuitive Surgical, along with auto-oriented retail such as Costco. Parking is typically in large surface lots. Roadways are wide, and pedestrian and bicycle facilities are generally lacking. South of the Caltrain tracks, the plan area is primarily low-density neighborhoods consisting of single-family detached homes and areas of multi-family apartments and condominiums. There is some limited local-serving retail.

The plan area contains few distinguishing natural physical characteristics and is generally flat, with elevation relief provided only by the overpass of Lawrence Expressway at the Caltrain tracks. Calabazas Creek flows south-to-north to the San Francisco Bay in a concrete channel along the eastern edge of the plan area. It has little to no vegetation within its approximately 65-foot right-of-way. The El Camino Storm Drain Channel traverses through the residential neighborhoods south of the station and along the south edge of the rail tracks before draining into Calabazas Creek. This channel, although mostly concrete, has stretches of grass and earthen banks along its 40- to 45-foot right-of-way. There are no public parks or open space and very little natural vegetation in the plan area. However, the streets and gardens of the existing residential areas and some of the non-residential areas contain mature planted street trees and ornamental plantings, including a stand of redwoods along Sonora Court one block north of the station.

C. Project Characteristics and Components

The purpose of the LSAP is to establish a framework for the future development of the Lawrence Caltrain Station area in order to improve the relationship between transit availability and land use for the long-term development of an economically, environmentally, and socially vibrant mixed-use district in Sunnyvale.

The LSAP includes goals, policies, and urban design guidelines that will help guide development and buildout of the plan area. Implementation of the Project is expected to occur over a 20-year (2035) planning horizon through construction of both private developments and public improvements. The LSAP provides the basis for the City's consideration of all subsequent discretionary and ministerial project approvals and entitlements. The LSAP, in conjunction with the City's Zoning Code and other relevant requirements, will govern the design of individual projects in the plan area. To move forward with a particular project that implements the LSAP, the City will require full compliance with LSAP policies and design guidelines; EIR mitigation measures; applicable chapters of the Municipal Code; and other City standards, policies, and regulations. Processing of individual development applications will be subject to review and approval by the City. Subsequent project applications may require environmental review that would tier off the program EIR.

The LSAP land use plan is built around a flexible mixed-use concept. Mixed-use refers to the practice of allowing different types of land uses within easy walking distance of each other. Such uses can be combined vertically, within the same building, or horizontally within different buildings but on the same block. Flexibility would allow properties north of Lawrence Station and the Peninsula Building Materials property just south of the station to have the option to develop a variety of uses such as office/research and development (R&D) or residential, depending on market demand and landowner preferences.

The LSAP would establish new General Plan land use categories for the plan area and would retain existing ones. Several of the categories are existing land use designations already in use by the City of Sunnyvale in the existing neighborhoods within the plan area. Others are existing land use designations available in the City of Sunnyvale General Plan and Zoning Code, but not previously applied in the plan area. These areas would require a change of zoning in order to be compliant with the LSAP. Others are new land use categories that do not currently exist in the Sunnyvale General Plan and Zoning Code.

Approximately 200 acres (63 percent) of the plan area would require a change in land use designation or rezoning in order to allow and encourage development in conformance with LSAP goals and policies. The greatest change would be associated with the change in land use designations and zoning for parcels currently designated Industrial and Service (i.e., areas north of the Caltrain tracks and the Calstone/Peninsula Building Materials site) to new land use designations and zoning for Mixed Use totaling approximately 142 acres. This would allow for high-density residential development in industrial-zoned areas where residential uses are not allowed under current zoning. Current zoning provides, generally, for a floor area ratio (FAR) of 0.35. The LSAP proposes increases ranging from 0.5 FAR to 1.5 FAR, depending on the location.

PROPOSED LSAP LAND USE DESIGNATIONS AND ZONING

Proposed LSAP Land Use Designation	Acres	Proposed Zoning District	Existing or New Proposed Land Use/Zoning Designation or Redesignation
Residential			
Low Density Residential	**50.7**	**No change**	**Existing (no change in acreage, land use, or density**
Low Medium Density Residential	**16.8**	**No change**	**Existing, plus add one property along Aster Avenue currently designated Industrial to Residential**
Medium Density Residential	**48.6**	**No change**	**Existing (no change in acreage, land use, or density)**
High Density Residential	**1.3**	**R-5 – High Density Residential**	**Add two properties along Willow currently designated auto-oriented retail**
Mixed-Use			
Mixed-Use Transit Core	**60.5**	**LSAP MXD I - Flexible Mixed-Use**	**New designation (change from Industrial and Service)**
Mixed-Use Transit Supporting North	**64.6**	**LSAP MXD II - Flexible Mixed-Use II**	**New designation (change from Industrial and Service)**
Mixed-Use Transit Supporting South	**17.1**	**LSAP MXD III - Flexible Mixed Use III**	**New designation (change from General Industrial/Industrial to Residential)**
Office/R&D/Retail			
Office/R&D – Single Use	**34.8**	**M-S – Industrial and Service (no change)**	**Existing zoning (M-S) east of Calabazas Creek remains unchanged, only land use designation changed**
Office/Retail	**3.8**	**C-1/O – Neighborhood Commercial with Office combinin**	**Add designation to properties at Lawrence Expressway and redesignate**

Proposed LSAP Land Use Designation	Acres	Proposed Zoning District	Existing or New Proposed Land Use/Zoning Designation or Redesignation
		g district	**office at corner of Lawrence Expressway to Mixed Use**
Other			
Drainage channels/Calabazas Creek	**4.5**	**No change**	**Existing (no change)**
Railroads/Utility	**16.2**	**No change**	**Existing (no change)**
Total Without Roads	**319**		

The LSAP incorporates a "complete streets" approach for circulation planning to accommodate all travel modes so that driving is an option, but not a necessity. Complete streets are designed and operated to enable safe and convenient access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. The LSAP addresses both the mobility and parking needs of existing uses while accommodating future development planned for the area. The circulation framework plan includes existing streets as well as new major and minor streets that would be strategically located to allow multi-modal mobility throughout the plan area. The LSAP also identifies pedestrian and bicycle facilities improvements. Parking would be accommodated in the plan area on a shared parking concept basis. The shared parking requirements would maximize the LSAP's mixed use plans by allowing for maximizing utilization of parking supply. As part of the development incentive program in the LSAP, new development in the plan area would be required to implement a Transportation Demand Management (TDM) program with robust monitoring measures.

