

ENVIRONMENTAL CHECKLIST REFERENCE LIST

Note: All references are the most recent version as of the date the Initial Study was prepared:

Construction Air Quality Impacts

The project will be under construction for approximately 15 months. The Attached Table I and Figure I show phasing and methods of construction. Temporary construction mitigations are listed below. The proposed project, with the implementation of the mitigation measures, would reduce construction diesel particulate matter and dust exposure impacts to a less than significant level. (*Less Than Significant With Mitigations*)

Generator Air Quality Impacts

The location of the emergency generator to serve the Santa Clara County medial clinic is proposed to be located immediately south of the residential building. The generator is diesel-powered and used for standby power in the event of a power failure at the County clinic. The generator would provide power for fire/water protection and would power vital facilities for the clinic. At this time, the applicant has identified and proposed a 350-kilowatt standby generator.

The generator would be periodically tested, but less than 50 hours per year. The diesel engine powering this generator produces about 755 horsepower. During normal project operation, these engines would not be operated other than for periodic testing and maintenance requirements. The generator engines would be fueled using low sulfur diesel fuel with a maximum sulfur content of 15 ppm.

The County is relocating the generator to the south side of the property. As part of the Project MPHC will also install a Cleanair diesel particulate filter on the generator which removes 85% or more of diesel particulate matter (DPM) from the exhaust of the generator. The generator will be fitted with a catalyzed particulate filter and a double stainless steel wall insulated critical grade silencer.

The Bay Area Air Quality Management District (BAAQMD or District) has issued a permit to the County to operate that generator in its current location for up to 50 hours per year. Before doing so, the District conducted a health risk screen to evaluate the health risk associated with DPM emissions from the generator on residents, workers and sensitive receptors in the vicinity of the County Health Care Center and compared them the threshold of significance of 10 in one million cancer risk and chronic hazard index of 1.0. The District estimated cancer risks and hazards were below the thresholds and therefore met the standards laid out in their Regulation 2 Rule 5 allowing them to issue a permit to operate for the generator.

In order to evaluate the impact of the proposed location of the generator directly adjacent to the project (senior apartments) and the addition of the diesel particulate filter to the generator, in February 2009 ENVIRON performed a refined air dispersion analysis using the Industrial Source Complex Short Term 3 (ISCST3) model, which is consistent with the approach the BAAQMD used in the health risk screen they conducted prior to issuing the current permit. ENVIRON's analysis evaluated the impacts of DPM emissions from the relocated and controlled emergency generator on the residents of the Project and examined whether the construction of the building changes the estimated health risks for existing residents, workers and sensitive receptors surrounding the Project. For this analysis, the generator was assumed to operate 50 hours per year (the maximum time it is currently permitted) with the diesel particulate filter controlling 85% of the DPM emissions. The preliminary results of ENVIRON's analysis indicate that the emission from the relocated and controlled generator would not result in risks or hazards to adjacent residents, workers or sensitive receptors which exceed the District risk screening thresholds and is therefore eligible for permitting under District Regulation 2 Rule 5. (*Less Than Significant Impact*)

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Mitigation Measures – Air Quality Temporary Construction

As conditions of approval, the project applicant shall be responsible for the implementation of the following mitigation measures to further reduce construction related air quality impacts:

Implementation of the measures recommended by BAAQMD and listed below would reduce the short-term air quality impacts associated with grading and new construction to a less than significant level. Measures to reduce diesel particulate matter and PM_{2.5} from construction are recommended to ensure that short-term health impacts to nearby sensitive receptors are avoided.

Dust (PM₁₀) Control Measures:

Air Quality 1: Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences should be kept damp at all times.

Air Quality 2: Cover all hauling trucks or maintain at least two feet of freeboard.

Air Quality 3: Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas.

Air Quality 4: Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads.

Air Quality 5: Hydrosced or apply (non-toxic) soil stabilizers to inactive construction areas (i.e., previously graded areas that are inactive for 10 days or more).

Air Quality 6: Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles.

Air Quality 7: Limit traffic speeds on the construction site to 15 mph.

Air Quality 8: Replant vegetation in disturbed areas as quickly as possible.

Air Quality 9: Suspend construction activities that cause visible dust plumes to extend beyond the construction site.

Air Quality 10: Install windbreaks or fences along adjacent residential properties

Air Quality 11: During renovation and demolition activities, removal or disturbance of any materials containing asbestos, lead paint or other hazardous pollutants will be conducted in accordance with BAAQMD rules and regulations.

Air Quality 12: A Disturbance Coordinator will be assigned to the project for the full duration of asbestos abatement, demolition activities, grading, excavation, and building construction. This coordinator will ensure that all air quality mitigation measures are enforced. In addition, the Disturbance Coordinator will respond to complaints from the public regarding air quality issues in a timely manner. The contact information for this Coordinator will be posted in plain view at the project site. The Coordinator will also be responsible for notifying adjacent properties of the demolition schedules.

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Off-Road Equipment Exhaust Control Measures:

Air Quality 13: Opacity is an indicator of exhaust particulate emissions from off-road diesel powered equipment. The Disturbance Coordinator shall ensure that emissions from all construction diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately. Any equipment emitting dark smoke three minutes after start up is in violation of this measure.

Air Quality 14: Diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were onsite.

Air Quality 15: The project shall develop and implement a plan, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction. Note, the Sacramento Metropolitan Air Quality Management District maintains a Construction Mitigation Calculator that could be used to demonstrate compliance with these requirements.

