

ENVIRONMENTAL IMPACT REPORT FOR EAST WEDDELL RESIDENTIAL PROJECTS

STATE CLEARINGHOUSE NUMBER 2013052010

Prepared for
City of Sunnyvale



September 2013

Prepared by
Amy Skewes-Cox, AICP

In conjunction with
BASELINE ENVIRONMENTAL CONSULTING
ENVIRONMENTAL COLLABORATIVE
ILLINGWORTH & RODKIN, INC.
LSA ASSOCIATES
NATALIE MACRIS
TJKM

**NOTICE OF COMPLETION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE
EAST WEDDELL RESIDENTIAL PROJECTS**

The City of Sunnyvale has prepared an Environmental Impact Report (EIR) for the East Weddell Residential Projects (“project”) in the City of Sunnyvale, California. The California Environmental Quality Act (CEQA) requires that the City conduct environmental review of the project, which has the potential for resulting in a direct physical change in the environment. The City is the “Lead Agency” for the project and is the public agency with the principal responsibility for approving and carrying out the project. The City has prepared an EIR to evaluate those issues for which it has been determined that the project would have a significant effect on the environment. The EIR may be obtained from the City (using the contact information below), or may be downloaded from the City’s website at www.sunnyvaleplanning.com. A copy of the EIR is also available for review at the City of Sunnyvale One-Stop Permit Center located at 456 W. Olive Ave., Sunnyvale CA 94088-3707, Sunnyvale Library at 665 W. Olive Ave., Sunnyvale, CA 94086, and the Sunnyvale Community Center at 550 E. Remington Drive, Sunnyvale, CA 94087.

The City is issuing this Notice of Completion (NOC) to invite comments on the scope and content of the EIR. This NOC is being sent to local agencies and other interested parties. After comments on the Draft EIR are received, a Final EIR (FEIR) will be prepared that responds to comments and that identifies any needed changes to the text of the EIR.

RESPONDING TO THIS NOC: Responses to this NOC and any related questions or comments regarding the scope or content of the Draft EIR, must be directed in writing to Mr. Ryan Kuchenig,, City of Sunnyvale Department of Community Development. **Mailing Address:** 456 West Olive Ave., Sunnyvale, CA 94088-3707; **Physical Address:** Same as mailing address; **Email Address:** rkuchenig@sunnyvale.ca.gov.

Comments on the NOC must be received at the above mailing or email address on or **before October 23, 2013, at 5:00 p.m.** Please reference the project title shown below in all correspondence.

PROJECT TITLE: East Weddell Residential Projects

PROJECT LOCATION: The project includes the Raintree site at 520-592 East Weddell Drive and the Sares Regis site at 610-630 East Weddell Drive, Sunnyvale, CA. The two sites are just north of State Highway 101 near its interchange with North Fair Oaks Avenue.

PROJECT SPONSOR: Raintree Partners (Raintree site) and Sares Regis Group of Northern California, LLC (Sares Regis site)

LEAD AGENCY: City of Sunnyvale Department of Community Development

EXISTING CONDITIONS: The new residential projects would replace existing office/industrial buildings on both sites. These sites are now developed with one-story buildings, parking, and landscaping.

PROJECT DESCRIPTION: The overall project includes the following components:

- General Plan amendments for two sites
- Rezoning for two sites
- Special Development Permits
- Potential Vesting Tentative Maps
- Modifications to the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan
- San Francisco Public Utilities Commission (SFPUC) approval of improvements to the John W. Christian Greenbelt

While the “project” is defined as the two development projects combined, separate development applications will be processed for each project and decisions on the General Plan amendments and

While the “project” is defined as the two development projects combined, separate development applications will be processed for each project and decisions on the General Plan amendments and rezonings could be independent of each other. The two development projects are located in a portion of Sunnyvale now occupied by residential, commercial, and industrial buildings. This area of Sunnyvale is undergoing a transition from industrial uses to residential uses. Several parcels have already transitioned to residential uses and only a few industrial parcels remain.

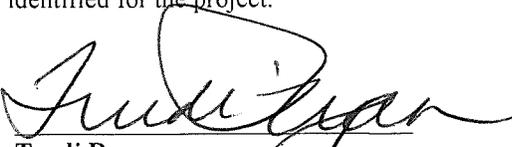
The applicant for the Sares Regis project proposes to construct one four-story residential building. The majority of the building would be less than 55 feet tall with one tower element that may reach 55 feet. The project would contain 205 residential apartments, a four-story parking garage, and associated common area with landscaping and amenities. Apartments would range in size from 575 square feet to 1,400 square feet and would include one-, two-, and three-bedroom units. The total gross square footage (gsf) of the residential building would be approximately 280,000 square feet and the gross square footage of the garage (Type I concrete construction) would be 135,000 square feet. The proposed base density would equate to 36.3 dwelling units per acre (du/ac). With an additional 35-percent density bonus allowed for affordable housing pursuant to the State density bonus law (Government Code Section 65915) and a 5-percent density bonus for green building pursuant to City regulations, the density would be 50.7 du/ac, or a total of 205 units for the 4.04-acre site.

The development project on the Raintree site proposes the construction of 465 residential apartment units within eight buildings. The units would be designed as stacked flats (single-story units with a common access hallway) in a variety of building types. The building types would include “wrap” buildings in which the units would surround one or more sides of a parking structure, “tuck-under” buildings in which units would be located above parking, and “on-grade” buildings in which residences would be located on the first floor with parking available in adjacent on-grade parking fields. The eight buildings would range in height from three to four stories, using Type V (wood frame) construction for the residential units and Type I (concrete) construction for the structured parking. A mixture of studios, one-bedroom and two-bedroom units is planned, with an average unit size of approximately 1,000 square feet. Total gross building square footage would be 901,870 square feet (including garages). The proposed base density would equate to 36.3 du/ac. With density bonuses for affordable housing and green building, the density would be 38.6 du/ac, or a total of 465 units on the 12.04-acre site.

Pursuant to a Sunnyvale City Council action initiating General Plan amendment studies for both sites, the EIR also will address a maximum buildout (referred to as the “Full Buildout Scenario”) of 938 units for the two sites (259 units at the Sares Regis site and 679 units at the Raintree site).

PROBABLE ENVIRONMENTAL EFFECTS: The EIR has addressed the following potential environmental effects: Aesthetics, Air Quality, Biological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Noise, Public Services, Recreation, Transportation/Traffic, Utilities and Service Systems, and Energy. The EIR examined project and cumulative effects and a reasonable range of alternatives to the project that may be capable or reducing or avoiding potential environmental effects that may be identified for the project.

8/29/13
Date


Trudi Ryan,
Planning Officer, City of Sunnyvale

ENVIRONMENTAL IMPACT REPORT FOR EAST WEDDELL RESIDENTIAL PROJECTS

STATE CLEARINGHOUSE NO. 2013052010

Prepared for
City of Sunnyvale

September 2013

Prepared by
Amy Skewes-Cox, AICP

In conjunction with
BASELINE ENVIRONMENTAL CONSULTING
ENVIRONMENTAL COLLABORATIVE
ILLINGWORTH & RODKIN, INC.
LSA ASSOCIATES
NATALIE MACRIS
TJKM

TABLE OF CONTENTS

East Weddell Residential Projects EIR

1.	INTRODUCTION	1-1
2.	SUMMARY	2-1
3.	PROJECT DESCRIPTION.....	3-1
4.	ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES.....	4-1
4.1	AESTHETICS	4.1-1
4.2	AIR QUALITY.....	4.2-1
4.3	BIOLOGICAL RESOURCES.....	4.3-1
4.4	GREENHOUSE GAS EMISSIONS	4.4-1
4.5	HAZARDS AND HAZARDOUS MATERIALS.....	4.5-1
4.6	LAND USE AND PLANNING	4.6-1
4.7	NOISE.....	4.7-1
4.8	PUBLIC SERVICES	4.8-1
4.9	RECREATION	4.9-1
4.10	TRANSPORTATION.....	4.10-1
4.11	UTILITIES AND SERVICE SYSTEMS.....	4.11-1
4.12	ENERGY.....	4.12-1
5.	ALTERNATIVES.....	5-1
6.	CEQA CONSIDERATIONS	6-1
7.	EIR AUTHORS	7-1
8.	REFERENCES	8-1

APPENDICES

- Appendix A: Comment Letters on Initial Study
- Appendix B: Noise Data/Figures
- Appendix C: Traffic Background Data
- Appendix D: Air Quality Data
- Appendix E: Water Supply Report
- Appendix F: Memo on SB 18 Consultation