Project actions may include the following:

- Certification of the EIR, which includes review of the actions listed below.
- Adoption of the LSAP.
- General Plan amendments consisting of revisions to text, graphics, and figures related to land use, including the adopted General Plan to identify the LSAP as the land use policy for the plan area.
- Zoning Code amendments consisting of revisions to text, graphics, and figures related to zoning, including the Zoning Map to reflect the land uses set forth in the LSAP.

VI. IMPACTS, MITIGATION MEASURES, AND FINDINGS

In conformance with Section 15091 of the State CEQA Guidelines, this section of the findings lists each significant environmental impact of the Project listed in the Final EIR; describes those mitigation measures recommended in the EIR; and, as required by Section 15091(a), finds that either: the adopted mitigation measures have substantially lessened the significant impact; the adopted mitigation measures, though implemented, do not substantially lessen the significant impact; the mitigation measures cannot be adopted and implemented because they are the responsibility of another public agency; or that specific considerations make infeasible the mitigation measures identified in the EIR. Project impacts that are determined to be less than significant and do not require mitigation are not included in the list below.

All feasible mitigation measures listed below have been incorporated into the Mitigation Monitoring and Reporting Program (MMRP) which sets forth specific monitoring actions, timing requirements and monitoring/verification entities for each mitigation measure adopted herein. The MMRP is adopted with the Project, and the implementation of the Project will incorporate all conditions contained in the MMRP for as long as the Lawrence Station Area Plan is adopted by the City.

A. Air Quality

Impact

Impact 3.5.3 The proposed project could result in short-term construction emissions that could violate or substantially contribute to a violation of federal and state standards.

Mitigation

MM 3.5.3a Prior to the issuance of grading or building permits, the City of Sunnyvale shall ensure that the Bay Area Air Quality Management District's (BAAQMD) basic construction mitigation measures from Table 8-1 of the BAAQMD 2011 CEQA Air Quality Guidelines (or subsequent updates) are noted on the construction documents. These basic construction mitigation measures include the following:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).

5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

6. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

7. A publicly visible sign shall be posted with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

MM3.5.3b In the cases where construction projects are projected to exceed the Bay Area Air Quality Management District's (BAAQMD) air pollutant significance thresholds for NOx, PM10, and/or PM2.5, all off-road diesel-fueled equipment (e.g., rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, and tractors) shall be at least California Air Resources Board (CARB) Tier 3 Certified or better.

Finding

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Explanation/Facts Supporting the Finding: Quantifying the air quality pollutant emissions from future, short-term, temporary construction activities under the LSAP is not possible due to project-level variability and uncertainties related to future individual projects in terms of detailed site plans, construction schedules, equipment requirements, etc., which are not currently available because a specific project has not been proposed. Construction of individual projects could result in emissions exceeding BAAQMD significance threshold. All development projects in the SFBAAB are subject to BAAQMD rules and regulations adopted to reduce air pollutant emissions. Projects estimated to exceed BAAQMD significance thresholds are required to implement mitigation measures in order to reduce air pollutant emissions as much as feasible. Implementation of mitigation measures MM 3.5.3a and MM 3.5.3b would reduce construction emissions for individual projects. However, the extent of construction that may occur at any specific period of time to determine whether the above mitigation measures would fully mitigate this temporary impact below BAAQMD thresholds for a specific project cannot be determined at a programmatic level. Given this uncertainty, the impact would remain significant and unavoidable (Draft EIR p.3.5-26 – 3.5-28).

Impact

Impact 3.5.5 The proposed project could result in increased exposure of existing or planned sensitive land uses to construction-source toxic air contaminant (TAC) emissions.

Mitigation

MM 3.5.5 In the case when a subsequent project's construction spans greater than five acres and is scheduled to last more than two years, the subsequent project shall be required to prepare a site-specific construction pollutant mitigation plan in consultation with the Bay Area Air Quality Management District (BAAQMD) staff prior to the issuance of grading permits. A project-specific construction-related dispersion modeling acceptable to BAAQMD shall be used to identify potential toxic air contaminant impacts, including diesel particulate matter. If BAAQMD risk thresholds (i.e., probability of contracting cancer is greater than 10 in 1 million) would be exceeded, mitigation measures shall be identified in the construction pollutant mitigation plan to address potential impacts, and shall be based on site-specific information such as the distance to the nearest sensitive receptors, project site plan details, and construction schedule. The City shall ensure construction contracts include all identified measures and that the measures reduce the health risk below BAAQMD risk thresholds. Construction pollutant mitigation plan measures shall include, but not be limited to:

1) Limiting the amount of acreage to be graded in a single day,

2) Restricting intensive equipment usage and intensive ground disturbance to hours outside of normal preschool hours,

3) Notification of affected sensitive receptors one week prior to commencing on-site construction so that any necessary precautions (such as rescheduling or relocation of outdoor activities) can be implemented. The written notification shall include the name and telephone number of the individual empowered to manage construction of the project. In the event that complaints are received, the individual empowered to manage construction shall respond to the complaint within 24 hours. The response shall include identification of measures being taken by the project construction contractor to reduce construction-related air pollutants. Such a measure may include the relocation of equipment.

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to toxic air contaminant (TAC) emissions.