Air Quality 16: Properly tune and maintain equipment for low emissions.

Air Quality 17: Avoid staging construction equipment within 100 feet of residential properties.

IV. CULTURAL RESOURCES

Cultural Resources Thresholds of Significance:

For the purposes of this project, a cultural resources impact is considered significant if the project would:

- Cause a substantial adverse change in the significance of a historical resources as defined in Section 15064.5 of the CEQA Guidelines;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

The project site is located at an infill location in Sunnyvale. There are no recorded archeological sites listed in or eligible for inclusion on either the National Register of Historic Places (NRHP) or the California Register of Historic Places (CRHP) or reported cultural resources in the vicinity of the project site. In addition, no cultural resources associated with the local Muwekma Ohlone Indian Tribe are located within the project site.

According to the City's *Cultural Resources Inventory*, there are no architecturally or historically significant structures, or local landmarks on the site. No state and/or federally historically or architecturally significant structures, landmarks, or points of interest are located on or adjacent to the project site.

The project area contains no former or existing sources of water. Nevertheless, the project area has some potential for containing Native American archaeological resources. Native Americans are known to have lived in the project area vicinity at the time of Euroamerican contact. Native American archeological sites in this

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portion of Santa Clara County tend to be situated along historic bay margins on flat terraces. The project area is located on an open terrace near the historic bay margin. Numerous other sites are located in similar environments near the project area, and a burial site has been found nearby. In addition, local soils consist of quaternary alluvium that is "locally known to contain aboriginal artifacts."

When excavation has occurred for development, in the area around the Sunnyvale Downtown Specific Plan area, located less than a half a mile from the project site, archeological resources in the form of Native American remains and in the form of evidence from early Sunnyvale town history were found.

There are no recorded archaeological sites within the project site. As discussed above, there is a potential for unknown cultural resources, including Muwekma Ohlone Indian ancestral resources, to be present at the project site. Should any archaeological resources be found during construction, their disturbance would be a significant impact.

The development of the proposed project would result in significant impacts to buried cultural resources (including Muwekma Ohlone Indian ancestral resources), if they are encountered on the site. (*Less Than Significant With Mitigations*)

Mitigation Measure – Cultural Resource

As conditions of approval, the project applicant shall be responsible for the implementation of the following mitigation measures to further reduce impacts to potential cultural resources:

Cultural 1: Prior to the initiation of construction or ground disturbing activities at the project site, a qualified professional archaeologist shall undertake a presence/absence testing program to identify the horizontal and vertical extent of any potential buried archaeological deposits associated with as yet unknown cultural resources at this location within the project parcel. The testing program shall be implemented with the results presented in *Presence/Absence Testing Report* commensurate with the findings. Any recommendations for treatment of a significant resource shall be presented in the report.

Cultural 2: Prior to the initiation of any construction that has the potential for ground disturbing activities within the project area, the project proponent shall inform all construction personnel of the potential for exposing subsurface cultural resources at the project components and to recognize possible buried cultural resources. Personnel shall be informed of the procedures that will be followed upon the discovery or suspected discovery of archaeological materials, including Native American remains and their treatment.

Cultural 3: Archaeological monitoring on less-than-full time basis with the frequency and duration to be determined by a Professional Archaeologist shall be undertaken during any subsurface construction that disturbs native sediments within the project area. The archaeologist shall maintain a log of his/her observations and complete a *Monitoring Closure Report* at the completion of monitoring detailing any observations.

Cultural 4: Excavation contracts for development shall contain provisions for stop-work in the vicinity of an archaeological find in the event of the exposure of significant cultural resources during subsurface construction. In addition, the contract documents shall recognize the need to implement any mitigation conditions required by permitting and regulatory agencies. In general, the appropriate construction conditions should be included within the *General Conditions* section of any contract that has the potential for ground disturbing operations.

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Cultural 5: If any unanticipated prehistoric or significant historic era cultural materials including Native American burials are exposed during construction grading and/or excavation, operations shall stop within a minimum of 10 feet of the find to avoid altering the cultural materials and their context and a qualified Professional Archaeologist retained for identification, evaluation and further recommendations. The Community Development Director of the City of Sunnyvale shall be notified of the discovery. Construction work shall not begin again within the find area until the archaeologist has been allowed to examine the cultural materials, assess their significance, and offer proposals for any additional exploratory measures deemed necessary for the further evaluation of, and/or mitigation of adverse impacts to, any potential historical resources or unique archaeological resources that have been exposed. If the discovery is determined to be a unique archaeological or historical resource under the criteria of the *California Register of Historical Resources* after review and evaluation by a Professional Archaeologist, and if avoidance of the resource is not possible, the Professional Archaeologist shall develop plans for treatment of the find(s) and mitigation of impacts acceptable to the City of Sunnyvale. The treatment plan shall be designed to result in the extraction of sufficient non-redundant archaeological data to address important regional research considerations. The project proponent shall make every effort to insure that the treatment program is completed. The work shall be performed by the archaeologist, and shall result in a detailed technical report that shall be filed with the California Historical Resources Information System, Northwest Information Center. Construction in the immediate vicinity of the find shall not recommence until treatment has been completed. If human remains are discovered, they shall be handled in accordance with State law including immediate notification of the Santa Clara County Medical Examiner.