LIST OF FIGURES

Figure 3-1	Regional and Site Location	3-2
Figure 3-2	Aerial Photograph of Sites and Surrounding Land Uses.....	3-6
Figure 3-3	Sares Regis Site Plan	3-9
Figure 3-4	Raintree Site Plan	3-10
Figure 3-5	Conceptual Plan Full Buildout – Sares Regis Site	3-14
Figure 3-6	Conceptual Plan Full Buildout – Raintree Site	3-15
Figure 3-7	Sares Regis Circulation Plan	3-18
Figure 3-8	Raintree Circulation Plan	3-21
Figure 3-9	Conceptual Landscape Plan – Sares Regis Site	3-23
Figure 3-10	Conceptual Landscape Plan – Raintree.....	3-24
Figure 3-11	Conceptual Stormwater Management Plan – Sares Regis Site.....	3-26
Figure 3-12	Existing Easements – Sares Regis Site.....	3-27
Figure 3-13	Conceptual Stormwater Management Plan – Raintree Site.....	3-29
Figure 3-14	Existing Easements – Raintree Site.....	3-30
Figure 4.1-1	Views of Sares Regis Site.....	4.1-2
Figure 4.1-2	Views of Raintree Site.....	4.1-4
Figure 4.1-3	View of Sites from U.S. Highway 101 and Overpass	4.1-5
Figure 4.2-1	Project Sites, Roads, and Receptors	4.2-26
Figure 4.2-2	Sares Regis Excess Cancer Risk from U.S. Highway 101 Traffic.....	4.2-29
Figure 4.2-3	Sares Regis Annual PM _{2.5} from U.S. Highway 101 Traffic.....	4.2-31
Figure 4.2-4	Raintree Excess Cancer Risk from U.S. Highway 101 Traffic.....	4.2-32
Figure 4.2-5	Raintree Annual PM _{2.5} from U.S. Highway 101 Traffic.....	4.2-33
Figure 4.2-6	Project Sites, Construction Areas, Truck Route, and Off-Site Receptors	4.2-42
Figure 4.6-1	City of Sunnyvale General Plan	4.6-4
Figure 4.6-2	City of Sunnyvale Zoning	4.6-7
Figure 4.7-1	Noise Monitoring Locations.....	4.7-6
Figure 4.7-2	Moffett Federal Airfield Noise Contours	4.7-8
Figure 4.7-3	Sares Regis Future Noise Exposure (dBA, DNL)	4.7-16
Figure 4.7-4	Raintree Future Noise Exposure (dBA, DNL)	4.7-17
Figure 4.10-1	Residential Developments	4.10-2
Figure 4.10-2	Existing Bicycle Facilities	4.10-6
Figure 4.10-3	Existing Pedestrian and Bicycle Volumes	4.10-8
Figure 4.10-4	Existing Transit and Shuttle Service	4.10-10
Figure 4.10-5	Developments Existing (Baseline) Conditions Traffic Volumes, Lane Geometry, and Traffic Controls.....	4.10-14
Figure 4.10-6	Background No Project Conditions Traffic Volumes, Lane Geometry, and Traffic Controls.....	4.10-18

Figure 4.10-7 Cumulative No Project Conditions Traffic Volumes, Lane Geometry,
and Traffic Controls4.10-20

Figure 4.10-8 Projects Trip Distribution4.10-24

Figure 4.10-9 Project Trip Assignment (Applicant Proposed Scenario – Sares
Regis)4.10-25

Figure 4.10-10 Project Trip Assignment (Applicant Proposed Scenario – Raintree)4.10-26

Figure 4.10-11 Project Trip Assignment (Applicant Proposed Scenario – East
Weddell Residential Projects)4.10-27

Figure 4.10-12 Project Trip Assignment (Full Buildout Scenario – Sares Regis).....4.10-44

Figure 4.10-13 Project Trip Assignment (Full Buildout Scenario – Raintree).....4.10-45

Figure 4.10-14 Project Trip Assignment (Full Buildout Scenario – East Weddell
Residential Projects)4.10-46

Figure 5-1 Mitigated Alternative5-4

LIST OF TABLES

Table 2-1	Summary of Impacts and Mitigation Measures	2-4
Table 3-1	Summary of Site Characteristics	3-1
Table 3-2A	Summary of Proposed General Plan Amendments and Rezonings for Applicant Proposed Buildout Scenarios	3-4
Table 3-2B	Summary of Proposed General Plan Amendments and Rezonings for Full Buildout Scenario	3-4
Table 3-3	Applicant Proposed Scenario Summaries for Sites	3-5
Table 3-4	Full Buildout Scenario Summaries for Sites	3-5
Table 4.2-1	Federal and State Ambient Air Quality Standards	4.2-6
Table 4.2-2	Ambient Air Quality Monitoring Data for Sunnyvale	4.2-7
Table 4.2-3	Federal and State Ambient Air Quality Monitoring Attainment Status for San Francisco Bay Area Air Basin	4.2-8
Table 4.2-4	Federal and State Ambient Air Quality Monitoring Attainment Status for San Francisco Bay Area Air Basin	4.2-16
Table 4.2-5	Sares Regis Project Construction Emissions	4.2-19
Table 4.2-6	Raintree Project Construction Emissions	4.2-20
Table 4.2-7	Sares Regis Project Operational Emissions	4.2-22
Table 4.2-8	Raintree Project Operational Emissions	4.2-22
Table 4.2-9	Screening Roadway Health Impacts	4.2-25
Table 4.2-10	Community Risk to Project Sensitive Receptors – Sares Regis Site	4.2-37
Table 4.2-11	Community Risk to Project Sensitive Receptors – Raintree Site	4.2-38
Table 4.2-12	Cumulative Risk from Construction of the Sares Regis and Raintree Projects	4.2-48
Table 4.4-1	Sares Regis Project Operational GHG Emissions	4.4-9
Table 4.4-2	Raintree Project Operational GHG Emissions	4.4-10
Table 4.6-1	Projects Relationship to City of Sunnyvale General Plan Policies	4.6-11
Table 4.7-1	Definitions of Acoustical Terms Used in this Report	4.7-2
Table 4.7-2	Reaction of People and Damage to Buildings from Construction Vibration Levels	4.7-4
Table 4.7-3	Land Use Compatibility Guidelines for Community Noise in Sunnyvale	4.7-12
Table 4.7-4	Vibration Source Levels for Construction Equipment	4.7-20
Table 4.7-5	Typical Ranges of Noise Levels at 50 Feet from Construction Sites (dBA L _{eq})	4.7-23
Table 4.10-1	Intersection Level of Service: Existing (Baseline) Conditions	4.10-15
Table 4.10-2	Freeway Level of Service: Existing (Baseline) Conditions	4.10-16
Table 4.10-3	Intersection Level of Service: Background Conditions	4.10-19
Table 4.10-4	Intersection Level of Service: Cumulative Conditions	4.10-21

Table 4.10-5	Project Trip Generation – Sares Regis Project (Applicant Proposed Scenario).....	4.10-21
Table 4.10-6	Project Trip Generation – Raintree Project (Applicant Proposed Scenario).....	4.10-22
Table 4.10-7	Project Trip Generation – East Weddell Residential Projects (Applicant Proposal Scenario).....	4.10-22
Table 4.10-8	Intersection Level of Service: Baseline-Plus-Project – Sares Regis Project (Applicant Proposed Scenario) Conditions.....	4.10-28
Table 4.10-9	Intersection Level of Service: Baseline-Plus-Project – Raintree Project (Applicant Proposed Scenario) Conditions.....	4.10-29
Table 4.10-10	Intersection Level of Service: Baseline-Plus-Project – East Weddell Residential Projects (Applicant Proposed Scenario) Conditions	4.10-30
Table 4.10-11	Freeway Level of Service: Baseline-Plus-Project – Sares Regis Project (Applicant Proposed Scenario) Conditions.....	4.10-32
Table 4.10-12	Freeway Level of Service: Baseline-Plus-Project – Raintree Project (Applicant Proposed Scenario) Conditions.....	4.10-33
Table 4.10-13	Freeway Level of Service: Baseline-Plus-Project – East Weddell Residential Projects (Applicant Proposed Scenario) Conditions	4.10-34
Table 4.10-14	Intersection Level of Service: Background-Plus-Project – Sares Regis Project (Applicant Proposed Scenario) Conditions	4.10-35
Table 4.10-15	Intersection Level of Service: Background-Plus-Project – Raintree Project (Applicant Proposed Scenario) Conditions.....	4.10-36
Table 4.10-16	Intersection Level of Service: Background-Plus-Project – East Weddell Residential Projects (Applicant Proposed Scenario) Conditions	4.10-37
Table 4.10-17	Intersection Level of Service: Cumulative-Plus-Project – Sares Regis Project (Applicant Proposed Scenario) Conditions	4.10-38
Table 4.10-18	Intersection Level of Service: Cumulative-Plus-Project – Raintree Project (Applicant Proposed Scenario) Conditions.....	4.10-39
Table 4.10-19	Intersection Level of Service: Cumulative-Plus-Project – East Weddell Residential Projects (Applicant Proposed Scenario) Conditions	4.10-40
Table 4.10-20	Project Trip Generation – Sares Regis Project (Full Buildout Scenario).....	4.10-42
Table 4.10-21	Project Trip Generation – Raintree Project (Full Buildout Scenario)	4.10-42
Table 4.10-22	Project Trip Generation – East Weddell Residential Projects (Full Buildout Scenario).....	4.10-43
Table 4.10-23	Intersection Level of Service: Baseline-Plus-Project – Sares Regis Project (Full Buildout Scenario) Conditions	4.10-47
Table 4.10-24	Intersection Level of Service: Baseline-Plus-Project Raintree Project (Full Buildout Scenario) Conditions	4.10-48
Table 4.10-25	Intersection Level of Service: Baseline-Plus Project – East Weddell Residential Projects (Full Buildout Scenario) Conditions.....	4.10-49
Table 4.10-26	Freeway Level of Service: Baseline-Plus-Project – Sares Regis Project (Full Buildout Scenario) Conditions	4.10-50