Explanation/Facts Supporting the Finding: Implementation of future projects under the LSAP would result in construction activities that would generate diesel particulate matter (PM) emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities. In the case of most construction projects expected under the LSAP, duration would be short-term, lasting less than one year. According to the BAAQMD, construction-generated diesel PM emissions contribute to negative health impacts when construction is extended over lengthy periods of time. The use of diesel-powered construction equipment during construction activities would be temporary and episodic and would occur over several locations isolated from one another. Mitigation measures MM 3.5.3a and 3.5.3b would substantially lessen sources of construction emissions. However, if construction were to occur over a longer period of time or involve more than 5 acres of earthwork, implementation of mitigation measure MM 3.5.5 would ensure that a site-specific plan developed in consultation of the BAAQMD would be implemented to reduce emissions to risk to a level below BAAQMD thresholds. This would reduce the impact to less than significant (Draft EIR pp.3.5-30 – 3.5-32).

Impact

Impact 3.5.6 The proposed project could result in the development of housing units (sensitive land uses) near stationary or mobile source TACs.

Mitigation

MM 3.5.6 The following measures shall be utilized in site planning and building designs to reduce TAC and $PM_{2.5}$ exposure where new receptors are located within 1,000 feet of emission sources:

- Future development with the LSAP that includes sensitive receptors (such as residences, schools, hospitals, daycare centers, or retirement homes) located within 1,000 feet from Caltrain and/or stationary sources shall require site-specific analysis to determine the level of health risk. This analysis shall be conducted following procedures outlined by BAAQMD. If the site-specific analysis reveals significant exposures from all sources (i.e., health risk in terms of excess cancer risk greater than 100 in one million, acute or chronic hazards with a hazard Index greater than 10, or annual $PM_{2.5}$ exposures greater than 0.8 $\mu g/m^3$) measures shall be employed to reduce the risk to below the threshold (e.g., electrostatic filtering systems or equivalent systems and location of vents away from TAC sources). If this is not possible, the sensitive receptors shall be relocated.
- Future nonresidential developments projected to generate more than 100 heavy-duty trucks daily will be evaluated through the CEQA process or BAAQMD permit process to ensure they do not

cause a significant health risk in terms of excess cancer risk greater than 10 in one million, acute or chronic hazards with a hazard index greater than 1.0, or annual $PM_{2.5}$ exposures greater than 0.3 $\mu g/m^3$.

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to toxic air contaminant (TAC) emissions.

Explanation/Facts Supporting the Finding: Mobile sources, such as freeways and diesel locomotive trains are sources of diesel PM, which CARB has listed as a TAC. The primary mobile source affecting the plan area is the Caltrain corridor. Per BAAQMD guidance, all other sources within 1,000 feet of a proposed sensitive receptor need to be identified and analyzed. While there are no freeways within 1,000 feet of the plan area, the plan area is bisected by the Caltrain tracks, and there are stationary sources as well, which are both sources of TAC emissions that could affect new sensitive receptors in the plan area. Implementation of mitigation measure MM 3.5.6 requires that if a site-specific health risk analysis indicates BAAQMD risk thresholds could be exceeded, the proposed development project must incorporate physical design features to reduce risks or the project is designed so that the sensitive receptors are located where risks would not be exceeded. This would reduce the impact to less than significant (Draft EIR pp. 3.5-32 – 3.5.41).

Impact

Impact 3.5.8 The proposed project, in combination with cumulative development in the SFAAB, could result in a cumulatively considerable net increase of criteria air pollutants for which the air basin is designated nonattainment.

Mitigation

Implement mitigation measures MM 3.5.3a and MM 3.5.3b.

Finding

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Explanation/Facts Supporting the Finding: All development projects in the SFBAAB are subject to BAAQMD rules and regulations adopted to reduce air pollutant emissions. Projects estimated to exceed BAAQMD significance thresholds are required to implement mitigation measures in order to reduce air pollutant emissions as much as feasible. According to the BAAQMD, no

single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. In developing thresholds of significance for air pollutants, the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. Because the proposed project could exceed its identified significance thresholds, the project would be cumulatively considerable. Even with implementation of mitigation measures MM 3.5.3a and MM 3.5.3b and adherence to BAAQMD rules to reduce emissions, it cannot be guaranteed that construction of subsequent projects under the LSAP would generate air pollutant emissions below BAAQMD significance. The cumulative impact would remain significant and unavoidable (Draft EIR p. 3.5-42).

B. Biological Resources

Impact

Impact 3.9.1 Construction of projects developed under the LSAP in the Southern Residential subarea (Corn Palace parcel) could result in substantial adverse effects, either directly or indirectly or through habitat modifications, on special-status burrowing owl.

Mitigation

MM 3.9.1 If clearing and construction activities will occur during the nesting period for burrowing owls (February 1–August 31) on the vacant portion of the Corn Palace property, a qualified biologist shall conduct focused surveys for burrowing owls on and adjacent to the project site. Surveys shall be conducted in accordance with the CDFW's Staff Report on Burrowing Owl Mitigation, published March 7, 2012. Surveys shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season.

If no burrowing owls are detected, no further mitigation is required. If active burrowing owls are detected, the project proponent will implement the avoidance, minimization, and mitigation methodologies outlined in the CDFW's Staff Report prior to initiating project-related activities that may impact burrowing owls.

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to burrowing owl.

Explanation/Facts Supporting the Finding: Future development of the Corn Palace parcel for residential uses may result in the loss of burrowing owls through destruction of active nesting sites and/or incidental burial of adults, young, and eggs, should they become established on-

site. This potentially significant impact would be reduced to a less than significant level through mitigation measure MM 3.9.1, which requires pre-construction surveys for burrowing owl and protective measures if burrowing owls are found (Draft EIR pp. 3.9-14 – 3.9.15).

Impact

Impact 3.9.2 Construction of subsequent projects developed under the LSAP would result in substantial adverse effects, either directly or through habitat modifications, to special-status bats.

Mitigation Measure

MM 3.9.2 Prior to the removal of trees or the demolition of buildings, a bat survey shall be performed by a qualified biologist no more than 3 days prior to the start of construction activities. If bat roosts are identified, the City shall require that the bats be safely flushed from the sites where roosting habitat is planned to be removed. If maternity roosts are identified during the maternity roosting season (typically May to September), they must remain undisturbed until a qualified biologist has determined the young bats are no longer roosting. If roosting is found to occur on-site, replacement roost habitat (e.g., bat boxes) shall be provided to offset roosting sites removed. If no bat roosts are detected, no further action is required if the trees and buildings are removed prior to the next breeding season.

