

## 4.0 EXISTING CONDITIONS, ENVIRONMENTAL IMPACTS, AND MITIGATION MEASURES

### INTRODUCTION

This chapter discusses the potential environmental impacts and presents the findings of the environmental analysis conducted for the proposed project. The following environmental issues are evaluated in Sections 4.1 through 4.13: Land Use and Planning, Aesthetics, Biological Resources, Geology and Soils, Hydrology and Water Quality, Transportation/Traffic, Noise, Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Cultural Resources, Public Services and Utilities, and Recreation.

### ORGANIZATION OF CHAPTER

Each of the sections in this chapter is organized as follows:

- **Existing Conditions** are on-site and surrounding environmental conditions in existence at the time of publication of the Notice of Preparation (NOP), as well as relevant regulatory standards and requirements.
- **Environmental Analysis** first specifies the applicable significance thresholds (i.e., criteria by which the level of significance of each potential impact is evaluated), and then describes changes that would result in the existing physical environment should the proposed project be implemented. The analysis focuses on the changes that might be significant impacts if the project is implemented.

Project impacts are identified within each section. A summary of the potential impact is presented first, its level of significance is specified second, environmental analysis is provided third, and any required mitigation is identified last. If mitigation is required, the section concludes with the residual level of significance after mitigation.

### MITIGATION MEASURES

Mitigation measures are required as feasible when significant impacts are identified. Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments. Each mitigation measure is numbered sequentially so that it directly correlates to the impact it addresses.

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## 4.1 LAND USE, PLANS, AND POLICIES

This section evaluates the Project's consistency with applicable land use plans, goals, and policies and also addresses land use compatibility issues.

### 4.1.1 ENVIRONMENTAL SETTING

#### EXISTING LAND USES

The proposed Project site consists of ten developed parcels within the Moffett Park Specific Plan area (Figure 3-2). Currently, the main vehicular access to the property is provided via Borregas Avenue or Bordeaux Drive from Moffett Park Drive and Java Drive, or from 5<sup>th</sup> Avenue off of Mathilda Avenue. Pedestrian access is also available from Mathilda Avenue and Java Drive where the Lockheed and Java VTA light rail stations are located. The subject property is developed with 12 buildings and 671,944 square feet of existing office space along with associated driveways, parking areas, and landscaping. An existing hotel is also located directly southwest of the proposed Project parcels. Although the hotel site is not part of the proposed Project, potential cumulative impacts are anticipated and discussed throughout this EIR. The current buildings include a tech office, and research and development uses in one and two story tilt-up construction. One building also includes a teaching use for Cogswell College. In addition, small multi-tenant office users have historically occupied two of the buildings. Table 4.1-1, *Existing Building Information*, identifies the location and assessor's parcel number (APN) of each parcel and provides the existing building space provided by the site's 9 parcels; the building locations are shown in Figure 3-2.

**TABLE 4.1-1  
EXISTING BUILDING INFORMATION**

<b>Site</b>	<b>Location</b>	<b>Assessor's Parcel Number (APN)</b>	<b>Existing Building (square feet)</b>
1	115 E Moffett Park Drive	110-35-008 &	327,961
	1178 Bordeaux Drive	110-35-009	
2	1188 Bordeaux Drive	110-25-037	30,836
	1190 Bordeaux Drive	110-25-038	26,520
3	1153 Bordeaux Drive	110-27-017	27,900
	1175 Bordeaux Drive	110-27-023	61,000
	1116 N Mathilda Avenue	110-27-031	11,212
	1130 N Mathilda Avenue	110-27-032	11,915
	N/A	Common Lake	0
4	1215 Borregas	110-35-007	100,800
<b>Total Building Square Feet</b>			<b>598,144</b>

Source: DES Architects, 2013

## **SURROUNDING AREA**

Land uses surrounding the Project site are similar to those within the Project site, namely, low-rise business park development characteristic of the MPSP area, as described above. As noted previously, office development borders the Project site to the north, Moffett Park Drive and SR-237 border the site to the south, and Borregas Avenue borders the Project site to the east. Residential neighborhoods are located south of SR-237 and low-rise office development is located east of Borregas Avenue. A two-story hotel complex is located southwest of the Project site at the intersection of Moffett Park Drive and North Mathilda Avenue. Immediately west of North Mathilda Avenue are VTA light rail tracks and the Onizuka Air Force Station is located further to the west. Several mid-rise corporate campuses have been constructed near the Project site in recent years, including to the north, along North Mathilda Avenue and west of the Onizuka Air Force Station. Immediately west of the MPSP area, across Enterprise Way is the Moffett Federal Airfield. Moffett Federal Airfield is located on 952 acres of land, at an elevation of 32 feet above mean sea level (at the FAA Airport Reference Point). It is owned by the U.S. Government and operated by NASA Ames Research Center.

### **4.1.2 REGULATORY AND PLANNING FRAMEWORK**

The following identifies adopted land use regulations that are applicable to the Project site. There are no federal land use policies or regulations that are applicable to the proposed Project.

The Project site is subject to several planning documents and programs that have varying degrees of regulation over use of the site. The City of Sunnyvale (City) has preeminent authority over deciding the land use of the site. The City of Sunnyvale adopted planning documents regulating land use within and around the Project site are the City of Sunnyvale General Plan (consolidated in 2011) (General Plan), the Moffett Park Specific Plan (MPSP), and the Sunnyvale Municipal Code (Municipal Code).

### **SANTA CLARA COUNTY AIRPORT LAND USE COMMISSION**

The Project is located less than 1 mile from the Moffett Field Airport. As such, it is within the jurisdiction of the Santa Clara County Airport Land Use Commission (ALUC). Public Utilities Code Sections 21670 et seq. authorizes each county to establish an ALUC that is responsible for formulating and maintaining a comprehensive land use plan (CLUP) for the area surrounding each public-use airport within their counties. The CLUP establishes an airport land use planning area, referred to as the Airport Influence Area (AIA), which consists of the areas surrounding the Airport that are affected by noise, height, and safety considerations. All actions, regulations and permits within the AIA must be evaluated by local agencies to determine if the development meets the conditions specified for height restrictions, and noise and safety protection to the public. [A.B. 332 (Stats. 2003) to be codified in Public Utilities Code 21674.7(b)]. The Santa Clara County ALUC is responsible for reviewing amendments to general plans, specific plans, zoning amendments, and building regulations that apply within the airport planning boundary. The Project site is within the AIA of Moffett Federal Airfield.

The Santa Clara County ALUC recently considered the adoption of an amendment to the adopted County-wide *Land Use Plan for Areas Surrounding Santa Clara County Airports* (September 1992). The amendment consists of an airport-specific comprehensive land use plan for Moffett Federal Airfield (*Comprehensive Land Use Plan Santa Clara County, Moffett Federal Airfield*) in order to better fulfill the statutory goals of ensuring orderly growth around each airport. Implementation of the Moffett Federal Airfield CLUP will be the responsibility of the County of Santa Clara and the cities of Mountain View and Sunnyvale for those areas within the AIA under their jurisdiction. The Santa Clara County ALUC provides policy direction, advice, and technical assistance to the County and the Cities of Sunnyvale and Mountain View as needed to facilitate implementation of the Moffett Federal Airfield CLUP. The *Comprehensive Land Use Plan Santa Clara County, Moffett Federal Airfield* (Moffett Federal Airfield CLUP) has been adopted as of November, 2012 and Impact 4.1-2 evaluates the proposed Project's consistency with the document.

### **SUNNYVALE GENERAL PLAN**

The General Plan addresses the physical development of the City and, when used together with a larger body of City Council policies, provides direction for decision-making on City services and resources. It is both a long-range and a strategic planning document, containing long-term goals and policies for the next 10-20 years and strategic actions for the next five to ten years. The Sunnyvale General Plan incorporates the seven elements (topics) required by state law and also includes additional topics that address particular issues of local concern. The General Plan is organized into the following chapters: Community Vision, Land Use and Transportation (state-mandated Land Use, Open Space and Circulation Element, Transportation section), Community Character, Housing (state-mandated Housing Element), Safety and Noise (state-mandated Safety and Noise Elements), Environmental Management (state-mandated Conservation Element and Circulation Element, public utilities section).

Goals and policies are used by the community, City staff, and decision-makers to guide decisions relating to the physical development of the City including land use, infrastructure, and related budgetary decisions. Future development decisions must be consistent with the General Plan. To assist community members and decision-makers, goals and policies are referenced in all staff reports and findings related to the development of the City.

**Community Vision.** The Community Vision Chapter contains 15 Citywide vision goals which are reflective of the Community Vision and provide context and direction for the more specific long-range goals in each functional element of the General Plan. The following Citywide vision goals are applicable to the proposed Project:

- **Attractive Community:** To maintain and enhance the appearance of Sunnyvale, and to distinguish it from surrounding communities, through the promotion of high quality architecture, the preservation of historic districts and structures, the maintenance of a healthy urban forest, and the provision of abundant and attractive open space.

- **Environmental Sustainability:** To promote environmental sustainability and remediation in the planning and development of the City, in the design and operation of public and private buildings, in the transportation system, in the use of potable water and in the recycling of waste.
- **Safe and Healthy Community:** To maintain Sunnyvale's traditional high level of public health and safety, so all residents, employees and visitors feel safe at all times and in all places in the City.
- **Robust Economy:** To retain, attract and support strong and innovative businesses, which provide quality jobs for the City's workforce, tax revenue to support public services, and a positive reputation for Sunnyvale as a center of creativity and productivity.
- **Balanced Transportation:** To provide and maintain a balanced multi-modal transportation system which provides choice, convenience and efficiency for the movement of people and goods.
- **Supportive Utilities:** To provide and maintain water, sewer, solid waste disposal, and drainage facilities that are safe, efficient, and reliable, and which can develop sufficient capacity to meet the expected growth of the city.