Table 4.10-27	Freeway Level of Service: Baseline-Plus-Project – Raintree Project (Full Buildout Scenario) Conditions.....	4.10-51
Table 4.10-28	Freeway Level of Service: Baseline-Plus-Project – East Weddell Residential Projects (Full Buildout Scenario) Conditions	4.10-52
Table 4.10-29	Intersection Level of Service: Background-Plus-Project – Sares Regis Project (Full Buildout Scenario) Conditions	4.10-53
Table 4.10-30	Intersection Level of Service: Background-Plus-Project – Raintree Project (Full Buildout Scenario) Conditions.....	4.10-54
Table 4.10-32	Intersection Level of Service: Cumulative-Plus-Project – Sares Regis Project (Full Buildout Scenario) Conditions	4.10-57
Table 4.10-33	Intersection Level of Service: Cumulative-Plus-Project – Raintree Project (Full Buildout Scenario) Conditions.....	4.10-58
Table 4.10-34	Intersection Level of Service: Cumulative-Plus-Project – East Weddell Residential Projects (Full Buildout Scenario) Conditions	4.10-59
Table 4.11-1	Existing and Projected City of Sunnyvale Water Supplies (Normal Year)	4.11-1
Table 4.11-2	Past, Existing, and Projected Potable Water Demand in Sunnyvale by Customer Type.....	4.11-2
Table 5-1	Original Applicant Proposed Scenario vs. R-3 Alternative	5-3
Table 5-2	Comparison of Impacts of Project Alternatives (After Mitigation)	5-5
Table 6-1	List of Development Projects Pending or Approved.....	6-3

1. INTRODUCTION

This document is an Environmental Impact Report (EIR) prepared in accordance with the California Environmental Quality Act of 1970 (CEQA), as amended. The City of Sunnyvale is the lead agency for the project evaluated in this EIR.

1.1. PROJECT BACKGROUND

The overall project includes the following components:

- General Plan amendments for two sites.
- Rezoning for two sites.
- Special Development Permits.
- Potential Vesting Tentative Maps.
- Modifications to the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan.
- San Francisco Public Utilities Commission (SFPUC) approval of improvements to the John W. Christian Greenbelt.

While the “project” is defined as the two development projects combined, separate development applications will be processed for each project and decisions on the General Plan amendments and rezonings could be independent of each other. The two development projects are located in a portion of Sunnyvale now occupied by residential, commercial, and industrial buildings. This area of Sunnyvale is undergoing a transition from industrial uses to residential uses. Several parcels have already transitioned to residential uses and only a few industrial parcels remain.

The applicant for the Sares Regis project proposes to construct one four-story residential building. The majority of the building would be less than 55 feet tall with one tower element that may reach 55 feet. The project would contain 205 residential apartments, a four-story parking garage, and associated common area with landscaping and amenities. Apartments would range in size from 575 square feet to 1,400 square feet and would include one-, two-, and three-bedroom units. The total gross square footage (gsf) of the (wood frame) residential building would be approximately 280,000 square feet and the gross square footage of the garage (Type I concrete construction) would be 135,000 square feet. The proposed base density would equate to 36.3 dwelling units per acre (du/ac). With an additional 35-percent density bonus allowed for affordable housing pursuant to the State density bonus law (Government Code Section 65915) and a 5-percent density bonus for green building pursuant to City regulations, the density would be 50.7 du/ac, or a total of 205 units for the 4.04-acre site.

The development project on the Raintree site proposes the construction of 465 residential apartment units within eight buildings on two parcels. The units would be designed as stacked flats (single-story units with a common access hallway) in a variety of building types. The building types would include “wrap” buildings in which the units would surround one or more sides of a parking structure, “tuck-under” buildings in which units would be located above parking, and “on-grade” buildings in which residences would be located on the first floor with parking available in adjacent

on-grade parking fields. The eight buildings would range in height from three to four stories, using Type V (wood frame) construction for the residential units and Type I (concrete) construction for the structured parking. A mixture of studios, one-bedroom, and two-bedroom units is planned, with an average unit size of approximately 1,000 square feet. Total gross building square footage would be 901,870 square feet (including garages). The proposed base density would equate to 36.3 du/ac. With density bonuses for affordable housing and green building, the density would be 38.6 du/ac, or a total of 465 units on the 12.04-acre site.

Pursuant to a Sunnyvale City Council action initiating General Plan amendment studies for both sites, the EIR also will address a maximum buildout (referred to as the “Full Buildout Scenario”) of 938 units for the two sites (259 units at the Sares Regis site and 679 units at the Raintree site). The project described above which has been proposed by the applicants is referred to as the “Applicant Proposed Scenario” throughout this EIR.

1.2. PUBLIC REVIEW

This Draft EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for a 45-day period as indicated on the Public Notice of Availability of this document. During the public review period, written comments on the adequacy of the Draft EIR may be submitted to:

Mr. Ryan Kuchenig
City of Sunnyvale Department of Community Development
Mailing Address: P.O. Box 3707, Sunnyvale, CA 94088-3707
Physical Address: 456 West Olive Avenue, Sunnyvale, CA 94086
Email Address: rkuchenig@sunnyvale.ca.gov

Responses to all substantive comments received on the adequacy of the Draft EIR and submitted within the specified review period will be prepared and included in the Responses to Comments/ Final EIR. Prior to approval of the project, the City of Sunnyvale City Council must certify the Final EIR and adopt a Mitigation Monitoring and Reporting Program (MMRP) for mitigation measures identified in the EIR, in accordance with the requirements of California Public Resources Code (PRC) Section 21001.

1.3. ORGANIZATION OF THE EIR

This Draft EIR is organized into the following chapters:

Chapter 1, Introduction: Provides an introduction and overview that describes the intended use of this EIR, project background, the EIR process, and organization of the document.

Chapter 2, Summary: Briefly describes the project and concerns associated with it, identifies levels of significance for each impact addressed in the EIR, summarizes the project-specific effects of the project, and compares impacts of the project with those of alternatives to the project.

Chapter 3, Project Description: Contains information on the project site, project objectives, and project characteristics.

Chapter 4, Environmental Setting, Impacts and Mitigation Measures: Contains an analysis of environmental topics. The discussion of each topic is divided into an *Introduction* that identifies background documents used in the analysis; an *Environmental Setting* section that describes baseline environmental information; and an *Environmental Impacts and Mitigation Measures* section that describes project-specific impacts and mitigation measures.

Chapter 5, Alternatives: Assesses impacts of three alternatives to the project, including a No Project Alternative as required by CEQA. The alternatives are compared to the proposed project and an “Environmentally Superior Alternative” is identified.

Chapter 6, CEQA Issues: Contains sections required by CEQA, including a discussion of cumulative impacts, growth inducement, and significant unavoidable impacts.

Chapter 7, EIR Authors: Lists the persons directly involved in preparing this report.

Chapter 8, References: Lists the persons, agencies, and organizations contacted during preparation of this report.

1.4. NOTICE OF PREPARATION

A Notice of Preparation (NOP) was prepared by the City of Sunnyvale to obtain comments from agencies and the public regarding issues to be addressed in the EIR. The Notice of Preparation can be viewed on the City’s website at the following address: <http://sunnyvale.ca.gov/Departments/CommunityDevelopment/CurrentProjectsandHearings/EastWeddell.aspx>.

The Initial Study was circulated for public review for 30 days between May 3, 2013 and June 1, 2013. Copies of the comments received in response to the NOP are included in **Appendix A**. The Initial Study identified that the project would have No Impacts, Less Than Significant Impacts, or Potentially Significant Impacts Unless Mitigation Incorporated for the following topics:

- Agriculture and Forestry
- Cultural Resources
- Geology and Soils
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing

No additional analysis of these topics is provided in this EIR. Subsequent to publication of the Initial Study, consultation with local Native American representatives was conducted for the project pursuant to State Senate Bill 18 (SB 18) requirements and the Office of Planning and Research *Tribal Consultation Guidelines* (2005). This consultation was done to identify potentially significant impacts to cultural places affected by the project and to mitigate significant impacts to such places, as appropriate. The results of the SB 18 consultation is summarized in a memorandum and included in **Appendix F**.