If a female or maternity colony of bats is found on the project site, and the project can be constructed without the elimination or disturbance of the roosting colony (e.g., if the colony roosts in a large oak tree not planned for removal), a qualified biologist shall determine what buffer zones shall be employed to ensure the continued success of the colony. Such buffer zones may include a construction-free barrier of 200 feet from the roost and/or the timing of the construction activities outside of the maternity roost season (after July 31 and before March 1).

If an active nursery roost is documented on-site and the project cannot be conducted outside of the maternity roosting season, bats shall be excluded from the site after July 31 and before March 1 to prevent the formation of maternity colonies. Nonbreeding bats shall be safely evicted under the direction of a bat specialist.

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to special-status bats.

Explanation/Facts Supporting the Finding: Potential maternity and night-roosting sites occur in snags, under bark, and in human structures in the plan area. Demolition or renovation of existing structures or tree removal for individual projects that could be constructed in the LSAP plan area could result in removal of maternity roost sites, which may cause direct mortality of numerous bats. Noise and dust from construction could indirectly impact bat species during construction. This potentially significant impact would be reduced to a less than significant level through implementation of mitigation measure MM 3.9.2, which requires pre-construction surveys for bats and protective measures if bats are found (Draft EIR pp. 3.9-15 – 3.9.16).

Impact

Impact 3.9.3 Construction of subsequent projects allowed under the LSAP could result in direct disturbance of nesting raptors and other migratory birds.

Mitigation Measure

MM 3.9.3 All construction and clearing activities shall be conducted outside of the avian nesting season (January 15–August 31), when feasible. If clearing and/or construction activities occur during the nesting season, preconstruction surveys for nesting raptors, special-status resident birds, and other migratory birds protected by the Migratory Bird Treaty Act shall be conducted by a qualified biologist, up to 3 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds.

If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest). Alternative exclusion zones may be established through consultation with the CDFW and the USFWS, as necessary. The City shall be notified if altered exclusion zones widths are authorized by these agencies prior to the initiation of work. The exclusion zones shall remain in force until all young have fledged.

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impacts on nesting raptors and other migratory birds.

Explanation/Facts Supporting the Finding: The LSAP contains several guidelines intended to protect trees, but recognizes that some trees may need to be removed to accommodate new projects. If construction occurs during the nesting season and trees are removed or substantially pruned, this could result in direct impacts on nesting birds and raptors should they be present. In addition, noise and other human activity may result in nest abandonment if nesting birds are

present within 200 feet (500 feet for raptors) of a work site. This potentially significant impact would be reduced to a less than significant level through implementation of mitigation measure MM 3.9.3, which requires pre-construction surveys for nesting birds and raptors and protective measures if nesting birds or raptors are found (Draft EIR pp. 3.9-16 – 3.9.17).

C. Cultural Resources

Impact

Impact 3.10.2 Construction of subsequent projects developed under the LSAP would indirectly result in the potential disturbance of undiscovered cultural resources (i.e., prehistoric sites, isolated artifacts and features) and unrecorded human remains.

Mitigation Measure

MM 3.10.2 All subsequent projects within the LSAP plan area shall be required to include information on the improvement plans that if, during the course of grading or construction cultural resources (i.e., prehistoric or historic sites) are discovered, work will stop in that area and within 100 feet of the find until a qualified archaeologist can access the significance of the find and, if necessary, develop appropriate treatment measures as part of a treatment plan in consultation with the City and all other appropriate agencies. The treatment plan shall include measures to document and protect the discovered resource. Consistent with CEQA Guidelines Section 15126.4 (b)(3), preservation in place will be the preferred method of mitigating impacts to the discovered resource. Pursuant to Government Code Section 6254.10, information on the discovered resource shall be confidential.

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to undiscovered cultural resources.

Explanation/Facts Supporting the Finding: The proposed LSAP would not directly affect archaeological resources or human remains, implementation of the LSAP would allow new development, redevelopment, and infrastructure improvements that could involve subsurface disturbance for installation of foundations, utilities, or subterranean building features. These subsequent actions have the potential to impact undiscovered cultural resources and unrecorded human remains. If human remains are discovered, they would be managed in accordance with Health and Safety Code Section 7050.5(b). The potentially significant impact on archaeological resources would be reduced to a less than significant level through implementation of mitigation measure MM 3.10.2, which requires that work stop in the event

cultural resources are discovered, evaluation of the find, and appropriate treatment pursuant to federal and state laws and regulations pertaining to mitigation for cultural resources (Draft EIR p. 3.10.-10).

D. Geology, Soils, and Paleontological Resources

Impact

Impact 3.7.4 Construction of subsequent projects developed under the LSAP could affect paleontological resources.

Mitigation Measure

MM 3.7.4 All subsequent projects within the LSAP plan area shall be required to include information on the improvement plans that if, during the course of grading or construction fossils are discovered, work shall be halted immediately within 50 feet of the discovery, the Sunnyvale Community Development Department shall be notified, and the significance of the find and recommended actions must be determined by a qualified paleontologist. In addition, prior to the commencement of project site preparation, all construction personnel shall be informed of the potential to discover fossils and the procedures to follow.

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to paleontological resources.

Explanation/Facts Supporting the Finding: The underlying geology of the plan area consists of basin and alluvial deposits that have the potential to contain fossils, based on previously reported finds in similar materials in other locations in the Bay Area. New development and redevelopment activities in the plan area could involve the installation of footings and foundations and/or excavations. Because the plan area is developed, it is likely that a substantial amount of ground disturbance and placement of fill has altered the subsurface soils and underlying geologic materials at varying depths. However, if a large area were excavated to depths greater than 10 feet, it is possible the excavation could be within Holocene-age deposits or older Pleistocene alluvial materials, which could contain fossils. The inadvertent damage or destruction during excavation and grading activities at construction sites could further reduce this finite resource base. The potentially significant impact on paleontological resources would be reduced to a less than significant level through implementation of mitigation measure MM 3.7.4, which requires that work stop in the event fossils are discovered, evaluation of the find, and appropriate treatment (Draft EIR p. 3.7-11).