**Land Use and Transportation.** The City is in the process of updating the Land Use and Transportation Element of the General Plan. The update process, which has been guided by the 2009 Sunnyvale Community Vision: A Guiding Framework for General Planning, resulted in a new Land Use and Transportation Element that provides guidance relating to economic development, incorporation of smart growth concepts, green technology and principles, and preservation and enhancement of existing neighborhoods. It also contains a series of focused land use and transportation policies and action strategies to address the City's desire to be a regional leader in environmental sustainability. More specifically, the land use policies in the updated Land Use and Transportation Element direct the City to: participate in regional efforts on climate change adaptation plans; prepare for risks and hazards associated with climate change; and, consider climate change impacts when reviewing future development or considering changes to City policies. The updated element is currently undergoing environmental review pursuant to the California Environmental Quality Act (CEQA) and has not yet been adopted by the City Council. Thus, the background information in this section and the associated environmental review is based on the City's currently adopted Land Use and Transportation Element.

The Land Use and Transportation Element contains many goals, policies and actions related to strong economy, efficient transportation, and community character that apply to the proposed Project. The most relevant of these goals, policies, and actions are highlighted below:

Goal LT-1: Protect and sustain a high quality of life in Sunnyvale by participating in coordinated land use and transportation planning in the region. Policy LT-1.7 supports this goal by encouraging the City to contribute to efforts to minimize region-wide average trip length, and single-occupant vehicle trips. Action Statements LT-1.7a and LT-1.7b further support that goal by locating higher intensity land uses and developments close to transit services and by supporting regional efforts to promote higher densities near major transit and travel facilities, without increasing the overall density of land usage. Policy LT-1.9

encourages the City to support flexible and appropriate alternative transportation modes and transportation system management measures that reduce reliance on the automobile and serve changing regional and City-wide land use and transportation needs. Policy LT-1.10 supports land use planning that complements the regional transportation system.” To enhance those goals, Action Statements LT-1.10b and LT-1.10c support alternative transportation services, such as light rail, buses, and commuter rail, through appropriate land use planning and encourage mixed uses near transit centers. In addition, Policy LT-1.11 promotes the protection of regional environmental resources through local land use practices.

Goal LT-2: Preserve and enhance an attractive community, a positive image and a sense of place that consists of distinctive neighborhoods, pockets of interest, and human scale development. In support of this goal, Policy LT-2.1 seeks to recognize that the City is composed of residential, industrial, and commercial neighborhoods, each with its own individual character. It also allows change consistent with reinforcing positive neighborhood values.

Goal LT-4: 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. In support of this goal, Policy LT-4.10 encourages appropriate site access to commercial and office uses while preserving available road capacity. Additionally, Action Statement LT-4.10b encourages commercial enterprises and offices to provide support facilities for bicycles and pedestrians.

Goal LT-5: Attain a transportation system that is effective, safe, pleasant, and convenient. As part of this goal, Policy LT-5.2 encourages integration of land use and the transportation system, and Policy LT-5.5 supports a variety of transportation modes. Action Statements LT-5.2a and LT-5.5a allow for land uses that can be supported by the planned transportation system and promote alternate modes of travel to the automobile. Action Statement LT-5.5c supports land uses that increase the likelihood of travel mode split, and Action Statement LT-5.5g seeks to ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops. Other related Action Statements include LT-5.5h to work to improve bus service within the City, including linkages to rail; LT-5.6a to develop clear, safe, and convenient linkages between all modes of travel, including access to transit stations and stops, and connections between work, home, and commercial sites; and, LT-5.6b to promote public and private transportation demand management.

Goal LT-6 promotes an economic development environment that is supportive of a wide variety of businesses and promotes a strong economy within existing environmental, social, fiscal, and land use constraints. Goal LT-7 seeks to maintain a balanced economic base that can resist downturns of any one economic sector. Policies LT-6.2 and LT-7-2 support these goals by maintaining an attractive business community and promoting business opportunities and business retention in the City.

### **MOFFETT PARK SPECIFIC PLAN (MPSP)**

The City adopted the MPSP in April 2004 to facilitate and encourage development within the Moffett Park area. The MPSP sets forth goals and objectives for future development, provides community and design guidelines, specifies necessary infrastructure improvements, and establishes development standards. The MPSP encourages development types such as corporate headquarters, office uses, and research/development facilities with high technology companies.

**Policy Framework.** The overall goal of the MPSP is to provide a comprehensive, long-term plan that supports the development of a mix of land uses and addresses the potential impacts of future development within the MPSP area. MPSP development policy and regulatory guidance are established within a policy framework that consists of the following:

- **Specific Plan Planning Factors:** Identify the opportunities and constraints that influence and contribute to the successful implementation of the MPSP.
- **Specific Plan Guiding Principles:** Provide the broad principles that future development and redevelopment in the MPSP area shall implement.
- **Specific Plan Objectives:** Provide more explicit policy statements that implement the MPSP's Guiding Principles.

Guiding Principles. The following Guiding Principles establish the foundation of the MPSP's Development Plan and regulatory framework. The intention of the Guiding Principles is to provide a set of standards to determine if future proposals and design concepts are compatible with the MPSP.

- **Guiding Principle 1.0:** Positively influence the Sunnyvale business climate and enhance economic vitality by providing comprehensive land use policies and permitting processes that encourage development of additional needed Class A office space to diversify the industrial base of Sunnyvale.
- **Guiding Principle 2.0:** Encourage and support emerging industries.
- **Guiding Principle 3.0:** Foster cooperative partnerships with businesses, property owners, and the City of Sunnyvale.
- **Guiding Principle 4.0:** Provide opportunity for strategic retention and attraction of business and private investment.
- **Guiding Principle 5.0:** Focus areas of higher intensity development in areas adjacent to public transportation facilities.
- **Guiding Principle 6.0:** Streamline the land use permit and environmental review approval process
- **Guiding Principle 7.0:** Enhance pedestrian accessibility.

- Guiding Principle 8.0: Increase utilization of public transit through coordinated land use, transportation, and infrastructure planning.
- Guiding Principle 9.0: Incorporate the principles of “smart growth” into all planning decisions.
- Guiding Principle 10.0: Incorporate sustainable design and green building concepts into private and public projects.
- Guiding Principle 11.0: Preserve Moffett Park for Industrial Uses into the future and prevent erosion of its industrial base to non-compatible uses.

Objectives. The following MPSP Objectives are intended to implement the goals and policies of the General Plan and the Guiding Principles identified above.

*Land Use Objectives.* The following MPSP Objectives are intended to implement the goals and policies of the General Plan and the Guiding Principles identified above.

- LU-1: Establish development regulations that provide a framework to allow for higher intensity development.
- LU-2: Coordinate land use planning within Moffett Park with transportation planning.
- LU-3: Allow for balanced development that minimizes environmental and fiscal impacts to the City.
- LU-4: Establish land use districts that encourage high quality corporate headquarter and Class A office development.
- LU-5: Provide for higher intensity development along transportation corridors and within close proximity to rail and transit stations.
- LU-6: Provide a development reserve of additional square footage for sites adjacent to public transit facilities as an incentive to developers and to provide flexibility of use for the future needs of the City's residents and business.
- LU-7: Establish land use and transportation regulations that support increased pedestrian activity and decrease the dependence on single-occupant vehicles.
- LU-8: Provide specific requirements to enhance public amenities of new development.
- LU-9: Develop regulatory standards that ensure the efficient use of vacant and redevelopable land.

*Circulation and Transportation Objectives.* The following MPSP Objectives are intended to implement the goals and policies of the General Plan and the Guiding Principles identified above.

- CIR-1: Strive for a net Transportation Demand Management trip reduction of 20% on all new development within the Specific Plan area. Encourage peak hour trip reduction options when feasible.

- CIR-2: Provide for improved pedestrian and bicyclist mobility within the Specific Plan area.
- CIR-3: Require that all future transportation impacts are mitigated to the greatest extent feasible.
- CIR-4: Ensure future Level of Service (LOS) standards within the Specific Plan area do not exceed adopted citywide standards.
- CIR-5: Require a correlation between higher intensity land uses in the Specific Plan project area and direct access to alternative modes of transportation.
- CIR-6: Provide consistency with the citywide Transportation Strategic Program.

*Infrastructure Objectives.*

- INF-1: Ensure infrastructure capacity within the Specific Plan area meets the demands of new development.
- INF-2: Establish cost estimates related to future infrastructure improvements in the Specific Plan area to assist in the City of Sunnyvale in establishing development fees for future development.
- INF-3: Provide specific measures to increase the utilization of reclaimed water for irrigation purposes.

*General Environmental Objectives*

- ENV-1: Require that all potential environmental effects of new development be mitigated to the greatest extent feasible.
- ENV-2: Provide a program-level environmental document that is utilized as the primary environmental clearance document for subsequent environmental analysis and project development.
- ENV-3: Employ regulatory standards and development guidelines that encourage the conservation of energy resources.
- ENV-4: Encourage future development to incorporate green building techniques into site design, building construction, and occupancy and operation of the building.
- ENV-5: Encourage high intensity developments to incorporate sustainable design features as a whole building concept.
- ENV-6: Consider both “life cycle” costs/savings of development and one time construction costs/savings in feasibility analysis of green building and sustainable design features.
- ENV-7: Strive to provide for indoor environmental quality measures in support of employee health and productivity.

*Urban Design Objectives*

- UD-1: Ensure consistency with the Citywide Design Guidelines, Industrial Design Guidelines, and Moffett Park Design Plan for all new development and renovations.
- UD-2: Utilize sustainable design principles for site layout, building construction techniques, and building materials when suited to the intended use.
- UD-3: Provide for flexible corporate signage standards to ensure a quality, consistent signage program.

*Implementation and Administrative Objectives*

- IMP-1: Establish a streamlined project approval process for development projects within the Moffett Park Specific Plan project area.
- IMP-2: Provide cost estimates for future infrastructure improvements within the project area to assist in future capital improvement programming.
- IMP-3: Identify funding sources and/or funding mechanism for required improvements associated with the Moffett Park Specific Plan project area.
- IMP-4: Allow for flexibility with the Specific Plan so that it is responsive to changes in the marketplace.

**Amendments to the MPSP.** The MPSP may be amended following the same procedures as a General Plan Amendment. In addition to procedures for affecting an amendment to the General Plan contained in Title 19 (Uniform Planning and Zoning Code of the City of Sunnyvale), the amendment may be approved upon finding that the amendment:

1. Meets the intent of the Specific Plan's adopted goals and objectives; or
2. Enhances the Specific Plan's ability to accommodate development needs without compromising its original goals and objectives; or,
3. Implements the goals and objectives of the Specific Plan or General Plan.