VII. NOISE

Noise Thresholds of Significance:

For the purposes of this project, a noise impact is considered significant if the project would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels; or
- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels. CEQA does not define what noise level increase would be considered substantial. Typically, project generated noise level increases of three dBA Ldn or greater would be considered significant where exterior noise levels would exceed the normally acceptable noise level standard (60 dBA Ldn). Where noise levels would remain at or below the normally acceptable noise level standard with the project, noise level increases of five dBA Ldn or greater would be considered significant.

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- Substantial temporary noise level increase occurs when noise from construction activities exceeds 60 dBA Leq and the ambient noise environment by at least five dBA Leq at noise-sensitive uses in the project vicinity for more than one year.

The ambient noise levels for the project site and immediate surroundings were provided by Edward L. Pack Associates, Inc. on January 26, 2009. Utilizing the Day-Night Levels (DNL) which is the 24-hour time weighted average noise exposure used by the City of Sunnyvale General Plan noise policies and the hourly continuous equivalent energy levels (Leq) which are considered the average noise levels for the hour intervals, the measured noise exposures for all three data collection points was 56 dB DNL on Friday and Saturday and between 53 and 55 dB DNL on Saturday and Sunday. The study makes adjustments for intermittent noise interruptions like jet noise and landscape maintenance equipment noise. Average daily traffic on South Fair Oaks Avenue is 21,480. Edward L. Pack Associates, Inc. has estimated that at the project set back of 70 feet, from Fair Oaks Avenue noise would exceed 60 dBA.

The State of California and the City of Sunnyvale establish guidelines, regulations, and policies designed to limit noise exposure at noise sensitive land uses. The City of Sunnyvale Noise Sub-Element of the General Plan, states that residential buildings are considered conditionally acceptable in areas of 75 dB.

Project Generated Traffic and Associated Noise

Traffic from the County clinic is existing and is not considered as part of project generated noise contribution.

Existing traffic on Fair Oaks Avenue is 21,480 vehicle trips per day per. Based on the project Traffic Impact Analysis prepared by Hexagon Transportation Consultants, Inc. in October 2008, project traffic would contribute less than 1% of peak hour traffic and daily traffic at the intersection of Garland Avenue and Fair Oaks Avenue.

During the peak traffic hour (a.m. or p.m.) the project is projected to add a maximum of five trips to Garland Avenue, the adjacent residential street with a background noise level of 56 dB DNL. All other peak hour project trips in both the a.m. and p.m. are assigned to Fair Oaks Avenue. Background (existing) peak hour conditions for Garland Avenue include 45 a.m. trips in and out of the site and 34 p.m. trips in and out of the site.

The project-generated noise contribution resulting from project-generated traffic was considered minimal during the peak hour when noise levels would be highest; therefore, no separate traffic noise analysis was conducted. Noise levels would not be noticeably or measurably increased as a result of project related traffic and are not considered significant. *(Less Than Significant Impact)*

Traffic Noise Impacts On Project

Existing traffic on Fair Oaks Avenue is 21,480 vehicle trips per day per. Noise measured at the project setback of 70 feet from Fair Oaks Avenue would exceed 60 db. The internal noise standard per the Building Code is 45 db and the project will be required to provide sound rated windows and utilize wall construction to meet City noise standards. *(Less Than Significant With Mitigation)*

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Mitigation Traffic Noise

As conditions of approval, the project applicant shall be responsible for the implementation of the following mitigation measures to further reduce traffic noise related impacts:

Noise 1: Prior to submittal of a building permit, the applicant will be required to submit a noise analysis showing that residential unit windows and wall construction shall be designed to limit interior noise levels to a maximum of 45db when all windows and doors are closed. Affected units shall be provided with mechanical air ventilation system with a minimum flow rate as required by the current building codes. A second study providing evidence of compliance shall be submitted prior to occupancy of units. The compliance report shall comply with the provisions of the current building codes.

Operational Noise

The proposed project would introduce several operational noise sources to the project area. These sources include an emergency generator, rooftop mechanical equipment, on-site vehicle circulation, a parking garage, and parking lot cleaning.

Operational Noise Thresholds of Significance:

City of Sunnyvale Municipal Code Title 19, Chapter 19.42 presents operational noise standards that would be enforced on residentially zoned property.

- Operational noise shall not exceed seventy-five (75) dBA at any point on the property line of the premises upon which the noise or sound is generated or produced; provided, however, that the noise or sound level shall not exceed fifty (50) dBA during nighttime or sixty (60) dBA during daytime hours at any point on adjacent residentially zoned property. If the noise occurs during nighttime hours and the enforcing officer has determined that the noise involves a steady, audible tone such as a whine, screech or hum, or is a staccato or intermittent noise (e.g., hammering) or includes music or speech, the allowable noise or sound level shall not exceed forty-five (45) dBA.
- Powered equipment used on a temporary, occasional or infrequent basis which produces a noise greater than the applicable operational noise limit set forth in subsection (a) shall be used only during daytime hours when used adjacent to a property with a residential zoning district. Powered equipment used on other than a temporary, occasional or infrequent basis shall comply with the operational noise requirements. For the purpose of this section, powered equipment does not include leaf blowers. Construction activity regulated by Title 16 of this code shall not be governed by this section.
- It is unlawful for any person to make or allow to be made a nighttime delivery to a commercial or industrial establishment when the loading/unloading area of the establishment is adjacent to a property in a residential zoning district. Businesses legally operating at a specific location as of February 1, 1995, are exempt from this requirement.
- A "leaf blower" is a small, combustion engine-powered device used for property or landscape maintenance that can be hand-held or carried on the operator's back and which operates by propelling air under pressure through a cylindrical tube. It is unlawful for any person to operate a leaf blower on private property in or adjacent to a residential area except between the hours of 8:00 a.m. and 8:00 p.m. Effective January 1, 2000, all leaf blowers operated in or adjacent to a residential area shall operate at or below a noise level of sixty-five (65) dBA at a distance of fifty feet, as determined by a test conducted by the American National Standards Institute or an equivalent. The

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dBa rating shall be prominently displayed on the leaf blower. (Ord. 2623-99 § 1 (part); prior zoning code § 19.24.020(b)-(d)).