E. Hazards and Hazardous Materials

Impact

Impact 3.3.3 Subsequent projects developed under the LSAP could encounter contaminated soil, soil vapors, or groundwater, which may pose a human health or environmental risk.

Mitigation

MM 3.3.3 The City shall require a Phase I Environmental Site Assessment (ESA) prepared and submitted with any application for new development or redevelopment in any LSAP subarea north of the Caltrain tracks, the Peninsula subarea, the Lawrence/Reed/Willow subarea, or the Corn Palace property. The Phase I ESA shall be prepared by a qualified professional registered in California and in accordance with ASTM E1527-13 (or the most current version at the time a development application is submitted for the project).

If determined necessary by the Phase I ESA, a Phase II ESA shall be conducted to determine the lateral and vertical extent of soil, groundwater, and/or soil vapor contamination, as recommended by the Phase I ESA.

The City shall not issue a building permit for a site where contamination has been identified until remediation or effective site management controls appropriate for the use of the site have been completed consistent with applicable regulations and to the satisfaction of the City of Sunnyvale, DTSC, or SFBRWQCB (as appropriate) prior to initiation of construction activities. Deed restrictions, if appropriate, shall be recorded.

If temporary dewatering is required during construction or if permanent dewatering is required for subterranean features, the City shall not issue an improvement permit or building permit until documentation has been provided to the City that the Water Pollution Control Permit has approved the discharge to the sewer. Discharge of any groundwater removed from a construction site in any LSAP subarea north of the Caltrain tracks, the Peninsula subarea, the Lawrence/Reed/Willow subarea, or the Corn Palace property to the El Camino Storm Drain Channel, Calabazas Creek, or storm drain shall be prohibited. The City shall ensure all plans and permits state this prohibition.

If the Phase I ESA determines there are no recognized environmental conditions (RECs), no further action is required. However, the City shall ensure any grading or improvement plan or building permit includes a statement if hazardous materials contamination is discovered or suspected during construction activities, all work shall stop immediately until a qualified professional has determined an appropriate course of action.

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to environmental contamination.

Explanation/Facts Supporting the Finding: Based on a hazardous materials sites database review, most of the known hazardous materials release sites in the plan area have been closed (i.e., remediated or managed in a way to minimize further hazards). However, not all potential development locations in the plan area have been evaluated. Construction workers and the public could be inadvertently exposed to hazardous materials if new development or redevelopment were located on a current or historical hazardous material site where ground disturbance could occur and if contaminants are present in underlying soil or groundwater. Installation of footings and foundations for buildings may require dewatering, either temporarily during construction, or permanently if there are subterranean building features, and contaminated groundwater could be encountered. Soil vapors with contaminants could enter subterranean features such as enclosed parking or basements, and soil vapors could also migrate into overlying occupied spaces, where they could pose in inhalation hazard. This potentially significant impact would be reduced to a less than significant level through implementation of mitigation measure MM 3.3.3, which requires that evaluations be prepared for specific locations and that no building permit be issued for a site where contamination has been identified until remediation or effective site management controls have been completed. This mitigation measure also establishes requirements for dewatering and actions to be taken in the event previously unknown contamination is encountered during construction (Draft EIR pp. 3.3-11 – 3.3-12).

Impact

Impact 3.3.5 Construction of subsequent projects developed under the LSAP could temporarily interfere with emergency response or evacuation plans.

Mitigation Measure

MM 3.3.5 Prior to issuance of a permit for a specific development project or prior to approving a City-initiated roadway improvement identified in the LSAP, the City shall determine whether project construction activities have the potential to affect traffic conditions on roadways as a result of construction of the development project or roadway improvement(s). If there is the potential the activities could impair or inhibit emergency response or evacuation, a Construction Traffic Control Plan shall be prepared for City review and approval. The plan shall include, but not be limited to, schedule of construction and anticipated methods of handling traffic for each phase of construction to ensure the safe flow of traffic and adequate emergency access, including maintaining an open lane for vehicle travel at all times. All traffic control measures shall conform to City of Sunnyvale, Santa Clara County, and/or Caltrans standards, as applicable. The City shall ensure final

approved plans for private development projects specify the requirement, as appropriate, to implement the construction traffic control plan.

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to interference with emergency response or evacuation plans.

Explanation/Facts Supporting the Finding: Construction activities for individual projects could temporarily affect operating conditions on these roadways from movement of heavy equipment, worker vehicle parking, and materials delivery and storage, depending on the locations. Connection of a development site to water, wastewater, and storm drain lines could involve work within the roadway itself. The LSAP also proposes roadway improvements along existing roadways. These activities may result in the need for temporary traffic lane closures or narrowing, which could affect emergency response or evacuation routes. This potentially significant impact would be reduced to a less than significant level through implementation of mitigation measure MM 3.3.5, which requires a Construction Traffic Control Plan be prepared for City review and approval if construction activities associated with a project developed under the LSAP could affect traffic conditions on local roadways (Draft EIR p. 3.3-13).

F. Hydrology and Water Quality

Impact

Impact 3.8.3 Subsequent projects developed under the LSAP could result in the exposure of additional people and/or structures to potential risks from flooding hazards.

Mitigation Measure

MM 3.8.3 Prior to approving a subsequent project in the LSAP at any location where fill is placed in the FEMA AO zone to elevate the ground surface above the base flood elevation, the project applicant shall submit a hydraulic analysis prepared by a California-registered professional engineer for City Engineer review and approval. The analysis shall, at a minimum, identify: (1) the specific locations where changes in water surface elevations due to fill encroachment could occur; and (2) drainage improvements that will be used to ensure placement of fill will not increase flood hazards in areas not previously subject to flooding during occurrence of the base flood discharge.

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to flooding hazards.