**MPSP Land Use Designations.** The MPSP designates three subdistricts within the MPSP area:

- **Moffett Park-Transit Oriented Development (MP-TOD):** This subdistrict includes parcels within ¼ mile of an existing light rail station. It permits the highest intensity of development (such as Class A office, R&D and corporate headquarters), and it is assumed that proximity to light rail will encourage a larger portion of workers to commute by transit rather than by automobile. A Standard FAR of 50% is permitted, with a maximum allowed FAR of 70%.

- **Moffett Park-General Industrial (MP-I):** This subdistrict includes all industrial areas beyond ¼ mile of an existing transit station. It permits office, warehouse and general industrial development at a Standard FAR of 35 %, and a maximum FAR of 50%.
- **Moffett Park-Commercial (MP-C):** This subdistrict provides for support commercial services, such as hotels and retail establishments. The allowable FAR is 40%.

Developments within the Plan area are expected to meet the Standard FAR; however, the MPSP allows site-specific intensification up to the maximum FAR intensity for parcels within the MP-TOD and MP-I subdistricts. This can be achieved either through the Development Reserve or through Transfer of Development Rights (TDR).

The Development Reserve was established to encourage redevelopment of lower intensity uses to the targeted primary uses of the MPSP. To access the Development Reserve, projects must either submit a Major Moffett Park Special Permit application or a Major Moffett Park Design Review Permit. A Major Moffett Park Design Review Permit is applicable only if the Project proposes to achieve the Green Building/Sustainable Design standards outlined in the MPSP. When the MPSP was adopted in 2004, the Development Reserve allowed for an additional 5.4 million square feet of development potential. The City of Sunnyvale deducts potential Development Reserve allocations from the total at the time an application is deemed able to meet the Major Moffett Park Design Review green building obligations. The proposed Project has demonstrated to staff the ability to meet these requirements and staff has allocated a 10% increase in square feet from the reserve pending approval of the proposed Project. At the time of publication of this SEIR, the Development Reserve balance (minus the Moffett Place allocation) is 1,274,167 square feet. The Development Reserve is intended to encourage and enable development of property with the desired Class A office and related land uses.

TDR can also be used as a means to construct additional building square footage above the Standard FAR allowed. TDR functions by a specified “donor” parcel (that does not intend to develop to the Standard FAR-allowed square footage) transferring an equal amount of potential building square footage by mutual agreement to another specific “receiver” parcel. A Moffett Park Miscellaneous Plan Permit would be required to authorize a TDR between property owners transferring and receiving the development rights.

The MPSP includes the Moffett Park Design Plan to regulate the architectural qualities and site layout of development within the Plan area. The intention of these design standards is to produce high-quality architecture and onsite amenities befitting the market demand for office space in the area. The proposed Project would be required to be consistent with these standards, including site layout, architecture, landscaping, site amenities, artwork, sustainable design, and green building techniques.

#### **UNIFORM PLANNING AND ZONING CODE OF THE CITY OF SUNNYVALE (TITLE 19)**

The intention of the Uniform Planning and Zoning Code (Zoning Code) is to conserve property values and protect the character and stability of residential, commercial, and industrial areas. The Zoning Code also seeks to promote the orderly and beneficial development of such areas as a means of protecting and

promoting the public health, safety, peace, comfort and general welfare. To achieve these goals, the Zoning Code regulates the use of land, buildings and other structures for residential, commercial, industrial and other uses required by the community. In addition, the Zoning Code regulates the location, height, and bulk of buildings, the dimensions and areas of yards and other open spaces, the density of population, and the density of commercial and industrial activities.

The City of Sunnyvale's Community Development Department is working on reformatting the entire Zoning Code (Title 19 of the Sunnyvale Municipal Code) to be more clear and user-friendly for members of the public, as well as staff and decision-makers. The new format will use clear, everyday language, illustrations, and examples to clarify requirements. The reformat of the Zoning Code will also explore ways to improve administrative procedures and streamline permitting requirements for residents and businesses. No changes are planned to be made to land use regulations or development standards. The last time the Zoning Code was reviewed in its entirety was in 2001, and before that, in 1963. The Zoning Code was originally adopted in 1951. The estimated project completion date for this effort is Fall 2013.

**Chapter 16.43. Green Building Code.** Green building is a whole systems approach to the design, construction and operation of buildings that employs materials and methods that promote natural resource conservation, energy efficiency, and a good indoor air quality. The Sunnyvale City Council originally adopted a green building program which became effective on January 1, 2010, more recently modifications were approved with new residential requirements which will be effective on October 1, 2012. To comply with the City's green building program minimum standards set forth by the municipal code must be met and building permit plans that incorporate all required/selected green building items must be submitted to City Staff for review and approval.

Incentives are offered for projects that exceed the minimum green building standards and are offered to encourage project applicants and developers to provide additional green building features. Projects that add additional buildings of floor area to an existing site, qualify for the incentive if all buildings at the existing site meet the incentive level through an applicable LEED program (i.e. new construction, core and shell, commercial interiors, existing buildings). The LEED standard for the existing building(s) shall be met prior to occupancy of the new building(s). Non-residential construction of new projects in the MPSP area that is greater than 5,000 square feet that achieve LEED Gold, with USGBC certification, can increase FAR by 10%.

**Moffett Park Land Use Designation and Zoning.** The General Plan and MPSP land use designation, and zoning designation for two of the parcels is MP-TOD (Moffett Park Transit Oriented Development). The General Plan and MPSP land use designation and zoning designation for the eight remaining parcels is MP-I (Moffett Park General Industrial). Table 4.1-2, *Standard and Maximum FAR of MPSP Subdistricts*, lists the standard and maximum FAR for the two zoning classifications.

**TABLE 4.1-2  
STANDARD AND MAXIMUM FAR OF MPSP SUBDISTRICTS**

	<b>MP-TOD</b>	<b>MP-1</b>
Standard Limitation FAR	0.50	0.35
Maximum Limitation FAR	0.70	0.50

Source: Moffett Park Specific Plan, 2004

Table 4.1-3, *MPSP Subdistrict Site Development Standards*, details the size, width, depth, lot coverage, setbacks, and building heights allowed in the Project site.

**TABLE 4.1-3  
MPSP SUBDISTRICT SITE DEVELOPMENT STANDARDS**

	<b>MP-TOD</b>	<b>MP-1</b>
Minimum lot size	22,500 sq. ft.	22,500 sq. ft.
Minimum lot width	100 ft.	100 ft.
Minimum lot depth	150 ft.	150 ft.
Minimum lot coverage	45%	45%
Front yard setback <sup>1</sup>	15 ft.	15 ft.
Maximum height limit <sup>2</sup>	75 ft.	75 ft.

1. The first three stories of a building façade that contains a ground floor primary pedestrian entrance to the street may be as close as 15 feet from the property to further MPSP urban design or pedestrian-oriented guidelines. Additional stories above the third story shall be set back to the minimum distance.

2. Approved access to Development Reserve or TDR may go to the maximum of 125 feet.

Source: Moffett Park Specific Plan, 2004

## **COMPREHENSIVE LAND USE PLAN SANTA CLARA COUNTY, MOFFETT FEDERAL AIRFIELD**

The Moffett Federal Airfield CLUP is intended to safeguard the general welfare of the inhabitants within the vicinity of Moffett Federal Airfield and the aircraft occupants and to ensure that surrounding new land uses do not affect the Airport's continued operation. Specifically, the Moffett Federal Airfield CLUP seeks to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable airspace. The implementation of the Moffett Federal Airfield CLUP is intended to prevent future incompatible development from encroaching on the Airport and allow for its development in accordance with the current airport master plan. The Moffett Federal Airfield CLUP is not intended to define allowable land use for a specific parcel of land, although the plan establishes development standards or restrictions that may limit or prohibit certain types of uses and structures on a parcel.

The following describes the general land use compatibility policies of the Moffett Federal Airfield CLUP, as well as specific policies for compatibility of land uses in terms of noise, height, tall structures, safety, overflight, reconstruction, and infill. It should be noted that the proposed Project's consistency with the noise compatibility policies of the Moffett Federal Airfield CLUP is addressed in Section 4.7, Noise, of

this Draft EIR. Please refer to Section 4.7 for a description of the Moffett Federal Airfield CLUP noise compatibility policies and an analysis of the Project's consistency with those policies.

**General Compatibility Policies.**

- G-5: Where legally allowed, dedication of an aviation easement to the County of Santa Clara shall be required to be offered as a condition of approval on all projects located within an Airport Influence Area, other than reconstruction projects as described below. All such easements shall be similar to that shown as Exhibit 1 in Appendix A of the Moffett Federal Airfield CLUP.
- G-6: Any proposed uses that may cause a hazard to aircraft in flight are not permitted within the AIA. Such uses include electrical interference, high intensity lighting, attraction of birds (certain agricultural uses, sanitary landfills), and activities that may produce smoke, dust, or glare.
- G-7: All new exterior lighting within the AIA shall be designed so as to create no interference with aircraft operations. Such lighting shall be constructed and located so that only the intended area is illuminated and off-site glare is fully controlled. The lighting shall be arrayed in such a manner that it cannot be mistaken for airport approach or runway lights by pilots.

**Height Compatibility Policies.** The objective of height compatibility criteria is to avoid development of land uses, which, by posing hazards to flight, can increase the risk of an accident occurring.

- H-1: Any structure or object that penetrates the Federal Aviation Regulations Part 77, Objects Affecting Navigable Airspace, (FAR Part 77) surfaces, as presented in Table 3-3 of the Moffett Federal Airfield CLUP and illustrated on Figure 6 of the Moffett Federal Airfield CLUP will be considered an incompatible land use. As indicated in Figure 6 of the Moffett Federal Airfield CLUP, which is reproduced as Figure 4.1-1, *CLUP Maximum Building Height Restrictions*, of this Draft EIR, the maximum allowable height at the Project site is 182 feet above mean sea level (MSL).
- H-2: Any project that may exceed a FAR Part 77 surface must notify the Federal Aviation Administration (FAA) as required by FAR Part 77, Subpart B on FAA Form 7460-1, Notice of Proposed Construction or Alteration. (Notification to the FAA under FAR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the FARs).

**Tall Structure Compatibility Policies.** Structures of a height greater than 200 feet above ground level can be a special hazard to aircraft in flight.