Generator Noise Impacts

The applicant has provided manufacturer's information stating that the generator (under controlled testing conditions) will operate at 65 dB at 50 feet from the source. This already takes into consideration the proposed weather tight enclosure that includes sound absorbing material. On adjacent properties, the nearest residences to the east and north are over 300 feet away with buildings in between. To the west, across Fair Oaks Avenue, apartment units are over 200 feet from the generator. To the south, the property line is immediately adjacent to the generator site; however the apartment units on that property are separated from the generator site by a 140 foot utility easement. Noise levels resulting from the infrequent operation of the generator would be audible at the adjacent residential properties, but would not result in a significant noise impact provided that testing and operations are limited to daytime hours only, and the operation of the unit is temporary, occasional, or infrequent.

Generator testing noise will be significant to dwelling units on the project site. There are eight units (four stories) located within 15 feet of the generator site. The south elevations of these units have operable windows. Other units are within 65 feet but have some other portions of the apartment building blocking them from direct noise from the generator. Generator noise to on-site units is considered a significant impact. The internal noise standard per the Building Code is 45 db and the project will be required to provide sound rated windows and utilize wall construction to meet City noise standards. The project on-site manager will be required to coordinate the generator testing schedule with project residence in order to minimize disruptions during infrequent testing. *(Less Than Significant With Mitigation)*

Proposed Rooftop Mechanical Equipment

The operation of the project would introduce new sources of noise that may permanently increase noise levels at adjacent residences. Mechanical equipment normally associated with such land uses can include heating, ventilation, and air conditioning systems, chillers, condensing units, boilers, pumps, exhaust fans, underground parking garage ventilation systems, etc. The Sunnyvale Municipal Code requires that noise from the operation of such equipment not exceed 60 dBA during the day or 50 dBA at night at property line of use. If the noise occurs during nighttime hours and involves a steady, audible tone such as a whine, screech or hum, the allowable noise or sound level shall not exceed 45 dBA.

Parking Lot Cleaning

Surface parking areas and the parking garage would be periodically cleaned using small mechanical parking lot sweepers and hand-held, back-mounted leaf blowers. Noise generated by parking lot cleaning activities would be about 70-75 dBA at a distance of 50 feet. These noise levels would generally occur over short periods of time when cleaning occurs near the project perimeter. Municipal Code standards for leaf blower noise are required. *(Less Than Significant Impact)*

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Operational Noise Mitigation

As conditions of approval, the project applicant shall be responsible for the implementation of the following mitigation measures to further reduce operational noise related impacts:

Operational Noise 1: During final design of the project, conduct building design-level acoustical analysis to ensure that mechanical equipment noise resulting from the project complies with applicable General Plan policies and Municipal Code noise level limits. The acoustical analysis will calculate noise levels resulting from the proposed equipment at the nearest sensitive receiving land uses, assess noise levels relative to applicable standards, and provide recommendations to control noise levels in accordance with the applicable limits. Equipment that operates primarily during daytime hours (e.g., underground parking garage fans) shall be subject to the City's 60 dBA noise standard. Equipment that operates both day and night, such as roof-top mechanical equipment, shall be subject to the City's 50 dBA nighttime noise standard. The report shall be completed and submitted to the building department prior to the issuance of building permits.

Operational Noise 2: Truck deliveries shall be limited to daytime hours only and the posted speed limit should not exceed 15 mph along the truck circulation route. These limits should be clearly posted to advise delivery personnel as to the time and speed restrictions

Operational Noise 3: The east walls of the clinic parking garage are required to be solid to a percent necessary in order to attenuate intermittent noise from horns, car alarms etc. If mechanical ventilation is required to satisfy this requirement, operational noise from garage ventilation equipment shall be evaluated for compliance with Sunnyvale Municipal Code standards prior to submittal of building permits and tested prior to occupancy.

Operational Noise 4: Parking lot cleaning activities shall be limited to the hours between 8:00 a.m. and 8:00 p.m. All leaf blowers operated in or adjacent to a residential area shall operate at or below a noise level of 65 dBA at a distance of 50 feet.

Operational Noise 5 (Same as Noise 1): Prior to submittal of a building permit, the applicant will be required to submit a noise analysis showing that residential unit windows and wall construction shall be designed to limit interior noise levels to a maximum of 45db when all windows and doors are closed. Affected units shall be provided with mechanical air ventilation system with a minimum flow rate as required by the current building codes. Evidence of compliance shall be submitted prior to occupancy of units. The compliance report shall comply with the provisions of the current building codes.

Operational Noise 6: The emergency diesel generator shall be tested during daytime hours only. The testing schedule shall be coordinated with nearby residential land uses to avoid sensitive daytime hours when testing may interfere with normal residential activities.