Explanation/Facts Supporting the Finding: There are some locations within the plan area that are within FEMA-designated 100-year flood hazard Zone AO, and future projects within Zone AO could be subject to 100-year flood hazard. The Prevention of Flood Damage chapter (Chapter 16.62) of Sunnyvale's Buildings and Construction ordinance provides standards for construction in 100-year flood hazard areas. However, it is possible that projects in the AO zone could require raising the existing grade, mostly likely by importing fill materials, by an average of 1.5 feet to elevate the building floor and mechanical features above the base flood elevation The placement of fill in a flood hazard zone to elevate a location could reduce the amount of area in the floodplain that acts as storage for floodwaters, which could exacerbate an existing flood hazard or cause new flooding elsewhere. The potentially significant impact related to flood hazards would be reduced to a less than significant level through implementation of mitigation measure MM 3.8.3, which requires that a hydraulic analysis prepared by a California-registered engineer and approved by the City Engineer be used to identify drainage improvements are implemented to ensure placement of fill would not exacerbate flood hazards (Draft EIR pp. 3.8-17 – 3.8-18).

G. Noise

Impact

Impact 3.6.4 Planned development under the proposed LSAP would not result in the exposure of persons to or generation of noise levels in excess of the City of Sunnyvale's noise standards, as short-term construction noise is exempt from all noise level standards and construction is limited to daytime hours.

Mitigation Measure

MM 3.6.4 Subsequent projects in the LSAP shall employ site-specific noise attenuation measures during construction to reduce the generation of construction noise. These measures shall be included in a Noise Control Plan that shall be submitted for review and approval by the City of Sunnyvale Building Services Division. Measures specified in the Noise Control Plan and implemented during construction shall include, at a minimum, the following noise control strategies:

- Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds;

- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable,

an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used; and

- Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures.

- Noise reducing pile-driving techniques shall be employed during Project construction. These techniques shall include:

  - Installing intake and exhaust mufflers on pile-driving equipment;

  - Vibrating piles into place when feasible, and installing shrouds around the pile- driving hammer where feasible;

  - Implement "quiet" pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;

  - Use cushion blocks to dampen impact noise, if feasible based on soil conditions. Cushion blocks are blocks of material that are used with impact hammer pile drivers. They consist of blocks of material placed atop a piling during installation to minimize noise generated when driving the pile. Materials typically used for cushion blocks include wood, nylon and micarta (a composite material); and

  - At least 48 hours prior to pile-driving activities, the applicant shall notify building owners and occupants within 600 feet of the Project area of the dates, hours, and expected duration of such activities.

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to construction noise.

Explanation/Facts Supporting the Finding: Construction activities have the potential to result in temporary, short-term, and/or periodic increases in noise levels. This potentially significant impact would be reduced to a less than significant level through implementation of mitigation measure MM 3.6.4, which requires individual development projects under the LSAP to use site-

specific noise attenuation measures during construction and that these measures be included in a Noise Control Plan approved by the City (Draft EIR pp. 3.6-21 – 3.6-25).

H. Transportation and Circulation

Impact

Impact 3.4.6 Implementation of the land uses under the LSAP would contribute to significant traffic operational impacts to intersections and freeway segments as compared to existing conditions.

Mitigation Measure

MM 3.4.6 Should the proposed Land Use and Transportation Element Update not be adopted, the following roadway improvements shall be a component of the implementation of the LSAP:

- Wolfe Road & Kifer Road - Construction of a second southbound left-turn lane and a second westbound left-turn lane. Both left-turn lanes would need to have the same length as the original left-turn lane. Depending on the width of each travel lane, the north leg and east leg of the intersection will need to be widened between 8 feet and 11 feet. The through lanes at this intersection will be realigned. The required right-of-way would need to be acquired from the northwest, northeast, and/or southeast quadrants of the intersection. Existing bicycle and pedestrian facilities will be retained.
- With this improvement, the intersection would operate at an acceptable LOS D during the AM peak hour. There would be secondary deficiencies associated with this improvement such as increased pedestrian and bicyclist exposure to traffic when crossing the intersection. The increased exposure time would range from approximately 2 to 3 seconds for pedestrians and 1 to 2 seconds for bicyclists. This increased exposure time would be minimal. Located within an industrial area and immediately between the rail tracks and Central Expressway, this intersection is also not expected to serve a considerable amount of pedestrian and bicyclist volume. The required right-of-way acquisition would be minimal and would not displace businesses or parking spaces. This improvement would be a requirement for projects within the LSAP only and not a city-wide requirement.
- Wolfe & Fremont Avenue - Construction of an exclusive southbound right-turn lane for the length of the segment. The eastbound inner left-turn lane will require restricting the U-turn movement to allow for a southbound overlap right-turn phase. Vehicles wishing to perform the

eastbound U-turn movement would instead perform the U-turn at Elanor Way. Depending on the extent of the median on the north leg that could be removed, the north leg would be widened between 3 to 11 feet. The north leg would be realigned to accommodate the southbound right-turn. There is existing right-of-way on the northeast quadrant of the intersection.

With this improvement, the intersection would still operate at an unacceptable LOS E during the PM peak hour, but would no longer have an LSAP intersection deficiency. Secondary deficiencies on the pedestrian and bicycle facilities associated with this improvement would not be considerable. The increased exposure time would range from approximately 1 to 3 seconds for pedestrians and 1 to 2 seconds for bicyclists. This increased exposure time would be minimal. The required right-of-way acquisition would be minimal and would not displace businesses. This improvement would be a requirement for projects within the LSAP only and not a city-wide requirement.

Finding

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Explanation/Facts Supporting the Finding: Implementation of the LSAP would result in significant traffic operations impacts at several intersections (including Congestion Management Plan [CMP] facilities and intersections in the City of Santa Clara) along Lawrence Expressway and freeway segments. Implementation of mitigation measure MM 3.4.6 would reduce a significant impact at the Wolfe Road/Kifer Road and Wolfe Road/Fremont Avenue intersection within the City of Sunnyvale to a less than significant level. For remaining intersections and freeway segments, improvements are planned for Lawrence Expressway, SR 237, and US 101, but the City does not have the ability to ensure their construction as the timing of implementation as well as availability of funding for the improvements are uncertain. As such, this remains a significant and unavoidable impact (Draft EIR pp. 3.4-40 – 3.4-58).