- T-1: The applicant for any proposed project anywhere in the County for construction or alteration of a structure (including antennas) higher than 200 feet above ground level shall submit to the FAA a completed copy of FAA Form 7460-1, Notice of Proposed Construction or Alteration. A copy of the submitted form shall be submitted to the Santa Clara County ALUC as well as a copy of the FAA's response to this form.

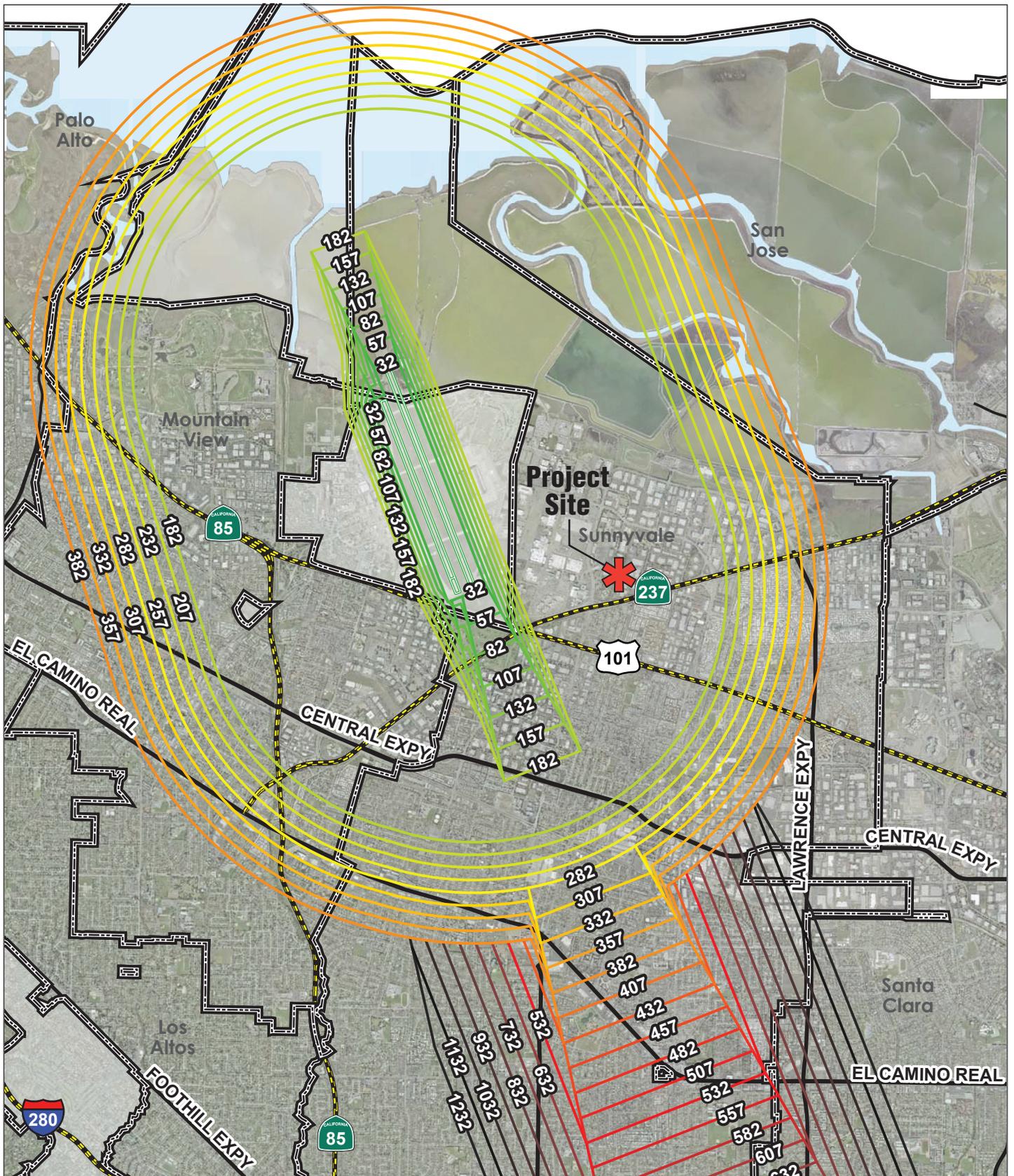
- T-2: Any proposed project anywhere in the County for construction or alteration of a structure (including antennas) higher than 200 feet above ground level shall comply with FAR 77.13(a)(1) and shall be determined inconsistent if deemed to be a hazard by the FAA or if the ALUC determines that the project has any impact on normal aircraft operations or would increase the risk to aircraft operations.

**Safety Compatibility Policies.** The objective of safety compatibility criteria is to minimize the risks associated with potential aircraft accidents. These include the safety of people on the ground and the safety of aircraft occupants. Land uses of particular concern are those in which the occupants have reduced effective mobility or are unable to respond to emergency situations. According to Safety Compatibility Policy S-1, safety impacts are to be evaluated according to the Airport Safety Zones presented on Figure 7 of the Moffett Federal Airfield CLUP. Airport Safety Zones are established to minimize the number of people exposed to potential aircraft accidents in the vicinity of the Airport by imposing density and use limitations within these zones. As indicated in Figure 7 of the Moffett Federal Airfield CLUP, which is reproduced as Figure 4.1-2, *Airport Safety Zones*, of this Draft EIR, the Project site is not within a Moffett Federal Airfield Airport Safety Zone. As such, Moffett Federal Airfield CLUP Safety Compatibility Policies are omitted from further discussion in this Draft EIR.

**Overflight Compatibility Policies.** The objective of the overflight compatibility criteria is to assist those persons who are highly annoyed by overflights or have an above-average sensitivity to aircraft overflights to avoid living in locations where these impacts may occur.

- O-1 All new projects within the AIA that are subject to discretionary review and approval shall be required to dedicate an avigation easement to the County of Santa Clara. The avigation easement shall be similar to that shown as Exhibit 1 in Appendix A of the Moffett Federal Airfield CLUP. (In September of 2002 Assembly Bill AB2776 was signed into law and is to become effective on January 1, 2004. This statute requires that as part of the real estate transfer process, the purchaser be informed if the property is in an Airport Influence Area and if so, the purchaser is to be informed of the potential impacts resulting from the associated airport.)

**Reconstruction Compatibility Policies.** Reconstruction as used in the Moffett Federal Airfield CLUP is the rebuilding of a legally established structure in any of the safety zones, to its original conditions (typically due to a fire or earthquake damage or destruction). “Original conditions” means the same or lesser footprint, height and intensity of use. Given that the Project does not propose reconstruction as defined by the Moffett Federal Airfield CLUP in any of the Moffett Federal Airfield CLUP safety zones, Moffett Federal Airfield CLUP Reconstruction Compatibility Policies are omitted from further discussion in this Draft EIR.



Moffett Federal Airfield

Maximum Structure Height (feet above MSL)

Runway	132	257	382	507	632	1132
32	157	282	407	532	732	1232
57	182	307	432	557	832	
82	207	332	457	582	932	
107	232	357	482	607	1032	

This map created by Santa Clara County Planning Office. The GIS data was compiled from various sources. While deemed reliable, the Planning Office assumes no liability. 1/15/2010 - Y:\Matt\ALUC\projects\Moffett\NUO\_figure6v2\_part77.mxd

Source: Moffett Field Comprehensive Land Use Plan, 2012.

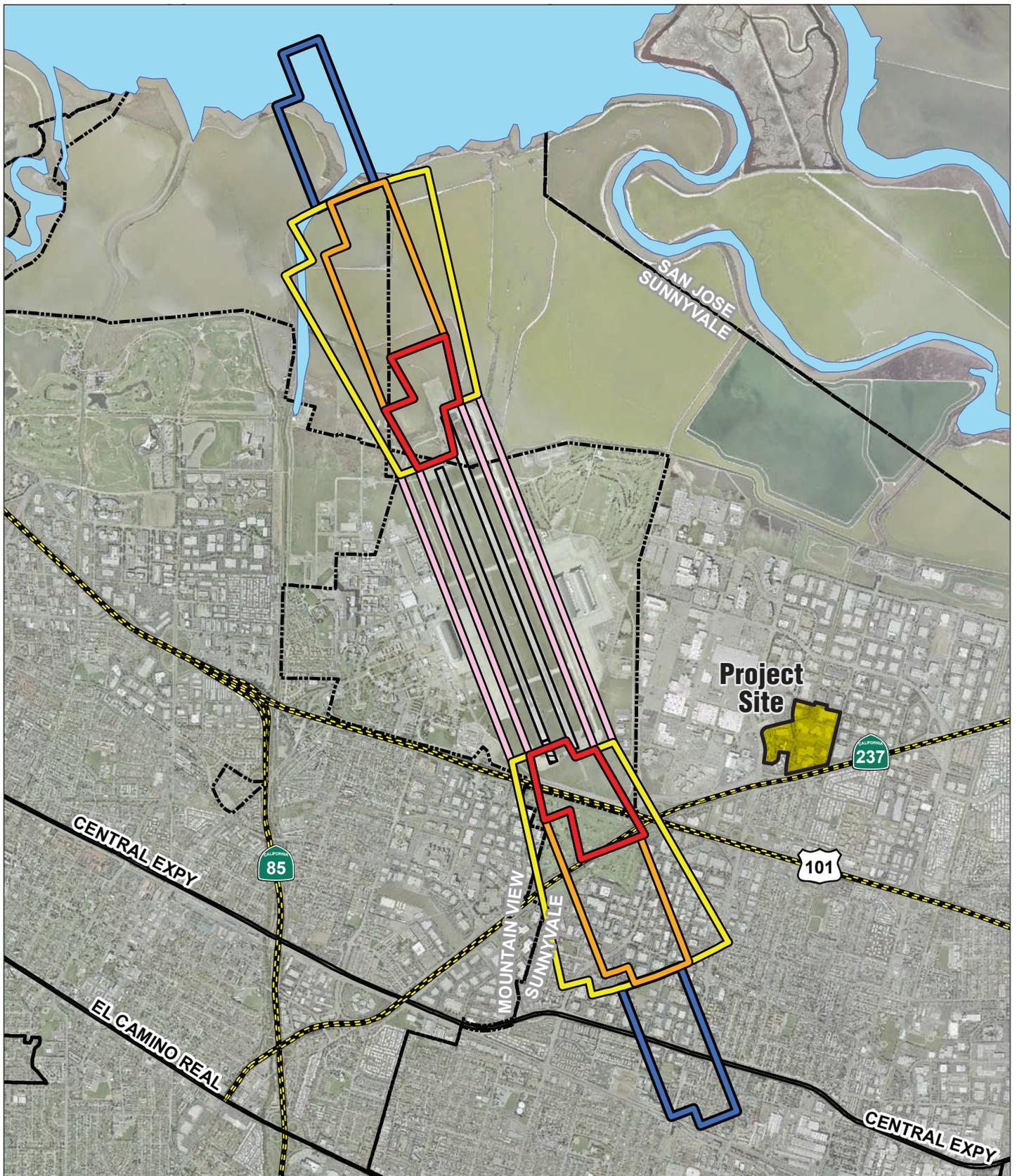
FIGURE 4.1-1

**RBF**  
A Baker Company

0 2000 4000'