Intermittent Parking Garage Noise

A four-level parking garage would be located on the site. Residences would remain on the east and north sides of the garage. Noise generated by normal activities in the parking garage would include the sounds of vehicles circulating within the lot, engine starts, door slams, and by the sound of human voices. The nearest residential property line to the north is at a distance of 1 foot to the stairwell and 10 feet to the garage wall and 50-55 feet to the residential building. The residential property line to the east is at a distance of 5 feet to the property line

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and 30 feet to the adjacent residential building. The frequently occurring noise levels resulting from vehicle passbys, door slams, and engine starts would be below the City Noise Ordinance limit of 60 dBA at the nearest residential property during the daytime. Noises that occurred before 7:00 a.m. or after 10:00 p.m. would exceed the nighttime noise level limits. Because the clinic hours are 8:30 a.m. to 8:30 p.m. there would not be noise from vehicles during nighttime hours. (*Less Than Significant Impact*)

Intermittent noise resulting from auto horns, sounded as warning or because of a vehicle's alarm system would be noticeable above the ambient noise levels in the vicinity. In a study for a different parking garage proposed adjacent to residential, single-events of horn noise were estimated at 62-70 dBA (Ref. 126); a similar noise level is expected with this project. Hourly average noise levels would be below 60 dBA and would be most noticeable in the outdoor areas of the adjacent residential condominium units to the north. Horns and alarms would be heard inside when windows are open. Because average noise levels would be below 60 dBA, this impact is considered less than significant. (*Less Than Significant Impact*)

The east wall of the parking garage has been designed to be a solid wall with no openings and will block noise from the structure. The north wall is planned to remain open for ventilation. As a condition of approval, the applicant shall protect the dense landscaping screen on the north residential property. The applicant will be also required to provide an 8-foot high noise attenuating wall along this property line as a standard development requirement which will block noise from the bottom level of the garage. This noise barrier would be expected to provide about seven to eight dBA of noise reduction at adjacent residential properties. Alternatively, the ground floor wall of the garage could be made solid to provide the same noise attenuation.

Parking Garage Noise 1: Construct an 8-foot high solid noise attenuating wall between the clinic parking structure and the residences to the north, or alternatively design the ground floor wall of the north side of the garage to be solid.

Construction Noise

Construction Thresholds of Significance:

Title 16, Chapter 16.08 presents construction noise regulations.

- Construction activity shall be permitted between the hours of seven a.m. and six p.m. daily Mondays through Fridays. Saturday hours of operation shall be between eight a.m. and five p.m. There shall be no construction activity on Sundays or national holidays when City offices are closed.
- No loud environmentally disruptive noises, such as air compressors without mufflers, continuously running motors or generators, loud playing musical instruments, radios, etc. will be allowed where such noises may be a nuisance to adjacent residential neighborhoods. Exceptions: (a) Construction activity is permitted for detached single-family residential properties when the work is being performed by the owner of the property, provided no construction activity is conducted prior to seven a.m. or after seven p.m. Mondays through Fridays, prior to eight a.m. or after seven p.m. on Saturdays and prior to nine a.m. or after six p.m. on Sundays and national holidays when city offices are closed. It is permissible for up to two persons to assist the owner of the property so long as they are not hired by the owner to perform the work. For purposes of this section, "detached single-family residential property" refers only to housing that stands completely alone with no adjoining roof, foundation or sides. (b) Where emergency conditions exist, construction activity may be permitted at any hour or day of the week. Such emergencies shall be completed as rapidly as possible to prevent any disruption to the residential neighborhoods. (Ord. 2774-05 § 1; Ord. 2756-04 § 1; Ord. 2704-02 § 2).

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In addition to Sunnyvale Municipal Code requirements the following threshold is considered:

- Where noise from construction activities exceeds 60 dBA Leq and exceeds the ambient noise environment by at least five dBA Leq at noise-sensitive uses in the project vicinity for a duration of one year or more, the impact would be considered significant.

Construction Noise Impacts

The construction of the project would occur over an approximate 15-month period. Construction would occur on different areas of the site during two phases. Construction of the garage on the north east part of the site would occur over a 4-month period. (Refer to Table I and Figure I for construction schedule and phasing.) Construction of the residential project would occur subsequently over an 11-month period. Noise generating activities would include, removal of existing pavement, the establishment of utilities, excavation to create one half level of underground parking for the residential project, the construction of the building/parking garage, paving, and landscaping. Impact pile driving is not an anticipated construction technique. Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors.

Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction noise lasts over extended periods of time. Where noise from construction activities exceeds 60 dBA Leq and exceeds the ambient noise environment by at least five dBA Leq at noise-sensitive uses in the project vicinity for a duration of one year or more, the impact would be considered significant. Table II presents the typical range of hourly average noise levels generated by different phases of construction measured at a distance of 50 feet. Hourly average noise levels generated by demolition and construction are about 77 dBA to 89 dBA Leq measured at a distance of 50 feet from the center of a busy construction site. Maximum noise levels generated during demolition and construction would typically range from 85 to 90 dBA Lmax. Shielding provided by barriers or structures can provide an additional five to 10 dBA noise reduction at distant receivers.