VII. SUMMARY OF SIGNIFICANT AND UNAVOIDABLE ADVERSE EFFECTS

With respect to the foregoing findings and in recognition of those facts that are included in the record, as set forth in Article VI.A (Air Quality) and Article VI.H (Transportation and Circulation), above, the City has determined that the proposed Project will result in significant unmitigated impacts related to criteria air pollutant emissions during construction (Impact 3.5.3 [project impact] and Impact 3.5.8 [cumulative impact]) and traffic operations at roadway intersections and freeway segments (Impact 3.4.6).

VIII. PROJECT ALTERNATIVES

Legal Requirements

Section 15126.6(a) of the State CEQA Guidelines requires that an EIR include a "reasonable range of alternatives to the project, or to the location of the project, which would avoid or substantially lessen any significant effects of the project." Based on the analysis in the EIR, the Project would be expected to result in significant and unavoidable impacts related to construction air emissions and traffic operations at roadway intersections and freeway segments. The EIR alternatives were designed to avoid or reduce these significant unavoidable impacts, while attaining at least some of the proposed objectives of the Project. The City Council has reviewed the significant impacts associated with the reasonable range of alternatives as compared to the Project, and in evaluating the alternatives has also considered each alternative's feasibility, taking into account a range of economic, environmental, social, legal, and other factors. In evaluating the alternatives, the City Council has also considered the important factors listed in the Statement of Overriding Considerations listed in Section X below.

Public Resources Code Section 21081(a)(3) provides that when approving a project for which an EIR has been prepared, a public agency may find that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report and, pursuant to Section 21081(b) with respect to significant impacts which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment as more fully set forth in Article IX, below.

A. Alternative 1: No Project Alternative

Description

The No Project Alternative assumes that the LSAP would not be approved, but it does not necessarily preclude use or development of the area around the Lawrence Caltrain Station. Rather, the No Project Alternative considers "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services" (State CEQA Guidelines Section 15126.6 [e][2]). Under the No Project Alternative, the existing General Plan designations and policies and Zoning regulations would continue to apply to the area within the plan area boundary, and it is anticipated development according to those policies and regulations would continue. The proposed LSAP policies and guidelines that would guide growth within the plan area would not be adopted.

The No Project Alternative would result in less residential development as compared to the Project at buildout (2,241 fewer residents and 926 fewer dwelling units) and slightly more nonresidential development (400,000 more square feet).

- A new framework of streets, blocks, and paths would be created that would improve access throughout the plan area for pedestrians, bicyclists, transit vehicles, automobiles, and service vehicles. The new framework of streets and paths emphasizes improved north-south connectivity to provide access to Lawrence Station and to link the neighborhoods on both sides of the tracks.
- Although there is no requirement for the Project meet is pro rata share of the City's Regional Housing Needs Assessment (RHNA) allocation established by the Association of Bay Area Governments as set forth in the General Plan Housing Element, if Sunnyvale's current RHNA (2009-2014) were applied to the LSAP, it would suggest that between 400 and 940 of the new units (40 percent) should be available to low and very low income households.
- A financial analysis and development feasibility study included in the LSAP (Appendix C) indicated the value of new development in the plan area at buildout (exclusive of the value of existing development that would remain) is estimated to range between $698.5 million and $2.1 billion in today's dollars, depending on the density scenario. While the value of the development does not directly affect the revenues generated through development impact fees, development value does factor into estimates of supportable infrastructure costs and revenues from special assessments that may be established.

The City Council finds that the economic, social and other benefits that would result from development of this proposed Project outweigh the unavoidable environmental impacts identified above. These considerations are described below. In making this finding, the City Council has balanced the benefits of the proposed Project against its unavoidable environmental impacts and has indicated its willingness to accept these risks.

The above statements of overriding considerations are consistent with, and substantially advance, the following goals and policies of the City's General Plan and the following goals of the Lawrence Station Area Plan:

General Plan

Goal LT-2: *An Attractive Community. Preserve and enhance an attractive community, with a positive image and a sense of place that consists of distinctive neighborhoods, pockets of interest, and human-scale development.*

Policy LT-2.2: *Encourage nodes of interest and activity, such as parks, public open spaces, well planned development, mixed use projects and other desirable uses, locations and physical attractions.*

Goal LT-3: *Appropriate Mix of Housing. Ensure ownership and rental housing options in terms of style, size and density that are appropriate and contribute positively to the surrounding area.*

Policy LT-3.1: *Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups and special needs sufficient opportunities for locating in the community.*

Policy LT-3.3: *Maintain lower density residential development areas where feasible.*

Goal LT-4: *Quality Neighborhoods and Districts. Preserve and enhance the quality character of Sunnyvale's industrial, commercial and residential neighborhoods by promoting land use patterns and related transportation opportunities that are supportive of the neighborhood concept.*

Policy LT-4.1: *Protect the integrity of the City's neighborhoods whether residential, industrial or commercial.*

Policy LT-4.3: *Support a full spectrum of conveniently located commercial, public and quasipublic uses that add to the positive image of the city.*

Policy LT-4.5: *Support a roadway system that protects internal residential areas from citywide and regional traffic.*

Policy LT-4.6: *Safeguard industry's ability to operate effectively by limited the establishment of incompatible uses in industrial areas.*

Policy LT-4.9: *Allow industrial, residential, commercial and office uses in the Industrial to Residential (ITR) futures sites.*

Goal LT-5: *Effective, Safe, Pleasant and Convenient Transportation. Attain a transportation system that is effective, safe, pleasant and convenient.*

Policy LT-5.2: *Integrate the use of land and the transportation system.*

Policy LT-5.5: *Support a variety of transportation modes.*

Policy LT-5.6: *Minimize expansion of the current roadway system, while maximizing opportunities for alternative transportation systems and related programs.*

Policy LT-5.8: *Provide a safe and comfortable system of pedestrian and bicycle pathways.*