3/13/13 JN 133847-19136 MAS

# CLUP Maximum Building Height Restrictions

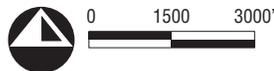


- Safety Zones**
- Runway
  - Displaced Threshold
  - Runway Protection Zone
  - Inner Safety Zone
  - Turning Safety Zone
  - Outer Safety Zone
  - Sideline Safety Zone

Moffett Federal Airfield

This map created by Santa Clara County Planning Office. The GIS data was compiled from various sources. While deemed reliable, the Planning Office assumes no liability. 1/15/2010 - Y:\Matt\ALUC\projects\Moffett\NUQ\_figure7\_sz.mxd

Source: Moffett Field Comprehensive Land Use Plan, 2012.



3/13/13 JN 133847-19136 MAS

**FIGURE 4.1-2**  
**Airport Safety Zones**

### 4.1.3 POTENTIAL IMPACTS AND MITIGATION MEASURES

#### SIGNIFICANCE CRITERIA

Based on criteria derived from Appendix G of the State *CEQA Guidelines*, a project will normally have a significant land use impact if the proposed project would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Based on the project's location and conceptual design, no impacts are anticipated with respect to the above criterion:

- *Conflict with any applicable habitat conservation plan or natural community conservation plan.* As discussed in Section 4.3, no adopted habitat conservation plans or natural community conservation plans apply to the project site. Therefore, the proposed project would not result in a conflict with any applicable habitat conservation or natural community conservation plan.

#### METHODOLOGY

The impact analysis of this section considers the physical effects of the proposed project related to land use compatibility and considers potential inconsistencies of the proposed development with relevant planning documents implemented by the City and other agencies to the extent such policies are adopted for the purpose of avoiding or mitigating an environmental impact.

This EIR section determines whether any project inconsistencies with public land use plans, goals, policies, and documents would result in a significant physical environmental impact and whether mitigation appears to be feasible. For example, if the proposed project adversely affects open space, one standard for determining whether the impacts are significant would be to determine whether the project violated a plan or policy protecting open space; the environmental impact, however, would be the physical conversion of open space. Conversely, plan consistency may indicate that a potential environmental impact is less than significant. The final determination that a project is consistent or inconsistent with an applicable plan would be made by the Lead Agency decision-making body when it acts on the project. With respect to the Town's own General Plan, the Town Council, as the body that approved that legislative policy document, will be entitled to considerable deference on matters of interpretation and application. Using the methodology described below under Impact 4.1-2, the analysis in this SEIR presents the findings of policy review and is intended by City staff and consultants to provide a guide to the City's decision-makers for policy interpretation.

## COMPATIBILITY WITH EXISTING LAND USES

### **Impact 4.1-1: The project would not physically divide an established community. (Less than Significant)**

The proposed Project would result in the redevelopment of an underutilized site into a research and development/office complex, consistent with the other developed campuses (Moffett Towers, Juniper Networks, Yahoo, etc.) within the surrounding MPSP area. The proposed project would replace existing office/research and development buildings and a private college on the site with integrated development plan for the property consisting of a new research and development/office complex. The proposed use would be similar to that which presently occurs on-site, but the office/R&D use would be increased. Despite the larger scale, the project would not alter the type of use on-site. All proposed improvements would occur on-site or within the site vicinity (e.g. for access or utilities) and would not induce development of any off-site lands that could disturb existing uses.

The proposed Project has been designed to minimize conflicts with adjacent land uses through the incorporation of architecture that attempts to address building mass and scale, and landscaping along critical interface areas. The connectivity of the onsite pedestrian, bicycle, and vehicular circulation systems to the existing transit system and roadways surrounding the proposed Project provide further integration with the adjacent environment. The proposed buildings would be setback from adjacent streets and the site perimeter.

Therefore, the proposed Project would be compatible with the surrounding uses and project implementation would not physically disrupt or divide the surrounding established community, a less-than-significant impact would occur and no mitigation is required.

*Mitigation Measure 4.1-1: None required.*

## CONSISTENCY WITH LAND USE PLANS AND POLICIES

### **Impact 4.1-2: The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant with Mitigation)**

**General Plan.** The proposed Project conforms to the goals and policies of the General Plan's Land Use and Transportation Element relating to the coordination of land use and transportation planning in the region, the preservation and enhancement of the City's industrial/technology community character, the establishment of an efficient and convenient transportation system, and support of the industrial neighborhood concept.

The design of the proposed Project, which incorporates architectural variety and landscaping throughout the site, is consistent with the General Plan's numerous policies and action statements (as mentioned above) that encourage locating higher intensity land uses and developments within easy access of transit

services, and promote a diversified mix of commercial uses and multi-modal transportation centers. The proposed inclusion of on-site employee amenities is consistent with policies that encourage the location of convenient services in industrial areas to support businesses and their employees, as well as with policies promoting developments that provide pedestrian scale and transit oriented services and amenities. In addition, the Project is consistent with policies requiring high quality site, landscaping and building design for higher intensity development.

The proposed Project is consistent with General Plan goals and policies that promote a strong local economy by providing increased economic opportunities. The proposed Project also conforms to the goal of promoting convenient and efficient alternatives to the automobile by including a pedestrian network that would create a direct connection between all the buildings on the site and nearby light rail stations. The proposed Project encourages the use of other alternative wheeled transportation, such as bicycles, by providing showers, lockers, and changing rooms on-site.

The proposed Project would require a Specific Plan Amendment to change the text and land use designation of eight parcels from MP-I to MP-TOD. However, this land use designation change does not affect the intention of the General Plan to encourage businesses to locate near transit centers and to support a diversity of business types to strengthen the local economy. Based on the discussion above, the proposed Project would be consistent with the goals, policies, and action statements of the General Plan.

### **Moffett Park Specific Plan**

Policy Compliance. The Project as proposed conforms to the relevant Guiding Principles of the MPSP. The proposed Class A corporate campus would provide the opportunity for strategic retention and attraction of business and private investment. The Project's proposal to change the MPSP subdistrict and zoning for eight parcels from MP-I (General Industrial) to MP-TOD (Moffett Park Transit Oriented Development) and its request to maximize the allowable development intensity would place higher intensity development in close proximity to existing VTA light rail lines. The Project's proposed central pedestrian network would connect the office buildings to each other and to the amenities building and parking, as well as connect the corporate campus to the Moffett Park Light Rail Station, and the Lockheed and Java stations, enhancing pedestrian accessibility and increasing opportunities to utilize public transit through coordinated land use, transportation, and infrastructure planning. The Project incorporates the principles of "smart growth," sustainable design, and green building concepts as evidenced by the following:

- The Project includes a request to maximize the allowable development intensity;
- The Project proposes to place higher intensity development in close proximity to existing VTA light rail lines;

- The Project proposes the incorporation of (Leadership in Energy and Environmental Design) LEED features; the Project proposes to include features that would clean stormwater runoff prior to it discharging from the site;
- The Project proposes water-conserving features, use of recycled water, and drought-tolerant landscaping; the Project includes a transportation demand management (TDM) trip reduction plan; and,
- The Project proposes to divert 50% of waste from local and regional landfills. Finally, the proposed Class A corporate campus would preserve Moffett Park for Industrial Uses into the future and help prevent erosion of its industrial base to non-compatible uses.

The proposed Project is consistent with the majority of the relevant Objectives of the MPSP as described below. The Project coordinates land use planning within Moffett Park with transportation planning by proposing higher intensity development along transportation corridors (SR 237 and US 101) and in close proximity to an existing VTA light rail station and transit lines. The Project's proposed pedestrian network provides for improved pedestrian mobility. The incorporation of Mitigation Measures identified in Section 4.6, *Transportation and Traffic* would ensure that the proposed Project would mitigate its transportation impacts to the greatest extent feasible, however, the introduction of Project traffic would nonetheless result in significant and unavoidable traffic impacts. Furthermore, this SEIR includes mitigation measures for all other potentially significant environmental impacts it identifies as result of Project implementation to ensure that they are mitigated to the greatest extent feasible. As stated above, the Project incorporates green building techniques into site design, building construction, and occupancy and operation of the building, as well as sustainable design features as a whole building concept.

Finally, the proposed Project would be consistent with the Citywide Design Guidelines, Industrial Design Guidelines, and Moffett Park Design Plan for all new development and renovations by differentiating the three traditional parts of the building (base, mid-section and top); by varying the planes of exterior walls and providing articulation through use of color, change of materials, and arrangement of façade elements; and by varying roof lines. The Project proposes architectural elements and site layout that would be consistent with the Citywide Design Guidelines, Industrial Design Guidelines, and Moffett Park Design Plan. Refer to Figures 3-5 through 3-9 in Chapter 3, *Project Description*, of this SEIR for a depiction of architectural renderings, conceptual building elevations, and building sections.