The noise levels generated by construction activities for the proposed project would exceed the City of Sunnyvale's noise standards, and would result in significant noise impacts from project construction activities; however, the duration of the phased construction on the two phases of the project (garage and residential) would not be constructed concurrently and would help reduce impacts to neighbors and would not subject any adjacent uses to continuous heavy construction for a period exceeding one year. (*Less Than Significant Impact With Mitigation*)

Residents adjacent to the north and east are located 30-40 feet from the project property lines and over 100 feet to the center of the construction site. Based on the construction schedule provided by the applicant in Figure I the residents located adjacent to the proposed freestanding parking garage would be subject to significant construction noise for approximately 4 months, which would not exceed the temporary construction noise threshold of one year. (*Less Than Significant Impact*)

After the garage is built, the second phase of construction will occur for the residential building. Construction will not occur simultaneously on these two phases. Residents to the east of the proposed residential building are

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located approximately 12 feet from the project property line, 30 feet from the project building and over 100 feet to the center of the construction site. The residents located in the adjacent building at 662 Garland Avenue would be subject to potentially significant construction noise for a period of 11 months, which would not exceed the temporary noise threshold of one year. (*Less Than Significant Impact*)

Construction Vibration

The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used in the vicinity of nearby sensitive land uses. Distinctly perceptible groundborne vibration levels could be generated by heavy tracked vehicles (e.g., bulldozers or excavators) when the equipment operates within approximately 25 feet of sensitive land uses. Construction activities would include demolition of existing buildings and parking areas, site preparation work, excavation of below grade levels, foundation work, new building framing and finishing, and removal of the existing pavement. All of these activities could at times produce substantial vibration. Groundborne vibration levels generated by demolition or construction activities would not be expected to result in cosmetic or structural damage to adjacent buildings.

However, in areas where vibration would not be expected to cause structural damage, vibration levels may still be perceptible. As with any type of construction, this would be anticipated and it would not be considered significant given the intermittent and short duration of the phases that have the highest potential of producing vibration (demolition and use of jackhammers and other high power tools). By use of administrative controls such as notifying neighbors of scheduled construction activities and scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby residences, perceptible vibration can be kept to a minimum. (*Less Than Significant Impact*)

Construction Noise Mitigation

As conditions of approval, the project proponent shall be responsible for the implementation of the following mitigation measures to maintain construction noise impacts at a less than significant level:

Construction Noise 1: Pursuant to the Municipal Code, restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday and 8:00 am to 5:00 pm on Saturday. Construction shall be prohibited on Sundays and holidays.

Construction Noise 2: Construct solid plywood fences (minimum 8 feet in height) or noise barriers around the construction site to shield adjacent residences or other noisecensitive land uses prior to major noise generating phases of demolition and construction;

Construction Noise 3: Utilize 'quiet' models of air compressors and other stationary noise sources where technology exists;

Construction Noise 4: Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;

Construction Noise 5: Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from residences or noisecensitive land uses;

ENVIRONMENTAL CHECKLIST REFERENCE LIST

Note: All references are the most recent version as of the date the Initial Study was prepared:

Construction Noise 6: Locate staging areas and construction material areas as far away as possible from residences or noise-sensitive land uses;

Construction Noise 7: Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible. Construction workers will not be permitted to park on neighborhood streets;

Construction Noise 8: Control noise from construction workers' radios to a point that they are not audible at existing residences bordering the project site;

Construction Noise 9: Prohibit all unnecessary idling of internal combustion engines;

Construction Noise 10: Notify all adjacent business, residences, and noise-sensitive land uses of the construction schedule in writing. Notification by door hangers of nearby residence re: significant upcoming construction activities;

Construction Noise 11: Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. Noise disturbance coordinator authorized to address and accommodate special circumstances (home bound or medical condition-adjacent homeowners only).

Construction Noise 12: Project shall be constructed in two phases in accordance with the schedule provided by the applicant in Figure I with garage construction occurring first followed subsequently by the residential project.

Table I

Table I
Mid-Peninsula Senior Housing Construction Noise Schedule

	Noise Impact		Days
Parking Garage			
Site Grading and Excavation Work	Moderate	Intermittent grading work and backhoes and small equipment	40
Structural Concrete Form Work and Placement Activities	Minimal	Intermittent forklift and concrete truck use on a daily basis	55
Formwork Removal, Concrete Structure Clean-up	minimal	some forklift use during this process	5
Parking Structure Finish	Negligible	interior work, no obvious noise impact	19
Residential Building			
Offsite Utilities Temp lot demolition	Moderate	Intermittent grading work and backhoes and small equipment	20
Building Foundation	Minimal	Intermittent backhoe digging/footings and forklift use	40
Structural Framing	minimal	Wood frame. Nailing primary noise generator	120
Roofing Mechanical, Electrical and Plumbing	Negligible	intermittent nailing, material cutting, mostly interior of building	115
Exterior Finish	Minimal	Intermittent nailing, some forklift work, stucco work as required	90
Interior Finishes/Punch list	Negligible	interior work, no obvious noise impact	155

Figure I

ID	Task Name	Type	Notes	Duration	2015											
					Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
1	640 S. Park Drive Construction 3-4-1994			428 days	640 S. Park Drive Construction Schedule											
2	Parking Structure			120 days												
3	Site Grading & Earthwork Work	Medium	Preparation grading work with backhoes and other equipment	40 days												
4	Structure Concrete Form Work & Placement Activities	Medium	Preparation form of concrete (1/2" max co. & 4" max bars)	35 days												
5	Formwork Removal, Concrete Structure Clean-up & Deck Activities	Medium	Some spillage, use during the process	5 days												
6	Finishing Structure Finish (Paint, doors, etc.)	Negligible	Finishes work, no obvious scope impact	10 days												
7	Finishing Structure Completion and Turnover	None		1 day												
8	Residential Building Construction			240 days												
9	Crack Repairs & Tying Lot Demolition	Medium	Preparation grading work with backhoes and other equipment	20 days												
10	Finishing Foundation	Medium	Installation backhoes digging footings and lot tie ups	40 days												
11	Structure Framing	Medium	Wood frame setting primary frame construction	120 days												
12	Roofing, Sheetrock, Electrical & Plumbing Rough Installation	Negligible	Installation of roof, sheetrock, piping, ducting, venting of ducts	115 days												
13	Exterior Finish	Medium	Installation siding, some finish work, stucco work to be required	50 days												
14	Interior Finish, Paint Work & Cleanup	Negligible	Finishes work, no obvious scope impact	225 days												