This EIR was prepared based on the comments received on the NOP and the project information provided. The following topics were found to have potential environmental impacts and thus are addressed herein in this EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems
- Energy

1.5. PROJECT EIR VS. PROGRAM EIR

This EIR addresses the Applicant Proposed Scenario at a project level of detail, while the Full Buildout Scenario is addressed as a Program EIR (CEQA Guidelines Section 15168) because details about the Full Buildout Scenario (final site plan, circulation, etc.) were not available to review at this time. When a Program EIR has been adopted for a project, subsequent activities in the program must be examined in light of the Program EIR to determine whether an additional environmental document must be prepared. Thus, upon certification of this EIR, further environmental review would not be required if the Applicant Proposed Scenario were selected. If the Full Buildout Scenario were selected, further environmental review may be required.

1.6. REFERENCES

State of California, 2013, CEQA Guidelines, Public Resources Code Sections 21000 to 21189.3, as amended January 1.

State of California Office of Planning and Research, 2005, *Tribal Consultation Guidelines*.
Electronic document, http://opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

2. SUMMARY

This section briefly describes the proposed East Weddell Residential Projects which include an “Applicant Proposed Scenario” and a “Full Buildout Scenario” that are described in more detail below. This section also summarizes the project-specific impacts and mitigation measures identified in this EIR (**Table 2-1**). Alternatives to the project that will be considered are also summarized.

2.1 PROJECT UNDER REVIEW

The overall project includes the following components:

- General Plan amendments for two sites.
- Rezoning for two sites.
- Special Development Permits.
- Potential Vesting Tentative Maps.
- Modifications to the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan.
- San Francisco Public Utilities Commission (SFPUC) approval of improvements to the John W. Christian Greenbelt.

While the “project” is defined as the two development projects combined, separate development applications will be processed for each project and decisions on the General Plan amendments and rezonings could be independent of each other. The two development projects are located in a portion of Sunnyvale now occupied by residential, commercial, and industrial buildings. This area of Sunnyvale is undergoing a transition from industrial uses to residential uses. Several parcels have already transitioned to residential uses and only a few industrial parcels remain.

The applicant for the Sares Regis project proposes to construct one four-story residential building. The majority of the building would be less than 55 feet tall with one tower element that may reach 55 feet. The project would contain 205 residential apartments, a four-story parking garage, and associated common area with landscaping and amenities. Apartments would range in size from 575 square feet to 1,400 square feet and would include one-, two-, and three-bedroom units. The total gross square footage (gsf) of the residential building would be approximately 280,000 square feet (Type V – wood frame construction) and the gross square footage of the garage (Type I concrete construction) would be 135,000 square feet. The proposed base density would equate to 36.3 dwelling units per acre (du/ac). With an additional 35-percent density bonus allowed for affordable housing pursuant to the State density bonus law (Government Code Section 65915) and a 5-percent density bonus for green building pursuant to City regulations, the density would be 50.7 du/ac, or a total of 205 units for the 4.04-acre site.

The development project on the Raintree site proposes the construction of 465 residential apartment units within eight buildings. The units would be designed as stacked flats (single-story units with a common access hallway) in a variety of building types. The building types would

include “wrap” buildings in which the units would surround one or more sides of a parking structure, “tuck-under” buildings in which units would be located above parking, and “on-grade” buildings in which residences would be located on the first floor with parking available in adjacent on-grade parking fields. The eight buildings would range in height from three to four stories, using Type V (wood frame) construction for the residential units and Type I (concrete) construction for the structured parking. A mixture of studios, one-bedroom, and two-bedroom units is planned, with an average unit size of approximately 1,000 square feet. Total gross building square footage would be 901,870 square feet (including garages). The proposed base density would equate to 36.3 du/ac. With density bonuses for affordable housing and green building, the density would be 38.6 du/ac, or a total of 465 units on the 12.04-acre site.

Pursuant to a Sunnyvale City Council action initiating General Plan amendment studies for both sites, the EIR also will address a maximum buildout (referred to as the “Full Buildout Scenario”) of 938 units for the two sites (259 units at the Sares Regis site and 679 units at the Raintree site). The project described above is the “Applicant Proposed Scenario”.

2.2 AREAS OF POTENTIAL CONTROVERSY

A Notice of Preparation (NOP) was prepared by the City of Sunnyvale to obtain comments from agencies and the public regarding issues to be addressed in the EIR. The Notice of Preparation can be viewed on the City’s website at the following address:
<http://sunnyvale.ca.gov/Departments/CommunityDevelopment/CurrentProjectsandHearings/EastWeddell.aspx>.

The Initial Study was circulated for public review for 30 days between May 3, 2013 and June 1, 2013. Copies of the comments received in response to the NOP are included in **Appendix A**.

This EIR was prepared based on the comments received on the NOP and the project information provided. The following topics were found to have potential environmental impacts and thus are addressed herein in this EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems
- Energy

2.3 IMPACTS AND MITIGATION MEASURES

Under CEQA, a significant effect on the environment is defined as a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by a project, including effects on land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. The criteria of significance used to determine whether or not effects are significant are included in the "Impacts and Mitigation Measures" section for each topic discussion in this EIR.

This EIR does not identify any significant unavoidable project-level impacts. Other identified impacts can be mitigated to a less-than-significant level with the implementation of the recommended mitigation measures. This EIR also addresses less than significant impacts for which mitigation measures are not needed.

Prior to approval of the project, written findings regarding each of the identified environmental impacts must be prepared. Also, a monitoring program for each mitigation measure must be adopted. This monitoring program will be prepared as part of the Final EIR for this project. For significant unavoidable impacts, a statement of overriding considerations must be prepared to address how economic, social, legal, technological, or other benefits outweigh the significant, unavoidable impacts that have been identified. This statement accompanies the findings prior to project approval. However, given that no significant, unavoidable impacts have been identified, a statement of overriding considerations would not be required.

2.4 ALTERNATIVES TO THE PROJECT

Three alternatives to the proposed project are evaluated in Section 5, Alternatives. They are:

- Alternative 1: No Project
- Alternative 2: R-3 Alternative
- Alternative 3: Mitigated Alternative

The environmental impacts of each alternative are compared. The ability of each alternative to meet project objectives is also evaluated. All alternatives were found to meet the project objectives except that for the Mitigated Alternative, the objectives related to providing residential uses would not be met. The environmentally superior alternative was found to be the Mitigated Alternative which includes office uses at the Sares Regis site, and a mixture of residential uses at the north end of the Raintree site, and non-residential uses at the south end.

2.5 SUMMARY TABLE

Table 2-1 summarizes project impacts and mitigation measures. The table identifies the level of impact both before and after mitigation.

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
AESTHETICS							
<u>AESTHETICS-1</u> : Construction of the proposed projects would potentially create temporary aesthetic impacts associated with project demolition and construction activities.	S	<u>AESTHETICS-1</u> : The applicants for both projects shall incorporate the following specifications into all construction contracts for the proposed projects: <ul style="list-style-type: none"> ▪ Construction staging areas and the storage of large equipment shall be located in the interior of the project sites as much as possible, and whenever feasible away from East Weddell Drive. ▪ Construction staging areas shall be on-site and shall remain clear of trash, weeds, and debris. ▪ Construction fencing shall be placed around the sites and shall include green fabric screening to screen portions of the site from view. The fencing shall be located at the northern and western edges of the Raintree site and the northern and eastern edges of the Sares Regis site. 	LTS	√	√	√	√
<u>AESTHETICS-2</u> : The proposed projects could degrade the existing visual character or quality of the site and its surroundings.	LTS	<u>AESTHETICS-2</u> : No mitigation would be necessary.	LTS	√	√	√	√
<u>AESTHETICS-3</u> : The proposed projects could create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	S	<u>AESTHETICS-3</u> : The applicants for both projects shall incorporate the following specifications into the proposed projects: <ul style="list-style-type: none"> ▪ All lighting shall be shielded so that lighting is cast downward and “spillover” is minimized. ▪ Lighting for exterior locations shall be designed primarily for public safety and shall not result in unnecessary glare for nearby residences. ▪ Whenever possible, lighting for pathways shall be low path lighting. ▪ All garage lighting shall be shielded to minimize spillover to adjacent areas and roadways. ▪ The overall lighting design approach shall be to provide 1-foot candle of light on all parking lots and major pathways, while 	LTS	√	√	√	√