Policy LT-5.9: *Appropriate accommodations for motor vehicles, bicycles, and pedestrians shall be determined for city streets to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclist, pedestrians, and motor vehicles.*

Goal LT-7: *Balanced Economic Base. A balanced economic base that can resist downturns of any one industry and provides revenue for city services.*

Policy LT-7.2: *Encourage land uses that generate revenue, while preserving a balance with other city needs, such as housing.*

Lawrence Station Area Plan

Land Use Goal LU-G1: *Protect existing residential areas south of the railroad tracks.*

Land Use Goal LU-G3: *Promote a mix of employment and residential uses.*

Land Use Goal LU-G5: *Provide a mix of uses within the plan area that encourages transit ridership, creates a neighborhood of 24-hour activity and supports the provision of amenities such as open space and support services such as retail.*

Land Use Goal LU-G6: *Provide a flexible land use pattern that provides the desired balance of employment and residential uses in order to create an active daytime and nighttime environment.*

Land Use Goal LU-G7: *Incorporate land use flexibility to respond to variable market conditions, while promoting a blend of employment, residential and retail uses.*

Land Use Goal LU-G9: *Provide sufficient development intensity to allow the feasible development of associated amenities (such as open space) and support services.*

Land Use Goal LU-G10: *Maximize development intensities in order to support transit usage.*

Housing Goal H-G1: *Provide sufficient housing in the plan area to support an increase in rail transit ridership.*

Housing Goal H-G2: *Provide a range of housing types in the station area to provide for all income groups and lifestyles.*

Housing Goal H-G3: *Encourage and support development of affordable housing in the plan area.*

Retail Goal R-G2: *Provide retail that supports the needs of surrounding neighborhoods.*

Retail Goal R-G4: *Provide retail that is convenient and accessible to pedestrians and transit users.*

Industrial Goal I-G1: *Allow existing industrial uses to remain in the area, but ensure materials used, operations and work hours are compatible with nearby residential users.*

Open Space Goal OSG-1: *Establish a system of parks and public spaces connected by green corridors and linear parks that serve and connect both new residential development and new non-residential development.*

Open Space Goal OSG-3: *Connect open space areas to the local and regional bikeways and trail networks to the greatest extent possible.*

Circulation Framework Goal CF-G1: *Create a complete, multi-modal transportation network that supports a mixed-use neighborhood throughout the Plan area.*

Circulation Framework Goal CF-G2: *Create a balanced circulation system that is accessible to all modes of travel and does not favor one mode over another.*

Circulation Framework Goal CF-G3: *Create a street and block framework that provides a variety of vehicular access options and is scaled to pedestrians.*

Circulation Framework Goal CF-G4: *Provide improved north-south access throughout the plan area.*

Circulation Framework Goal CF-G5: *Improve access to bus and rail transit by all modes of travel.*

Circulation Framework Goal CF-G6: *Create streets (both new and improved) that are comfortable and convenient for pedestrians, so walking is a pleasure and accessing residences and businesses is easy.*

Circulation Framework Goal CF-G7: *Make the area in and around the station bicycle-friendly, so residents and employees of all ages and abilities can feel comfortable and secure biking to work, services, and for recreation.*

Circulation Framework Goal CF-G8: *Minimize the impacts of the Lawrence Expressway on the plan area.*

The Council hereby finds that each of the reasons stated above constitutes a separate and independent basis of justification for the Statement of Overriding Considerations, and each is able to independently support the Statement of Overriding Considerations and override the proposed Project's unavoidable environmental impacts. In addition, each reason is independently supported by substantial evidence contained in the administrative record. All proposed Project impacts, including the effects of previously identified cumulative impacts, are covered by this Statement of Overriding Considerations.

X. MITIGATION MONITORING AND REPORTING PROGRAM

The City Council recognizes that any approval of the proposed Project would require concurrent approval of a Mitigation Monitoring and Reporting Program (MMRP), which ensures performance of identified mitigation measures. Such an MMRP would identify the entity responsible for monitoring and implementation, and the timing of such activities. The City will use the MMRP to track compliance with proposed Project mitigation measures. The MMRP will remain available for public review during the compliance period. The MMRP is included as part of the Final EIR, and is hereby incorporated by reference.

XI. ADMINISTRATIVE RECORD

The environmental analysis provided in the EIR and these findings are based on and are supported by the following documents, materials and other evidence, which constitute the administrative record for the approval of the Project:

A. The Lawrence Station Area Plan document and supporting documents prepared by the City.
B. The NOP, comments received on the NOP and all other public notices issued by the City in relation to the EIR (e.g., Notice of Availability).
C. The Draft EIR, the Final EIR, all appendices to any part of the EIR, all technical materials cited in any part of the EIR, comment letters, oral testimony, responses to comments, as well as all of the comments and staff responses entered into the record orally and in writing between August 2013 and December 6, 2016.
D. All non-draft and/or non-confidential reports and memoranda prepared by the City and consultants related to the EIR, its analysis and findings.
E. Minutes and transcripts of the discussions regarding the Project and/or Project components at public hearings or scoping meetings held by the City, including the Planning Commission and the City Council.
F. Staff reports associated with Planning Commission and Council Meetings on the Project and supporting technical memoranda and any letters or other material submitted into the record by any party.

G. Matters of common knowledge to the City Council which they consider, such as the Sunnyvale General Plan, any other applicable specific plans or other similar plans, and the Sunnyvale Municipal Code.

XII. LOCATION AND CUSTODIAN OF RECORDS

The documents and other materials that constitute the record of proceedings on which the Council findings regarding the mitigation measures and statement of overriding considerations are based are located and in the custody of the Community Development Department, 456 West Olive Avenue, Sunnyvale, California 94086. The location and custodian of these documents is provided in compliance with Public Resources Code Section 21081.6(a) (2) and CEQA Guidelines Section 15091(e).

XIII. FILING NOTICE OF DETERMINATION

The Council hereby directs the Planning Division to file a Notice of Determination regarding the approval of the Project within five business days of adoption of the resolution.