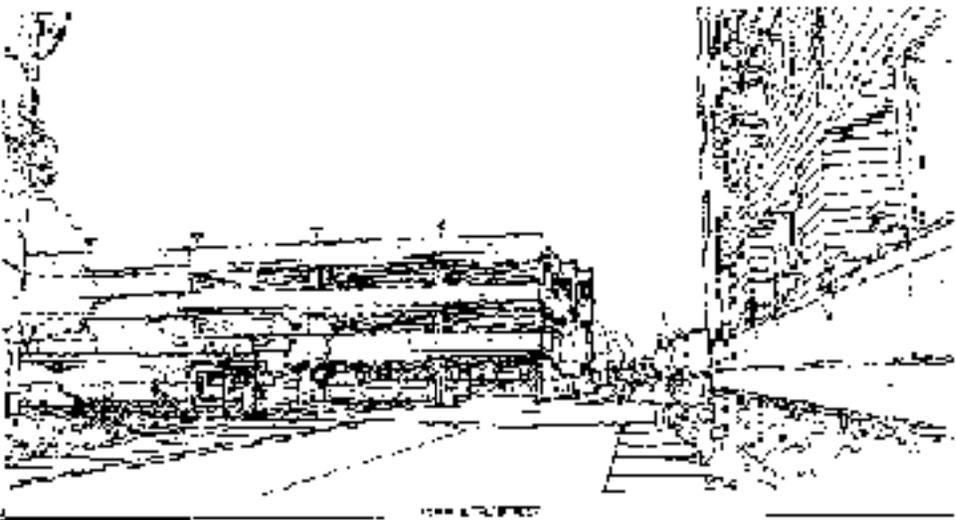
640 S. Park Drive - 1st Floor
 08/07/2015 11:00

Task: []
 Status: []
 Type: []
 Summary: []
 External Tasks: []
 External Changes: []

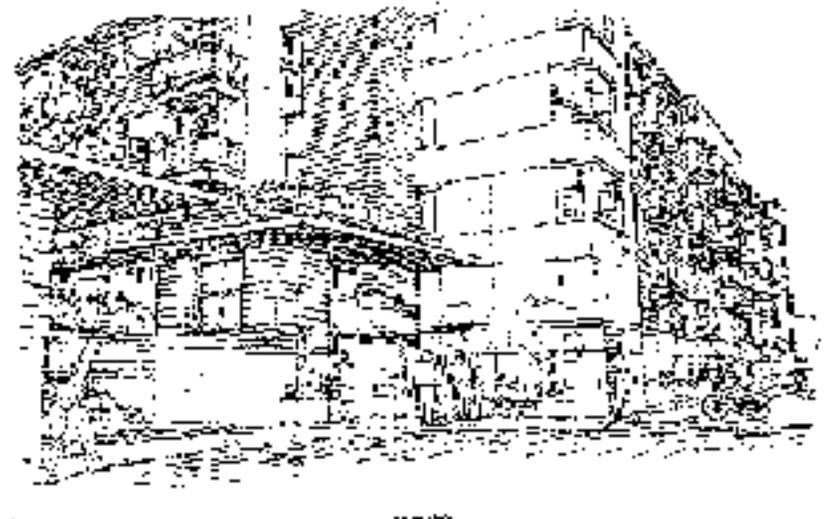
Table II

Table 1: Typical Noise Level Range at 50 Feet from Construction Sites (dBA L_{10})								
	Domestic Housing		Office Building, Hotel, Hospital, School, Public Works		Industrial Parking Garage, Religious Amusement & Recreations, Store, Service Station		Public Works Roads & Highways, Sewers, and Trenches	
	I	II	I	II	I	II	I	II
Ground Clearing	83	83	84	84	84	83	84	84
Excavation	88	75	89	79	89	71	88	78
Foundations	81	81	78	78	77 77		88	88
Erection	81	65	87	75	84	72	79	78
Finishing	88	72	89	75	89	74	84	84

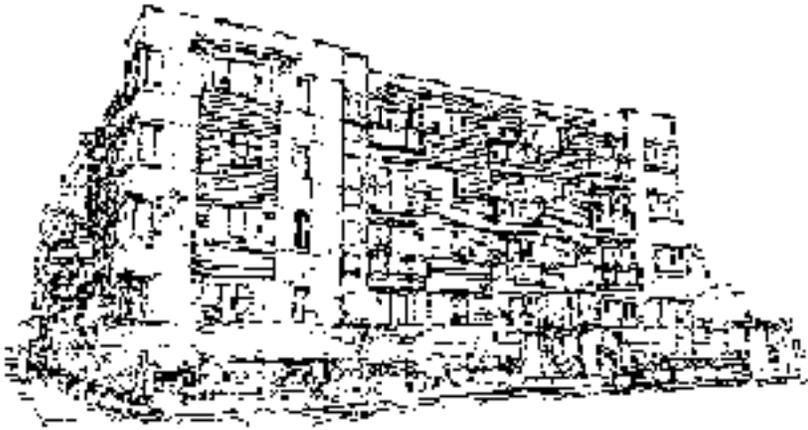
I - All pertinent equipment present at site.
 II - Minimum required equipment present at site.
 Source: U.S.E.P.A., Legal Compilation on Noise, Vol. 1, p. 2-104, 1973.