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
		<p>½-foot candle could be provided at minor pedestrian paths.</p> <ul style="list-style-type: none"> Over-lighting shall be prevented and full-cut off fixtures shall be used to minimize light pollution and trespass. <p>The combination of the above measures would reduce this potential impact to a less-than-significant level.</p>					
AIR QUALITY							
<u>AIR-1</u> : The projects would not conflict with or obstruct implementation of the applicable air quality plan.	LTS	<u>AIR-1</u> : No mitigation would be necessary.	LTS	√	√	√	√
<u>AIR-2</u> : Construction of the Full Buildout Scenarios could result in a cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable national or state ambient air quality standard.	S	<p><u>AIR-2</u>: When construction information is available for the Full Buildout Scenarios, a complete air emissions analysis for construction emissions shall be completed by the project applicants to address annual and average daily construction emissions of reactive organic gases (ROG), nitrogen oxides (NO_x), coarse particulate matter (PM₁₀) exhaust, and fine particulate matter (PM_{2.5}) exhaust during construction of the Sares Regis and Raintree projects. Average daily emissions shall be computed from total emissions. Total emissions shall be the sum of the annual emissions. If predicted average daily emissions would exceed the Bay Area Air Quality Management District (BAAQMD) thresholds, the applicants shall identify mitigation measures that would reduce construction-related emissions to below the BAAQMD thresholds. Such measures may include:</p> <ul style="list-style-type: none"> Phasing of the project to reduce daily emissions; Use of newer or retrofitted construction equipment that has low emission rates; Use of alternatively fueled equipment; and modification of construction techniques to avoid use of diesel-powered equipment. <p>Compliance with thresholds shall be verified by the City prior to issuance of any building permits.</p>	LTS			√	√

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
<u>AIR-3</u> : The projects would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.	LTS	<u>AIR-3</u> : No mitigation would be necessary.	LTS	√	√	√	√
<u>AIR-4</u> : Sensitive receptors that are part of the proposed projects could be exposed to substantial pollutant concentrations.	S	<p><u>AIR-4</u>: The two projects shall include the following measures to minimize long-term toxic air contaminant (TAC) exposure for new residences.</p> <ol style="list-style-type: none"> Design buildings and sites to limit exposure from sources of TAC and fine particulate matter (PM_{2.5}) emissions. The site layout shall locate windows and air intakes as far as possible from Highway 101 traffic lanes and provide additional tree plantings along the highway edge to maintain a uniform and continuous vegetative barrier per Bay Area Air Quality Management District (BAAQMD) recommended plantings. Any modifications to the site design shall incorporate buffers between residences and the freeway. Install air filtration in residential or other buildings that would include sensitive receptors that have predicted PM_{2.5} concentrations above 0.3 micrograms per cubic meter (µg/m³) or excess lifetime cancer risk of 10.0 per million or greater. Air filtration devices shall be rated MERV13 or higher. To ensure adequate health protection to sensitive receptors, a ventilation system shall meet the following minimal design standards (Department of Public Health, City and County of San Francisco, 2008): <ul style="list-style-type: none"> A MERV13 or higher rating ; At least one air exchange(s) per hour of fresh outside filtered air; At least four air exchange(s) per hour recirculation; and At least 0.25 air exchange(s) per hour in unfiltered infiltration. <p>As part of implementing this measure, an ongoing maintenance plan for the buildings' heating, ventilation, and air conditioning (HVAC) air filtration system shall be</p> 	LTS	√	√	√	√

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
		<p>required. Recognizing that emissions from air pollution sources are decreasing, the maintenance period shall last as long as significant excess cancer risk or annual PM_{2.5} exposures are predicted. Subsequent studies could be conducted to identify the ongoing need for the ventilation systems as future information becomes available.</p> <p>3. Ensure that the lease agreement and other property documents (1) require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks; (2) include assurance that new owners and tenants are provided information on the ventilation system; and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.</p> <p>4. Consider phasing developments located within 330 feet of Highway 101 to avoid significant excess cancer risks and required installation of filtered ventilation systems (described above). Note that new United States Environmental Protection Agency (U.S. EPA) engines standards combined with California Air Resources Board (CARB) rules and regulations will reduce on-road emissions of diesel particulate matter (DPM) and PM_{2.5} substantially, especially after 2014.</p> <p>5. Require that, prior to building occupancy, an authorized air pollutant consultant verify the installation of all necessary measures to reduce toxic air contaminant (TAC) exposure.</p> <p>A properly maintained vegetative barrier could reduce particulate concentrations, including DPM, by an estimated 30 percent. Combined with the vegetation barrier along the freeway, a properly installed and operated ventilation system with MERV13 air filters may reduce PM_{2.5} concentrations from DPM mobile and stationary sources by approximately 70 percent indoors when compared to</p>					

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
		<p>outdoors. A ventilation system with MERV16 filters could achieve reductions of 90 percent. The air intake for these units should be located as far away as possible from Highway 101. The overall effectiveness calculations take into consideration time spent outside and the outdoor exposure of each affected unit. The U.S. EPA reports that people, on average, spend 90 percent of their time indoors. The overall effectiveness calculations should take into effect time spent outdoors. Assuming 2 hours of outdoor exposure plus 1 hour of open windows (calculated as outdoor exposure) per day, the overall effectiveness of filtration systems would be about 60 percent for MERV13 systems and about 80 percent for MERV16 systems.</p> <p>A ventilation system with MERV13 filtration would be necessary to reduce cancer risk to less-than-significant levels for areas where cancer risk is between 10 and 25.0 per million. A more efficient filtration system would be required for cancer risks that exceed 25.0 per million. A ventilation system with MERV16 filters would result in cancer risk of less than 10 per million where outdoor cancer risk is predicted to be 50.0 per million or less. A system with MERV14 or MERV15 could also be used, but those systems were not evaluated.</p> <p>PM_{2.5} concentrations would also be reduced with the ventilation system that uses a MERV13 filter or greater. Maximum annual PM_{2.5} concentrations of 0.75µg/m³ or less could be mitigated using ventilation systems with MERV13 filters.</p> <p>The above measures would reduce the potential air quality impact to a less-than-significant level.</p>					
<u>AIR-5</u> : Existing sensitive receptors could be exposed to substantial pollutant concentrations during construction of the projects.	S	<u>AIR-5a</u> : The projects shall include the following measures recommended by the Bay Area Air Quality Management District (BAAQMD) (i.e., Best Management Practices) to reduce construction dust and on-site construction exhaust emissions by 5 percent:	LTS	√	√	√	√

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
		<ol style="list-style-type: none"> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. A publicly visible sign shall be posted with the telephone number and person to contact at the City of Sunnyvale regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management Air District's phone number shall also be visible to ensure compliance with applicable regulations. 9. A plan shall be developed demonstrating that the off-road equipment (more than 50 horsepower and on- site for more 					

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
		<p>than two consecutive workdays) to be used in project construction would achieve an additional 50 percent reduction in exhaust particulate matter emissions, compared to similar equipment that meets U.S. EPA Tier 2 standards. Based on the construction plans presented for this project, a feasible method to achieve this objective would be the following:</p> <ul style="list-style-type: none"> ▪ All diesel-powered air compressors, welders, forklifts (including rough terrain forklifts), paint spray rigs, and all types of cranes, forklifts or aerial lifts (man lifts, boom lifts, etc.) used during all construction phases shall meet or exceed U.S. EPA Tier 4 standards for particulate matter emissions or substituted with alternatively fueled equipment (e.g., LPG fuel). ▪ All other off-road construction equipment used on the site shall, on a fleet-wide average, meet U.S. EPA Tier 2 emission standards. ▪ Portable diesel generators operating for more than two days shall be prohibited. Grid power electricity shall be used to provide power at construction sites; or non-diesel generators (or diesel generators using bio-diesel fuel) may be used when grid power electricity is not feasible. <p>The above measures shall be included in contract specifications for both projects.</p> <p>The mitigation measures listed above, applied to the Raintree Applicant Proposed Scenario and the Sares Regis Applicant Proposed Scenario, would reduce the child excess cancer risk from each of the projects as well as the combination of the two projects to below 9.9 per million. Since construction techniques, equipment usage, and schedules have not been identified for the Full Buildout Scenarios, Mitigation Measure AIR-5b is included below.</p>					

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
		<p><u>AIR-5b</u>: When construction information is available for the Full Buildout Scenario, a complete air emissions analysis for construction emissions shall be completed by the project applicants to address health risk impacts (i.e., excess cancer risk, annual PM_{2.5} concentration and Hazard Index) during construction of the Sares Regis and Raintree projects. If predicted excess cancer risk, annual PM_{2.5} concentration or Hazard Index exceed the BAAQMD thresholds, the applicants shall identify mitigation measures that would reduce construction-related health risks to below the BAAQMD thresholds. Such measures may include:</p> <ul style="list-style-type: none"> ▪ Use of newer or retrofitted construction equipment that has low emission rates; ▪ Use of alternatively fueled equipment; and ▪ Modification of construction techniques to avoid use of diesel-powered equipment. <p>Compliance with thresholds shall be verified by the City prior to issuance of any building permits.</p>	LTS			√	√
<u>AIR-6</u> : The projects would not create objectionable odors affecting a substantial number of people.	LTS	<u>AIR-6</u> : No mitigation would be necessary.	LTS	√	√	√	√
<u>AIR-7</u> : Project emissions of criteria air pollutants or their precursors would not make a considerable contribution to cumulative air quality impacts.	LTS	<u>AIR-7</u> : The projects would be required to comply with Mitigation Measures AIR-4 and AIR-5; no additional mitigation would be necessary.	LTS	√	√	√	√
BIOLOGICAL RESOURCES							
<u>BIO-1</u> : Tree removal and building demolition associated with the projects could result in the loss of bird nests in active use, which would be a violation of the federal Migratory Bird Treaty Act (MBTA).	S	<u>BIO-1</u> : Tree removal and building demolition shall be performed in compliance with the Migratory Bird Treaty Act and relevant sections of the California Fish and Wildlife Code. This shall be accomplished by preferably scheduling tree removal and building demolition outside of the bird nesting season (which occurs from February 1 to August 31) to avoid possible impacts to nesting birds if new nests are established in the future. Alternatively, if tree removal and building demolition cannot be scheduled during the non-nesting season (September 1 to January 31), then a	LTS	√	√	√	√