Land Use Compliance. The land use designation and zoning for eight of the ten Project parcels is Moffett Park Industrial (MP-I), while the remaining two Project parcels are zoned Moffett Park Transit Oriented Development (MP-TOD). Under the current land use designation and zoning, eight of the ten Project parcels are permitted a Standard FAR of 35% and a maximum FAR of 50%, while the remaining two parcels are permitted a Standard FAR of 50% and a maximum FAR of 70%. The MPSP permits an increase in development intensity greater than the Standard FAR limitation for parcels in the MP-TOD and MP-I subdistricts through access to the Development Reserve or through Transfer of Development

Rights, as long as the Project complies with specific criteria established in the MPSP. In addition, the City's green building program permits a 10% FAR increase for projects that comply with specific requirements outlined in the program. The Project requests a Moffett Park Specific Plan text amendment and Rezone for eight of the ten Project parcels from MP-I to MP-TOD, as well as access to the Development Reserve and a 10% increase in FAR permitted by the City's green building program. Although the combined zoning, Development Reserve bonus and 10% green building program bonus would allow for a FAR of up to 80%, the Project would only utilize a 78.4% FAR to achieve an additional 71,000 square feet. Table 4.1-4, *Proposed Project FAR*, illustrates the total FAR for the proposed Project.

**TABLE 4.1-4  
PROPOSED PROJECT FAR**

<b>Buildings (Square footage)</b>	<b>Project Site (Square footage)</b>	<b>FAR</b>
1,779,554	2,276,575	0.78

While the Project includes a request to increase the development potential of eight of the ten Project parcels from the 50% FAR to 70% FAR, as well as a 10% increase in FAR permitted by the City's green building program, approval of the Project would not exceed maximum development thresholds established for the MPSP area. The proposed Project would shift development potential to the western side of the MPSP area, where previously the Development Reserve was more likely to be used in the central area of the MPSP. No precise distribution of the Development Reserve square footage was intended at the time of its institution in the MPSP or during the review of the program-level Environmental Impact Report for the Moffett Park Specific Plan (MPSP EIR) because all properties within the MPSP area have the potential to be granted access to the reserve independent of their geographic location.

The Development Reserve is intended to encourage and enable development of property with the desired Class A office and related land uses. When the MPSP was adopted in 2004, the Development Reserve allowed for an additional 5.4 million square feet of development potential within the entire MPSP area. At the time this SEIR was prepared, approximately 4,165,833 square feet of development potential from the Development Reserve had been applied to various parcels within the MPSP area, including pending development applications, resulting in a remainder of approximately 1,274,167 square feet of development potential within the Development Reserve.

The Project is requesting access to the Development Reserve by submitting a Major Moffett Park Design Review Permit, which requires that the Project meet the MPSP requirements for development that achieves a minimum of LEED certified level of design. The project would include features from each of the five LEED categories, which are sustainable sites, water efficiency, energy efficiency, indoor environment, and materials and resource selection. In addition, the Project would comply with criteria in the City's green building program that would enable the Project to increase the Project site FAR by 10%.

As discussed above, the proposed Project would conform to the majority of the applicable goals and policies of the Sunnyvale General Plan and the MPSP. While the introduction of Project traffic would exceed adopted LOS standards in the MPSP area, mitigation measures have been included in Section 4.6, Transportation and Traffic, to ensure that the proposed Project would mitigate its transportation impacts to the greatest extent feasible. Therefore, a less than significant impact to land use and planning would result from Project implementation and no mitigation is required.

**Comprehensive Land Use Plan Santa Clara County, Moffett Federal Airfield.** As indicated in the following discussion, the proposed Project would conform to the applicable compatibility policies of the Moffett Federal Airfield CLUP with the incorporation of Mitigation Measures recommended below.

General and Overflight Compatibility Policy Compliance. The proposed Project would be required to dedicate an avigation easement to the County of Santa Clara, as required by Mitigation Measure 4.1-1a below. Mitigation Measure 4.1-1a requires the easement to be similar to that shown as Exhibit 1 in Appendix A of the Moffett Federal Airfield CLUP. Moreover, the Project proposes the construction of a corporate campus. Such a use would not cause a hazard to aircraft in flight, as it would not produce electrical interference, include high intensity lighting, or attract birds (such as certain agricultural uses and sanitary landfills do). Nor would the proposed corporate campus produce smoke, dust, or glare. While the conceptual building renderings shown in Figures 4.2-4 and 4.2-5 of Section 4.2, Aesthetics, show glass and metal exterior building materials, which tend to produce glare, the proposed Project would be required to implement Mitigation Measure 4.2-3a, identified in Section 4.2, which requires all exterior windows and glass used on building surfaces be non-reflective or treated with a non-reflective coating. Finally, all new exterior lighting within the proposed corporate campus would be designed to create no interference with aircraft operations, as it would be required to adhere to existing City policies for community design and aesthetics, and would require implementation of the lighting guidelines of the MPSP, as defined in Chapter 5, Development Regulations. The MPSP lighting guidelines require an exterior lighting plan for new development, subject to the approval of the Director of Community Development. Implementation of Mitigation Measure 4.2-3b, identified in Section 4.2, requires that the proposed lighting plan locate all lighting in such a manner that it cannot be mistaken for airport approach or runway lights by pilots. Adherence to existing City policies, the preparation of a lighting plan required by the MPSP, and implementation of Mitigation Measure 4.2-3b in Section 4.2 would ensure that all lighting illuminates only the intended area, off-site glare is fully controlled, and exterior lighting would be arrayed in such a manner that it cannot be mistaken for airport approach or runway lights by pilots.

Height and Tall Structure Compatibility Policy Compliance. The Project's proposed introduction of a corporate campus consisting of six new eight-story office buildings, a two-story amenities building, surface parking and two three-level parking structures would be compatible with the Moffett Federal Airfield CLUP height and tall structure compatibility policies, as the proposed structures would not exceed the maximum allowable height at the Project site of 182 feet above MSL, as specified by FAR Part 77. This is because a typical eight story office building would be expected to be approximately 80 to 100 feet tall. Mitigation Measure 4.1-1b identified below requires the Project applicant to notify the

Federal Aviation Administration (FAA) as required by FAR Part 77, Subpart B on FAA Form 7460-1. Thus, the height of the proposed corporate campus is not anticipated to pose hazards to flight that could increase the risk of an accident occurring.

***Mitigation Measure 4.1-1a, Avigation Easement Dedication:*** *As a condition of development approval, the Project applicant shall dedicate an avigation easement to the County of Santa Clara. The avigation easement shall be similar to that shown as Exhibit 1 in Appendix A of the Moffett Federal Airfield CLUP.*

***Mitigation Measure 4.1-1b, Federal Aviation Administration (FAA) Notification:*** *As a condition of development approval, the Project Applicant shall notify the Federal Aviation Administration (FAA) as required by FAR Part 77, Subpart B on FAA Form 7460-1, Notice of Proposed Construction or Alteration.*

**Level of Significance After Mitigation:** Less than significant with implementation of the above measures.

#### REFERENCES – LAND USE

City of Sunnyvale, 2004. *Moffett Park Specific Plan*, April 27.

City of Sunnyvale, 2003. *Moffett Park Specific Plan Final EIR*, November 11.

City of Sunnyvale, 2006. *Moffett Towers Final EIR*, November 14.

City of Sunnyvale, 2011. *Sunnyvale General Plan*, July 26.

City of Sunnyvale. 2011. *Sunnyvale Municipal Code*. Current through Ordinance 2982-12 and the December 2012 code supplement. Available online at <http://qcode.us/codes/sunnyvale/>.

Council on Tall Buildings and Urban Habitat Website, Height Calculator, <http://www.ctbuh.org/TallBuildings/HeightStatistics/HeightCalculator/tabid/1007/language/en-GB/Default.aspx>, accessed March 8, 2013.

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

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## **4.2 AESTHETICS**

This section describes the aesthetic and visual resource conditions within the Project site and vicinity and discusses the potential aesthetic impacts that could result from implementation of the proposed Project. The primary visual and aesthetic concerns are the general changes in land use and visual character within the Project site; potential impacts to existing views from adjacent properties; and, visual compatibility of the proposed Project with the surrounding area. Visual impacts were evaluated using a combination of a site reconnaissance; review of photo documentation and aerial photographs, and a review of existing policy documents (e.g., City of Sunnyvale General Plan).

### **4.2.1 ENVIRONMENTAL SETTING**

#### **VISUAL IMAGE**

Visual images dominate an observer's impressions of a region. To understand how visual images influence an observer's impressions, the aesthetic value of an area must first be defined. Aesthetic value is a measure of visual character and scenic quality combined with a viewer's response to the area. Viewer response is a combination of viewer exposure and viewer sensitivity. Viewer exposure to a viewshed varies with the number of viewers, the number of views seen, the distance of the views, and the viewing duration. Viewer sensitivity is related to the extent of the public's concern for particular visual resources.

Both natural and artificial landscape features contribute to perceived visual images and aesthetics value of a view. Aesthetic value is influenced by geologic, hydrologic, botanical, wildlife, recreational and urban features. Visual images and their perceived visual quality can vary significantly seasonally and even hourly as weather, light, shadow, and the elements that compose the resource change.

#### **MOFFETT PARK SPECIFIC PLAN AREA VISUAL SETTING**

The Project site is centrally located within the southern portion of the Moffett Park Specific Plan (MPSP) area in the City of Sunnyvale. The MPSP area is located in northern Sunnyvale, northeast of the Highway 237 and Highway 101 interchange, adjacent to the southwestern edge of the San Francisco Bay. Since the 1960s, the MPSP area has been dominated by the defense industry (the Air Force, the Navy, Lockheed Martin Corporation, and the National Aeronautics and Space Administration [NASA]). The former Onizuka Air Force Station is located within the MPSP area, west of the Project site, across Innovation Way. The MPSP area also contains numerous low-rise warehouses and industrial/business park buildings, as well as cafes, restaurants, hotels, and a private college that is located within the Project site (Cogswell Polytechnical College). Beginning in the late 1990s, several high-tech businesses developed corporate campuses in the area, including Juniper Networks, Yahoo Inc., Interwoven, and Ariba. The existing visual character of the MPSP area is defined by massive military structures, low-rise business park buildings, warehouses, and industrial facilities with a variety of exterior building materials, including stone, glass, metal, and stucco. Most of the local streets within the Specific Plan area are lined with large mature street

trees, and flanked by landscaped earthen berms, which mask the parking lots. Most of the streets in the Specific Plan area are generally wide and several do not have sidewalks.