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
		<p>preconstruction nesting survey shall be conducted. The preconstruction nesting survey shall include the following:</p> <ul style="list-style-type: none"> ▪ A qualified biologist (Biologist) shall conduct a pre-construction nesting bird (both passerine and raptor) survey within seven days prior to tree removal and/or building demolition. ▪ If no nesting birds are observed, no further action is required and tree removal and construction activities shall occur within seven days of the survey to prevent take of individual birds that could begin nesting after the survey. ▪ Another nest survey shall be conducted if more than seven days elapse between the initial nest search and the beginning of tree removal and construction activities. ▪ If any active nests are encountered, the Biologist shall determine an appropriate disturbance-free buffer zone to be established around the nest location(s) until the young have fledged. Buffer zones vary depending on the species (i.e., typically 75 to 100 feet for passerines and 300 feet for raptors) and other factors such as on-going disturbance in the vicinity of the nest location. If necessary, the dimensions of the buffer zone shall be determined in consultation with the California Department of Fish and Wildlife (CDFW). ▪ Orange construction fencing, flagging, or other marking system shall be installed to delineate the buffer zone around the nest location(s) within which no construction-related equipment or operations shall be permitted. Continued use of existing facilities such as surface parking and site maintenance may continue within this buffer zone. ▪ No restrictions on grading or construction activities outside the prescribed buffer zone are required once the zone has been identified and delineated in the field and workers have been properly trained to avoid the buffer zone area. ▪ Construction activities shall be restricted from the buffer zone until the Biologist has determined that young birds have 					

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
		<p>fledged and the buffer zone is no longer needed.</p> <ul style="list-style-type: none"> A survey report of findings verifying that any young have fledged shall be submitted by the Biologist for review and approval by the City of Sunnyvale Planning Division prior to initiation of any tree removal or other construction activities within the buffer zone. Following approval by the City, tree removal and construction within the nest-buffer zone may proceed. 					
<u>BIO-2</u> : Proposed development would require removal of protected trees and could conflict with the City's Tree Preservation Ordinance.	S	<u>BIO-2</u> : The proposed projects shall comply with the City's Tree Preservation Ordinance. As necessary, additional information shall be provided by the applicants regarding valuation of trees to be preserved and tree preservation guidelines during and after construction. Further review shall be provided to demonstrate adequate replacement plantings, establish an appropriate bond value for trees to be protected, and determine whether soil mitigation and other requirements are necessary.	LTS	√	√	√	√
GREENHOUSE GAS EMISSIONS							
<u>GHG-1</u> : The projects would not generate greenhouse gas emissions, either directly or indirectly, that would have a significant impact on the environment.	LTS	<u>GHG-1</u> : No mitigation would be necessary.	LTS	√	√	√	√
<u>GHG-2</u> : The projects would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	LTS	<u>GHG-2</u> : No mitigation would be necessary.	LTS	√	√	√	√
HAZARDS AND HAZARDOUS MATERIALS							
<u>HAZARDS-1</u> : Development of the Raintree site could expose construction workers and future residents to soils containing potentially hazardous concentrations of arsenic and vanadium.	S	<u>HAZARDS-1</u> : Regulatory oversight shall be initiated to develop and implement measures to eliminate potential health risks related to soils containing elevated levels of arsenic and/or vanadium at the Raintree site. This oversight may be provided by Santa Clara County Department of Environmental Health (SCCDEH), the Regional Water Quality Control Board (RWQCB), or Department of Toxic Substances Control (DTSC) and may require the project applicant to submit an application to the State Site Designation Committee for assignment of an appropriate local or state oversight agency. As a condition of	LTS		√		√

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
		<p>approval for construction, demolition, or grading permits, the applicant shall incorporate measures to ensure that any potential added health risks to construction workers, maintenance and utility workers, site users, and the general public as a result of hazardous materials are reduced to a cumulative risk of less than 1×10^{-6} (one in one million) for carcinogens and a cumulative hazard index of 1.0 for non-carcinogens, or as otherwise required by a regulatory oversight agency. The evaluation of risk would be subject to review and/or approval by regulatory oversight agencies. These agencies could also require additional site investigation to more fully delineate the extent of contaminants of concern at the site.</p> <p>The potential risks to human health in excess of these goals must be reduced either by remediation of the contaminated soils (e.g., excavation and off-site disposal) and/or implementation of institutional controls and engineering controls (IC/EC). If extensive on-site excavation and/or soil off-haul is determined to be the appropriate response action, additional CEQA review may be required to evaluate potential impacts related to air quality, noise, and traffic and to recommend mitigation measures, as necessary. IC/EC may include the use of a Construction Risk Management Plan (for mitigating exposures during construction and maintenance of the project), placement of new fill or pavement over contaminated soils, and/or deed restrictions. If IC/EC are implemented, an Operations and Maintenance Program must be prepared and implemented to ensure that the measures adopted are maintained throughout the life of the project. The Operations and Maintenance Program would be subject to review and approval by regulatory oversight agencies.</p>					
HAZARDS-2: Development of the Sares Regis site could expose future residents to potentially hazardous concentrations of VOCs migrating to indoor air via soil gases.	S	HAZARDS-2: Occupancy permits for the Sares Regis site shall be contingent upon the site receiving closure with DTSC in the Voluntary Cleanup Program. Currently, remedial action is expected to be limited to excavation and off-site disposal of a small volume of soil. Under Voluntary Cleanup Program guidelines, DTSC shall review the remedial action using its	LTS	√		√	

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
		Exemption Evaluation Checklist to determine if any additional CEQA review may be required to evaluate potential impacts related to the remedial action.					
<u>HAZARDS-3</u> : Development of the two projects would require the use, transport, and disposal of hazardous materials, which could create a potential hazard to public health or the environment.	S	<p><u>HAZARDS-3</u>: Construction at the project sites shall be conducted under a project-specific Construction Risk Management Plan (CRMP) to protect construction workers, the general public, and the environment from subsurface hazardous materials previously identified and to address the possibility of encountering unknown contamination or hazards in the subsurface. The CRMP shall summarize soil and groundwater analytical data collected on the project sites during past investigations and during site investigation and remediation activities described in Mitigation Measure HAZARDS-1 for the Raintree site; delineate areas of known soil and groundwater contamination, if applicable; and identify soil and groundwater management options for excavated soil and groundwater, in compliance with local, state, and federal statutes and regulations.</p> <p>The CRMP shall:</p> <ol style="list-style-type: none"> (1) Provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during project excavation and dewatering activities, respectively. (2) Require the preparation of a project-specific Health and Safety Plan that identifies hazardous materials present, describes required health and safety provisions and training for all workers potentially exposed to hazardous materials in accordance with state and federal worker safety regulations, and designates the personnel responsible for Health and Safety Plan implementation. (3) Require the preparation of a contingency plan that shall be applied should previously unknown hazardous materials be encountered during construction activities. The contingency plan shall include provisions that require collection of soil and/or groundwater samples in the newly 	LTS	√	√	√	√

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
		<p>discovered affected area by a qualified environmental professional prior to further work, as appropriate. The analytical results of the sampling shall be reviewed by the qualified environmental professional and submitted to the appropriate regulatory agency. The environmental professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications, in accordance with local, state, and federal requirements. Work shall not resume in the area(s) affected until these recommendations have been implemented under the oversight of the City or regulatory agency, as appropriate</p> <p>(4) Designate personnel responsible for implementation of the CRMP.</p> <p>The CRMP shall be submitted to the City of Sunnyvale for review and approval prior to the issuance of construction and demolition permits.</p>					
<p><u>HAZARDS-4</u>: Demolition of the existing project site buildings at both the Raintree and Sares Regis sites may result in the release of lead, asbestos, and/or other hazardous materials, which could pose a risk to construction workers, the general public, and the environment.</p>	S	<p><u>HAZARDS-4</u>: Hazardous building materials surveys shall be conducted by a qualified and licensed professional for all structures that were not previously inspected or abated and that are proposed for demolition or renovation at the project sites. Lead-based paint shall be included in all hazardous material surveys. All loose and peeling lead-based paint and asbestos-containing materials (ACM) shall be abated by certified contractor(s) in accordance with local, state, and federal requirements. All other hazardous materials, such as “universal wastes,” shall be removed from buildings prior to demolition in accordance with Division of Occupational Safety and Health (DOSH) regulations. The completion of the abatement activities shall be documented by a qualified environmental professional(s) and submitted to the City of Sunnyvale prior to the issuance of construction and demolition permits.</p>	LTS	√	√	√	√

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
<u>HAZARDS-5</u> : Operation of the projects would require the use of hazardous materials, which could be released due to improper use, storage, handling, or disposal, creating a potential hazard to public health or the environment.	S	<u>HAZARDS-5</u> : No mitigation would be necessary.	LTS	√	√	√	√
<u>HAZARDS-6</u> : The projects may involve the handling of hazardous materials within ¼-mile of two schools and therefore have the potential to present a safety hazard to school students and workers.	LTS	<u>HAZARDS-6</u> : No mitigation would be necessary.	LTS	√	√	√	√
<u>HAZARDS-7</u> : The projects have the potential to present a safety hazard to future residents due to their location within airport land use plans for the Moffett Naval Air Station and San Jose International Airport.	LTS	<u>HAZARDS-7</u> : No mitigation would be necessary.	LTS	√	√	√	√
LAND USE AND PLANNING							
<u>LAND-1</u> : The projects could conflict with policies of the City of Sunnyvale General Plan related to compatibility with existing land uses, proximity to services, and potential environmental impacts.	LTS	<u>LAND-1</u> : No mitigation would be necessary. Refer to other sections of the EIR as related to potential environmental impacts, specifically air quality and noise.	LTS	√	√	√	√
NOISE							
<u>NOISE-1</u> : Existing and future noise levels at the project sites would exceed the City's noise thresholds of acceptability.	S	<u>NOISE-1</u> : The following mitigation measures shall be included in each project to reduce the impact to a less-than-significant level: <ul style="list-style-type: none"> ▪ When refining the project's site plan, continue to locate common outdoor use areas away from roadways and shield noise-sensitive outdoor spaces with buildings whenever possible. ▪ Incorporate building design and treatments to ensure compliance with State of California and City of Sunnyvale noise standards. A project-specific acoustical analysis shall be required by the City of Sunnyvale to ensure that the design of the project incorporates controls so that interior noise levels would be reduced to 45 dBA DNL or lower. Building sound insulation requirements shall include the provision of forced-air mechanical ventilation for all residential units, so that windows could be kept closed at the occupant's discretion to control noise. Special building construction 	LTS	√	√	√	√

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
		<p>techniques (e.g., sound-rated windows and doors and building facade treatments) may be required for many residential units facing adjacent roadways. These treatments may include sound-rated windows and doors, sound rated wall constructions, and acoustical caulking. Pursuant to the State Building Code, the results of the analysis, including a description of the necessary noise control measures, shall be submitted to the City along with the building plans and approved prior to issuance of a building permit. Feasible construction techniques such as these would adequately reduce interior noise levels to 45 dBA DNL or lower.</p> <ul style="list-style-type: none"> A qualified acoustical consultant shall review final site plans, building elevations, and floor plans prior to construction to calculate expected interior and exterior noise levels and ensure compliance with City of Sunnyvale policies and State of California noise regulations. <p>The above measures would reduce the potential noise impact to a less-than-significant level.</p>					
<u>NOISE-2</u> : Heavy truck traffic on U.S. Highway 101 would not expose the projects to excessive ground-borne vibration.	LTS	<u>NOISE-2</u> : No mitigation would be necessary.	LTS	√	√	√	√
<u>NOISE-3</u> : Vibration resulting from construction activities would not cause excessive vibration in the vicinity of the project sites.	LTS	<u>NOISE-3</u> : No mitigation would be necessary.	LTS	√	√	√	√
<u>NOISE-4</u> : Project-generated traffic noise would not cause a permanent increase in noise exposure above ambient noise levels.	LTS	<u>NOISE-4</u> : No mitigation would be necessary.	LTS	√	√	√	√
<u>NOISE-5</u> : Construction noise would cause a temporary or periodic increase in noise exposure above ambient noise levels.	S	<p><u>NOISE-5</u>: To mitigate potential short-term construction noise impacts, each project shall be required to comply with the following:</p> <ol style="list-style-type: none"> Project construction operations shall be required to use available noise suppression devices and techniques and to limit construction hours per the Sunnyvale Municipal Code. A construction noise logistics plan that specifies hours of 	LTS	√	√	√	√

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
		<p>construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints shall be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses. The construction noise logistics plan shall include, but not be limited to, the following measures to reduce construction noise levels as low as practical:</p> <ul style="list-style-type: none"> ▪ Use “quiet” models of air compressors and other stationary noise sources where technology exists. ▪ Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment. ▪ Locate all stationary noise-generating equipment, such as air compressors, portable power generators, and crushing/recycling operations, near U.S. Highway 101 and as far away as possible from adjacent land uses. ▪ Locate staging areas and construction material areas as far away as possible from adjacent land uses. ▪ Prohibit all unnecessary idling of internal combustion engines. ▪ Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would require that reasonable measures warranted to correct the problem be implemented. ▪ Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. <p>The potential short-term noise impacts associated with</p>					

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
		construction would be mitigated by the above measures implemented during all phases of construction activity to minimize the exposure of neighboring properties, and in combination with the limitations on hours set forth in the Sunnyvale Municipal Code. The impact would be mitigated to a less-than-significant level with the implementation of the above measures.					
<u>NOISE-6</u> : Aircraft noise over proposed noise-sensitive land uses would not exceed Santa Clara County Airport Land Use Commission (ALUC) noise thresholds.	LTS	<u>NOISE-6</u> : No mitigation would be necessary.	LTS	√	√	√	√
PUBLIC SERVICES							
<u>SERVICES-1</u> : The projects would increase the demand for fire protection and police services, but not to the extent that new or physically altered fire stations or police facilities would be needed.	LTS	<u>SERVICES-1</u> : The environmental impact would be less than significant, and no mitigation is necessary.	LTS	√	√	√	√
<u>SERVICES-2</u> : The projects would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	LTS	<u>SERVICES-2</u> : The environmental impact would be less than significant, and no mitigation is necessary.	LTS	√	√	√	√
<u>SERVICES-3</u> : Students from the projects would increase enrollment at Sunnyvale School District and Fremont Union High School District schools, but not to the extent that new or physically altered school facilities would be needed.	LTS	<u>SERVICES-3</u> : The environmental impact would be less than significant, and no mitigation is necessary. As a condition of project approval, the project applicants would be required to pay standard school impact fees. As provided by state law, the payment of these fees is deemed to fully mitigate the impacts of new development on school services.	LTS	√	√	√	√
RECREATION							
<u>REC-1</u> : The projects could result in the need for new parks and could increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	S	<u>REC-1</u> : As a condition of project approval, each project shall be required to comply with applicable City of Sunnyvale parkland dedication and in-lieu fee requirements. Compliance with these requirements would ensure that the impact of each project on existing parks and demand for new parkland would be reduced to a less-than-significant level.	LTS	√	√	√	√
<u>REC-2</u> : The projects would include recreational facilities that might have an adverse physical effect on the environment.	S	<u>REC-2</u> : Each project shall comply with Mitigation Measure REC-1 and all other applicable mitigation measures identified in this EIR. Compliance with these measures would ensure that the	LTS	√	√	√	√

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
		impact of recreational facilities included in each project would be reduced to a less-than-significant level.					
TRANSPORTATION							
<u>TRANSPORTATION-1</u> : The addition of project traffic under Baseline-plus-Project Conditions for the Applicant Proposed Scenario for the Sares Regis project, Raintree project, and combined East Weddell Residential Projects would not cause a significant impact at the study intersections based on LOS significance criteria.	LTS	<u>TRANSPORTATION-1</u> : No mitigation measures would be necessary under Baseline-Plus Project Conditions.	LTS	√	√	√	√
<u>TRANSPORTATION-2</u> : The addition of project traffic under Baseline-plus-Project Conditions for the Applicant Proposed Scenario for the Sares Regis project, Raintree project, and combined East Weddell Residential Projects would not cause a significant impact at the study freeway segments based on LOS significance criteria.	LTS	<u>TRANSPORTATION-2</u> : No mitigation measures would be necessary under Baseline-Plus Project Conditions.	LTS	√	√	√	√
<u>TRANSPORTATION-3</u> : The addition of project traffic under Background-plus-Project Conditions for the Applicant Proposed Scenario for the Sares Regis project, Raintree project, and combined East Weddell Residential Projects would not cause a significant impact at the study intersections based on LOS significance criteria.	LTS	<u>TRANSPORTATION-3</u> : No mitigation measures would be necessary under Baseline-Plus Project Conditions.	LTS	√	√	√	√
<u>TRANSPORTATION-4</u> : The addition of project traffic under Cumulative-plus-Project Conditions for the Applicant Proposed Scenario for the Sares Regis project, Raintree project, and combined East Weddell Residential Projects would not cause a significant impact at the study intersections based on LOS significance criteria.	LTS	<u>TRANSPORTATION-4</u> : No mitigation measures would be necessary under Baseline-Plus-Project Conditions.	LTS	√	√	√	√
<u>TRANSPORTATION-5</u> : The addition of project traffic under Baseline-plus-Project Conditions for the Full Buildout Scenario for the Sares Regis project, Raintree project, and combined East Weddell Residential Projects would not cause a significant impact at the study intersections based on LOS significance criteria.	LTS	<u>TRANSPORTATION-5</u> : No mitigation measures would be necessary under Baseline-Plus-Project Conditions.	LTS	√	√	√	√