### PROJECT SITE VISUAL SETTING

The Project site consists of nine parcels generally bounded by office development to the north, Moffett Park Drive and State Route (SR) 237 to the south, Borregas Avenue to the east, and North Mathilda Avenue to the west. The subject property is developed with 12 buildings and 598,144 square feet of existing office space along with associated driveways, parking areas, and landscaping. Table 4.2-1, *Existing Building Information*, identifies the location, Assessor's Parcel Number (APN), and the existing building square footage of the site's nine parcels; the building locations are indicated in Figure 3-2, in Chapter 3.0, *Project Description*, of this SEIR.

**TABLE 4.2-1.  
EXISTING BUILDING INFORMATION**

<b>Site</b>	<b>Location</b>	<b>Assessor's Parcel Number (APN)</b>	<b>Existing Building (square feet)</b>
1	115 E Moffett Park Drive 1178 Bordeaux Drive	110-35-008 & 110-35-009	327,961
2	1188 Bordeaux Drive 1190 Bordeaux Drive	110-25-037 110-25-038	30,836 26,520
3	1153 Bordeaux Drive 1175 Bordeaux Drive 1116 N Mathilda Avenue 1130 N Mathilda Avenue	110-27-017 110-27-023 110-27-031 110-27-032	27,900 61,000 11,915 11,212
4	1215 Borregas	110-35-007	100,800
Hotel Site*	1100 N Mathilda Avenue	110-27-025	94,000
Total Building Square Feet			598,144

\* Note: Hotel Site not included in Total Building Square Feet calculation

Source: DES Architects, 2013

In general, the Project site is flat and characterized by an assortment of older, low-rise (one- to two-story) office buildings that are finished in a variety of exteriors and are surrounded by surface parking lots and ornamental landscaping. Several of the buildings are vacant. The extent of the landscaping varies from parcel to parcel with some properties more heavily landscaped than others. The landscaping generally consists of a variety of ornamental trees, shrubs, and groundcovers that do not form a coherent theme or visual image, but do provide some visual relief and shade. Areas with more substantial tree cover are located along Bordeaux Drive, Borregas Avenue, and North Mathilda Avenue. Bordeaux Drive, which generally traverses through the middle of the Project site, is a north-south trending street with two travel lanes and a center turn lane. Moffett Park Drive, which borders the Project site to the south and generally travels in an east to west direction, has two-travel lanes and dedicated bike lanes on both sides of the street. Borregas Avenue, at the eastern site border travels in a north-south direction with two-travel lanes

and a dedicated bike lane adjacent to the lane that travels south. North Mathilda Avenue is a six lane road with three travel lanes in each direction and a landscaped median that divides the travel lanes near the Project site. Valley Transportation Authority (VTA) light rail tracks abut North Mathilda Avenue to the west. Overall, the visual image of the Project site is that of older, obsolete office park development. Figures 4.2-1 and 4.2-2, *Photographs of Project Site*, present photographs of existing conditions of the Project site.

### **SURROUNDING LAND USES**

Land uses surrounding the Project site are similar to those within the Project site, namely, low-rise business park development characteristic of the MPSP area, as described above. As noted previously, office development borders the Project site to the north, Moffett Park Drive and SR-237 border the site to the south, and Borregas Avenue borders the Project site to the east. Residential neighborhoods are located south of SR-237 and low-rise office development is located east of Borregas Avenue. A two-story hotel complex is located southwest of the Project site at the intersection of Moffett Park Drive and North Mathilda Avenue. Immediately west of North Mathilda Avenue are VTA light rail tracks and the Onizuka Air Force Station is located further to the west. Several newer mid-rise corporate campuses with glass and metal building exteriors have been constructed near the Project site in recent years, including to the north, along North Mathilda Avenue and west of the Onizuka Air Force Station.

### **SCENIC VISTAS**

A scenic vista is a view of natural environmental, historic, and/or architectural features possessing visual and aesthetic qualities of value to the community. The term “vista” generally implies an expansive view, usually from an elevated point or open area. There are no designated scenic vistas in the vicinity of the Project site.

### **SCENIC HIGHWAYS AND ROADWAYS**

The California Scenic Highway Program, maintained by the California Department of Transportation (Caltrans) protects scenic State highway corridors from changes which would diminish the aesthetic value of lands adjacent to highways. According to the California State Scenic Highway Program, there are no State-designated scenic highways within or adjacent to the City<sup>1</sup>.

### **LIGHT AND GLARE**

Lighting nuisances can generally be categorized by the following:

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<sup>1</sup> California Department of Transportation website, Officially Designated State Scenic Highways, <http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm>, accessed February 14, 2013.

- Glare – Intense light that shines directly, or is reflected from a surface into a person’s eyes;
- “Skyglow”/Nighttime Illumination – Artificial lighting from urbanized sources that alters the urban landscape in sufficient quantity to cause excessive lighting of the nighttime sky and reduction of visibility of stars and other astronomical features; and
- “Spillover” Lighting – Artificial lighting that spills over onto adjacent properties, which could interrupt sleeping patterns or cause other nuisances to neighboring residents.

Existing lighting within the Project site is consistent with the type of nighttime illumination generated by the surrounding urban development in the Project vicinity.

**Figure 4.2-1. Photographs of Project Site**

Figure 4.2-1(a) – Typical office buildings onsite. Looking Northwest from Borregas Avenue and Moffett Park Drive.



Figure 4.2-1(b) – Typical office park development onsite. Looking north on Bordeaux Drive.

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**Figure 4.2-2. Photographs of Project Site**

Figure 4.2-2(a) – View of project site looking southwest from Gibraltar Court and Borregas Avenue.



Figure 4.2-2(b) – View of Mathilda Avenue looking north along the project frontage towards Innovation Drive.

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## 4.2.2 REGULATORY AND PLANNING FRAMEWORK

### SUNNYVALE GENERAL PLAN

The City of Sunnyvale General Plan (General Plan) addresses the quality of the City's physical environment in both the public and private realms. It establishes goals, design policies, and action statements to guide future growth and enhance existing development.

**Land Use and Transportation Element.** The Land Use and Transportation Elements include the following goals, policies, and action statements with respect to aesthetic resources.

Goal LT-2	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-2.1	Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values.
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.
LT-2.2b	Encourage development of diversified building forms and intensities.
Goal LT-4	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-4.2	Require new development to be compatible with the neighborhood, adjacent land uses and the transportation system.
LT-4.2b	Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in Sunnyvale's neighborhoods.
Policy LT -4.13	Promote an attractive and functional commercial environment.
LT-4.13a	Discourage commercial uses and designs that result in a boxy appearance.

**Community Character Element.** The Community Character Element of the City of Sunnyvale General Plan sets forth several goals, policies, and action statements with respect to aesthetic resources, as identified below.

Policy CC-1.8	Provide and encourage the incorporation of art – both functional and decorative – in public and private development.
Goal CC-3	Ensure that buildings and related site improvements for private development are well designed and compatible with surrounding properties and districts.
Policy CC -3.1	Place a priority on quality architecture and site design which will enhance the image of Sunnyvale and create a vital and attractive environment for businesses, residents and visitors , and be reasonably balanced with the need for economic development to assure Sunnyvale’s economic prosperity.
Policy CC -3.2	Ensure site design is compatible with the natural and surrounding built environment.

### **SUNNYVALE DESIGN GUIDELINES**

The City of Sunnyvale established Citywide Design Guidelines in 1992 and Industrial Design Guidelines in 1993. The MPSP includes the existing Citywide Design Guidelines and Industrial Design Guidelines in order to provide a sufficient level of development guidance for future projects within Moffett Park. The proposed Project would be governed by the Citywide Design Guidelines and the MPSP Design Guidelines, which are discussed in greater detail below. The Citywide Design Guidelines 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
- Achieve a higher design quality

### **MPSP DESIGN GUIDELINES**

To ensure the continued development of high-quality projects within the MPSP area, the City requires that the following general design guidelines be considered during project development and review for development proposed within the MPSP area.

#### **Site Planning.**

1. Buildings should generally be placed at or near the front setback line without parking between.
2. Buildings located on corner parcels should be placed at or near the setback lines of each street. A strong pedestrian connection to the street should be established through the use of open plaza areas and enhanced landscaping, lighting, artwork, and pedestrian amenities.

3. Buildings near transit stations should orient their main entrances toward the stations and provide convenient pedestrian connections between the two.
4. When multiple buildings are proposed for a site, they should be grouped to provide functional open spaces, plazas, and courtyards. Strong pedestrian connections should link buildings and open spaces. Consider daylighting opportunities through building orientation and separation of buildings.
5. Loading areas and service yards should be located to the rear of the site and completely screened from view.
6. Service areas for trash bins, utility cabinets, transformers, etc. should be planned and designed as an integral part of the site.

### **Architecture.**

1. Large scaled elements of undifferentiated mass make buildings appear bulky and monotonous. The following techniques should be considered as means to reduce a potentially bulky appearance.
  - Differentiate the three traditional parts of the building; base, mid-section, and top.
  - Vary the planes of exterior walls and provide articulation through use of color, change of materials, and arrangement of façade elements.
  - Create buildings of varying heights and roof lines.
2. Corner buildings shall place prominent architectural features and detailing at the corner of the building adjacent to the streets or provide a strong entry feature with a high level of design details and appropriate materials.
3. Architectural design and detailing should be consistent on all elevations of the building and between different buildings within the same complex.
4. Throughout Moffett Park a diversity of building types, colors, and materials is encouraged to create a pleasing mixture of styles and forms. Diversity is intended to prevent a monotonous pattern of development that is identifiable with uniform project development or specific time periods that may appear dated as time passes.
5. The use of varied materials and colors is generally encouraged. Materials should be of high quality and should relate to each other in logical ways. For example:
  - Material changes should occur at inside corners.
  - Heavier materials should appear to support lighter materials

- Color contrast should be used to express architectural detail.
6. Roof forms shall be consistent with the design theme of the building and should continue all the way around the building to complete the design.
  7. Parapet walls and equipment screen walls shall be treated as an integral part of the building design.
  8. Accessory structures shall be architecturally compatible with the primary structures on the site.
  9. Art in private development requirement may allow for integration of art projects into building design, features, and materials.