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
<u>TRANSPORTATION-6</u> : The addition of project traffic under Baseline-plus-Project Conditions for the Full Buildout Scenario for the Sares Regis project, Raintree project, and combined East Weddell Residential Projects would not cause a significant impact at the study freeway segments based on LOS significance criteria.	LTS	<u>TRANSPORTATION-6</u> : No mitigation measures would be necessary under Baseline-Plus- Project Conditions.	LTS	√	√	√	√
<u>TRANSPORTATION-7</u> : The addition of project traffic under Background-plus-Project Conditions for the Full Buildout Scenario for the Sares Regis project, Raintree project, and combined East Weddell Residential Projects would not cause a significant impact at the study intersections based on LOS significance criteria.	LTS	<u>TRANSPORTATION-7</u> : No mitigation measures would be necessary under Background-Plus-Project Conditions.	LTS	√	√	√	√
<u>TRANSPORTATION-8</u> : The addition of project traffic under Cumulative-plus-Project Conditions for the Full Buildout Scenario for the Sares Regis project, Raintree project, and combined East Weddell Residential Projects would not cause a significant impact at the study intersections based on LOS significance criteria.	LTS	<u>TRANSPORTATION-8</u> : No mitigation measures would be necessary under the Cumulative Plus Project Conditions.	LTS	√	√	√	√
<u>TRANSPORTATION-9</u> : The proposed East Weddell Residential Projects could contribute to inadequate emergency vehicle access on East Weddell Drive for both sites.	S	<u>TRANSPORTATION-9</u> : Both project sites shall be designed to incorporate emergency vehicle access that meets City emergency access standards as described in the City of Sunnyvale Department of Public Safety Fire Prevention Unit's Requirements for Fire Department Vehicle Access and is approved by the City Fire Marshal. This mitigation would reduce the impact on emergency access to a less-than-significant level.	LTS	√	√	√	√
<u>TRANSPORTATION-10</u> : The proposed East Weddell Residential Projects could conflict with adopted policies, plans, or programs regarding pedestrian facilities, or otherwise decrease the performance or safety of such facilities within the study area.	S	<u>TRANSPORTATION-10</u> : Both project sites shall be designed to integrate improvements with existing pedestrian facilities to accommodate potential increases in pedestrian activity. If the SFPUC does not approve the proposed pedestrian improvements, the site plans for both projects shall be adjusted to maximize pedestrian use near the SFPUC right-of-way (ROW), and this shall occur prior to issuance of any building permits. .	LTS	√	√	√	√

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
<u>TRANSPORTATION-11</u> : The proposed East Weddell Residential Projects could conflict with adopted policies, plans, or programs regarding bicycle facilities, or otherwise decrease the performance or safety of such facilities within the study area.	S	<u>TRANSPORTATION-11</u> : Both project sites shall be designed to integrate with existing bicycle facilities to accommodate potential increases in bicycle activity. On-site facilities for bicycles shall be consistent with VTA and City of Sunnyvale guidelines for such facilities, including parking and storage on both project sites. If the SFPUC does not approve the proposed bicycle improvements, the site plan for the Raintree site shall be adjusted to maximize bicycle use near the SFPUC right-of-way, and this shall occur prior to issuance of any building permits.	LTS	√	√	√	√
<u>TRANSPORTATION-12</u> : The proposed East Weddell Residential Projects would not significantly affect existing transit facilities within the study area.	LTS	<u>TRANSPORTATION-12</u> : No mitigation measures would be necessary.	LTS	√	√	√	√
<u>TRANSPORTATION-13</u> : Truck traffic expected to be generated by the required demolition of existing buildings and construction of the proposed East Weddell Residential Projects could affect existing weekday peak period traffic operations at the study intersections.	S	<u>TRANSPORTATION-13</u> : Each project applicant shall prepare a construction truck traffic program for approval by the City of Sunnyvale. The program shall recommend city-designated truck routes and avoids AM and PM commute peak periods (7:00-9:00 AM and 4:00-6:00 PM) in order to avoid impacts on the local roadway system and also to avoid residential neighborhoods. This program shall be integrated into contract specifications. With implementation of this program, each project would result in a less than significant impact.	LTS	√	√	√	√
<u>TRANSPORTATION-14</u> : The proposed projects are not expected to substantially increase hazards due to design features since proposed driveway connections would be substantially similar to existing driveway connections on East Weddell Drive.	LTS	<u>TRANSPORTATION-14</u> : No mitigation measures would be necessary.	LTS	√	√	√	√
UTILITIES AND SERVICE SYSTEMS							
<u>UTIL-1</u> : The projects would not require or result in the construction of new water facilities or expansion of existing facilities that would have significant environmental effects.	LTS	<u>UTIL-1</u> : The impact would be less than significant, and no mitigation is necessary.	LTS	√	√	√	√
<u>UTIL-2</u> : Water supplies would be sufficient to serve the projects, and new or expanded water entitlements would not be necessary.	LTS	<u>UTIL-2</u> : The impact would be less than significant, and no mitigation is necessary.	LTS	√	√	√	√
<u>UTIL-3</u> : The projects (proposed development on the Sares Regis site and Parcel A of the Raintree site) would require	S	<u>UTIL-3</u> : As part of the proposed projects, the project applicants shall replace the existing 8-inch sewer main in North Fair Oaks	LTS	√	√	√	√

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
upsizing of the sewer main in North Fair Oaks Avenue immediately northeast of the Raintree site.		Avenue with a 10-inch main, in accordance with City of Sunnyvale Department of Public Works requirements. This measure would reduce the impact to a less-than-significant level.					
<u>UTIL-4</u> : The projects would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB).	LTS	<u>UTIL-4</u> : The impact would be less than significant, and no mitigation is necessary.	LTS	√	√	√	√
<u>UTIL-5</u> : The landfill serving the projects would have sufficient capacity to accommodate the projects' solid waste disposal needs.	LTS	<u>UTIL-5</u> : The impact would be less than significant, and no mitigation is necessary.	LTS	√	√	√	√
<u>UTIL-6</u> : The projects would comply with federal, state, or local statutes and regulations related to solid waste. However, debris from building demolition and construction and materials discarded by residents after the projects are occupied have the potential to create conflicts with the City of Sunnyvale's state-mandated waste diversion goals and the goals of the City's Zero Waste Strategic Plan.	S	<u>UTIL-6</u> : Each project applicant shall prepare a Waste Management Plan for City approval. The Waste Management Plan shall include provisions for deconstructing existing buildings to facilitate salvaging their reusable components, recycling demolition wastes, reusing or recycling unused construction materials, and ensuring that residents participate in the multi-family recycling service provided by the City to the project after it is occupied. The Waste Management Plan shall describe the projected quantities of waste generated during demolition and construction; indicate how much of those materials will be reused, recycled, or otherwise diverted from landfills; and indicate where un-recycled materials will be disposed. The Waste Management Plan shall also describe where and how post-occupancy discarded materials will be stored and moved to collection points and how residents and project staff (e.g., maintenance workers) will be informed and motivated, on an ongoing basis, to handle discarded materials to support the City's diversion goals. Upon completion of each project, each project applicant shall document implementation of the Waste Management Plan by providing the City with a report summarizing the waste type, quantity, disposition (e.g., recycled or landfilled), and the facility used. This measure would reduce the impact to a less-than-significant level.	LTS	√	√	√	√

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Level of Sig. Without Mitigation	Mitigation Measure	Level of Sig. After Mitigation	Applies To:			
				Sares Regis APS	Raintree APS	Sares Regis FBS	Raintree FBS
ENERGY							
<u>ENERGY-1</u> : The projects would result in increased demands for electricity and natural gas but would not require or result in the construction of new sources of energy supplies or additional energy infrastructure capacity.	LTS	<u>ENERGY-1</u> : The impact would be less than significant, and no mitigation is necessary.	LTS	√	√	√	√
<u>ENERGY-2</u> : The projects would not conflict with applicable energy efficiency policies or standards.	LTS	<u>ENERGY-2</u> : The impact would be less than significant, and no mitigation is necessary.	LTS	√	√	√	√

Note: Sig = Significance; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario.

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; APS = Applicant Proposed Scenario; FBS = Full Buildout Scenario