### **Landscaping and Site Amenities.**

1. Landscaping serves a variety of purposes and shall be designed to serve multiple needs:
  - Retain natural features.
  - Provide focal points at site and building entrances.
  - Shade parking lots, pedestrian walkways, plazas, and seating areas.
  - Define circulation routes for vehicles and pedestrians.
  - Screen parking lots, outside work/storage areas, and accessory/utility buildings.
  - Provide visual interest and contrast with the more uniform shapes of buildings.
  - Provide areas for recreation.
  - Satisfy Stormwater Runoff and infiltration BMP requirements.
2. When appropriate, landscape design should be coordinated with adjacent uses.
3. Existing trees shall be incorporated to the extent feasible into the site designs of new buildings.
4. Site designs should provide a variety of amenities, including artwork, outdoor furniture, lighting, raised planters, seating areas, trellises, trash receptacles, etc. These items should be consistently designed to stay within the same overall theme.
5. Outdoor recreation and eating areas for employees are strongly encouraged.
6. Lighting shall be designed for energy efficiency and at a compatible scale with its intended use. Pedestrian path illumination types shall be differentiated from vehicle parking or loading area lighting. Efficient lighting systems, such as sodium vapor, shall be utilized. Sensors that control operations to potentially reduce lighting coverage or intensity during non-peak hours of use (e.g. late at night) shall be included.

7. Exterior lighting for all types of uses, e.g. building facade, art, signage, safety, parking lot, shall be designed to shine downward to prevent light pollution affecting efforts to preserve a "dark sky" and to avoid light trespass and glare onto adjoining properties. Creative fixture design is encouraged as an accent to the site.

### **MPSP LIGHTING PLAN**

An exterior lighting plan is required for new development, subject to the approval of the Director of Community Development. Lighting plans shall include a photometric plan and specific luminary type and pole design. Required elements of the plan include:

- a. Sodium Vapor or other technology that provides an equivalent level of energy savings.
- b. Provide photo cells for on/off control on all security and area lights.
- c. All exterior security lights shall be equipped with vandal-resistant covers.
- d. Wall mounted fixtures shall not extend above the roof or parapet of the building.
- e. Pole height (including base and fixture) shall not exceed 22 feet in height, an alternative height may be permitted by demonstrating its necessity in order to achieve green building design techniques for energy efficiency and outdoor lighting.
- f. Parking areas shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be energy-efficient and in scale with the height and use of the onsite structure(s).
- g. Provision of appropriate lighting for artwork, subject to approval of the Art Commission. Up-lighting is discouraged.
- h. Lights, spotlights, floodlights, reflectors, and other means of illumination shall be shielded or equipped with special lenses in such a manner as to prevent any glare or direct illumination on any public street or other property. Lighting shall be directed downward when feasible in consideration of preserving a "dark sky."
- i. Pedestrian-scaled lighting shall be provided, as appropriate, for the pedestrian areas adjacent to the lighting.
- j. Timers and sensors are encouraged to reduce unnecessary level of illumination during off-peak hours of usage.

### 4.2.3 POTENTIAL IMPACTS AND MITIGATION MEASURES

#### SIGNIFICANCE CRITERIA

Based on criteria derived from Appendix G of the *CEQA Guidelines*, an impact to aesthetics is considered significant if the proposed project would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

#### CHANGES IN SCENIC VISTAS/RESOURCES

**Impact 4.2-1: The project would not substantially affect scenic vistas, nor would it substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. (No Impact)**

A scenic vista is generally described as a clear, expansive view of significant regional features possessing visual and aesthetic qualities of value to the community. As described previously, there are no designated scenic vistas in the vicinity of the Project site and the Project site and surrounding area are not characterized as a scenic vista. Moreover, no scenic resources such as historic buildings or rock outcroppings occur on the Project site. Therefore, the proposed Project would not affect scenic vistas or resources, including but not limited to trees, rock outcroppings, or historic buildings, within a State-designated scenic highway.

*Mitigation Measure 4.2-1: None required.*

#### CHANGES IN VISUAL CHARACTER

**Impact 4.2-2: The project would not substantially degrade the visual character or quality of the site and its surroundings. (Less Than Significant)**

The proposed Project would allow for the removal of the 12 existing, one- and two- story buildings onsite, totaling 597,144square feet, and development of the Project site with six new eight-story office buildings, a two-story amenities building, surface parking, and two three-level parking structures for a total of 1.78 million square feet of total building area. Thus, Project implementation would not

substantially alter the visual character of the Project site. Refer to Figure 3-3A, *Conceptual Site Plan*, and Figures 3-4, 3-6, 3-10, and 3-11, for architectural renderings of the proposed buildings.

**Short-Term (Construction) Impacts.** Construction-related activities involve three general phases: demolition and removal of existing structures, site grading, and construction of new structures and roadways. Views to the Project site would be primarily from surrounding office and commercial land uses, as well as from SR-237 and neighboring streets including Moffett Park Drive, Borregas Avenue, and North Mathilda Avenue.

Construction-related activities would temporarily influence the character of the Project site, as viewed from surrounding office and commercial uses and motorists traveling along SR-237, Moffett Park Drive, Borregas Avenue, and North Mathilda Avenue. During Project construction, the various construction activities would intermittently alter the character of the Project site and its surroundings. Graded surfaces, construction debris, construction equipment, and truck traffic would be visible. Additionally, soil would be stockpiled and equipment for grading activities would be staged at various locations throughout the Project site. The duration and intensity of Project construction would vary with each stage. Most of the heavy grading equipment would be onsite for the period needed to complete the demolition and rough grading. The construction phase would involve less heavy equipment. Upon completion of construction, these short-term visual impacts would cease. Thus, due to the temporary and short-term nature of Project construction, potential construction-related aesthetic impacts are considered to be less than significant, and no mitigation measures are required.

**Long-Term (Operational) Impacts.** The proposed Project involves the development of a corporate campus within the MPSP area of the City. Development surrounding the Project site consists of older, obsolete low-rise business parks with some newer corporate campus development nearby. While the construction of the proposed Project may initially result in the juxtaposition of a newer corporate campus constructed to design standards that are not consistent with the structures currently existing in the Project area, as the MPSP area redevelops as directed by the MPSP, a more uniform business park setting would be established in the Project area, as evidenced by nearby properties that are constructed to design standards similar to those used by the proposed Project.

The proposed Project is subject to the Citywide Design Guidelines, as well as the MPSP Design Guidelines. Further, as indicated in the conceptual renderings of the proposed office buildings (Figures 4.2-4 and 4.2-5, above), the proposed architectural style would be consistent with the goals and policies of the General Plan and the MPSP, as it includes variation in textures and materials in order to break up the visible building massing and create greater visual variety. In addition, buildings would be grouped on the Project site to provide functional open spaces, plazas, courtyards and tree-lined walkways. Long-term impacts would be reduced through the variation in building design and the pedestrian amenities provided through the project design.

Finally, future development at the Project site would be subject to a formal development review process, which would include site and architectural plan review. The purpose of the site plan and architectural review is to recognize the interdependence of land values and aesthetics. Such discretionary review would ensure that the design of the proposed buildings would maintain and enhance the character/quality of the Project area. Adherence to the goals and policies of the General Plan and MPSP, the Citywide Design Guidelines and MPSP Design Guidelines, and the City's development review process would ensure that future development at the Project site would not substantially degrade the existing visual character or quality of the Project site or its surroundings. Thus, impacts in this regard would be less than significant.

*Mitigation Measure 4.2-2: None required.*

#### **LIGHT AND GLARE**

**Impact 4.2-3: The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. (Less Than Significant With Mitigation Incorporated)**

The Project site currently generates light and glare from indoor and outdoor lighting, security lighting, and parking lot lighting. Sunlight that is reflected off of reflective building surfaces (windows, aluminum siding, etc.), equipment, and vehicles also generates glare from the Project site and its surroundings. Glare impacts from sunlight reflections in the MPSA area are the most severe during the morning and evening hours when sunlight is directly reflected from glass windows and building surfaces onto motorists, pedestrians and bicyclists, and all persons traveling in or through the area.

Project implementation could increase the amount of light and glare in the Project site, as it would increase the amount of development within the Project site compared to existing conditions. It is anticipated that project lighting would include exterior wall-mounted light fixtures and lighting within the onsite surface parking areas to ensure public safety and safe pedestrian and vehicular circulation. To ensure that impacts related to light and glare are reduced to levels considered less than significant, the proposed Project would adhere to existing City policies for community design and aesthetics, and would require implementation of the lighting guidelines of the MPSP, as defined in Chapter 5, *Development Regulations*. Moreover, the proposed Project would be required to implement Mitigation Measure 4.2-3a below, which requires all exterior windows and glass used on building surfaces be non-reflective or treated with a non-reflective coating, as well as Mitigation Measure 4.2-3b below, which requires the required lighting plan to locate all lighting in such a manner that it cannot be mistaken for airport approach or runway lights by pilots.

*Mitigation Measure 4.2-3a, Glare Reduction: All exterior windows and glass used on building surfaces shall be non-reflective or treated with a non-reflective coating.*

**Mitigation Measure 4.2-3b, Exterior Lighting Location Requirements:** *All exterior lighting proposed as part of the Project's required exterior lighting plan shall be constructed and located in such a manner that it cannot be mistaken for airport approach or runway lights by pilots.*

**Level of Significance After Mitigation:** Less than significant with implementation of the above glare reduction measures and exterior lighting location requirements.

The proposed Project is subject to the Citywide Design Guidelines, as well as the MPSP Design Guidelines. Further, as indicated in the conceptual renderings of the proposed office buildings (Figures 3-4, 3-6, 3-10, and 3-11), the proposed architectural style would be consistent with the goals and policies of the General Plan and the MPSP, as it includes variation in textures and materials in order to break up the visible building massing and create greater visual variety. In addition, buildings would be grouped on the Project site to provide functional open spaces, plazas, and courtyards.

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**Mitigation Measure 4.2-2:** *None required.*

## LIGHT AND GLARE

**Impact 4.2-3: The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. (Less Than Significant With Mitigation Incorporated)**

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***Mitigation Measure 4.2-3a, Glare Reduction:*** All exterior windows and glass used on building surfaces shall be non-reflective or treated with a non-reflective coating.

***Mitigation Measure 4.2-3b, Exterior Lighting Location Requirements:*** All exterior lighting proposed as part of the Project's required exterior lighting plan shall be constructed and located in such a manner that it cannot be mistaken for airport approach or runway lights by pilots.

**Level of Significance After Mitigation:** Less than significant with implementation of the above glare reduction measures and exterior lighting location requirements.

#### REFERENCES – AESTHETICS

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