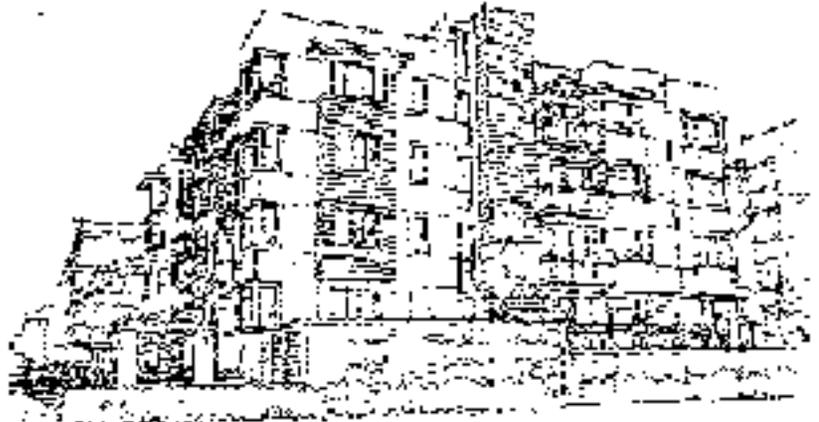
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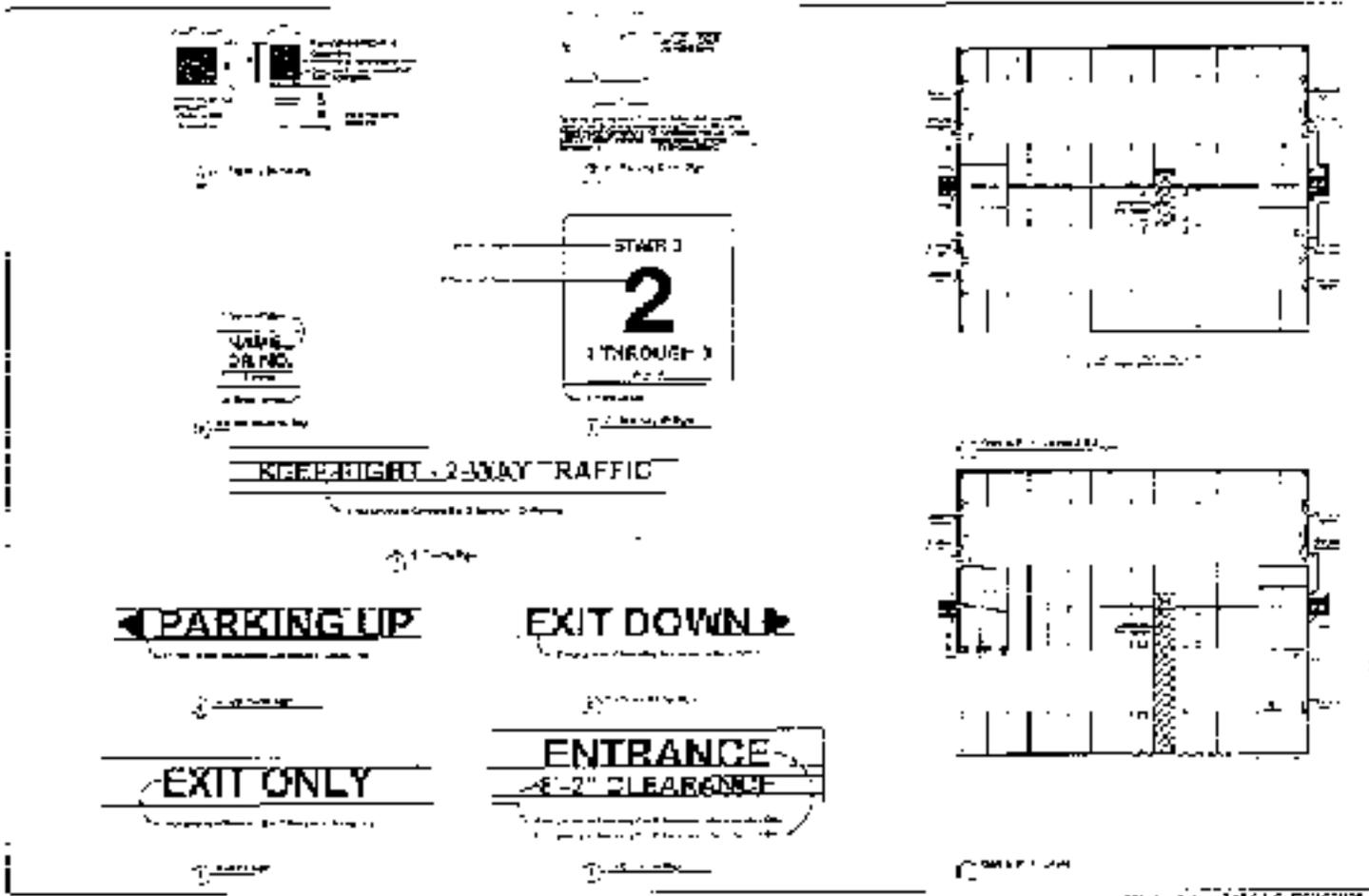
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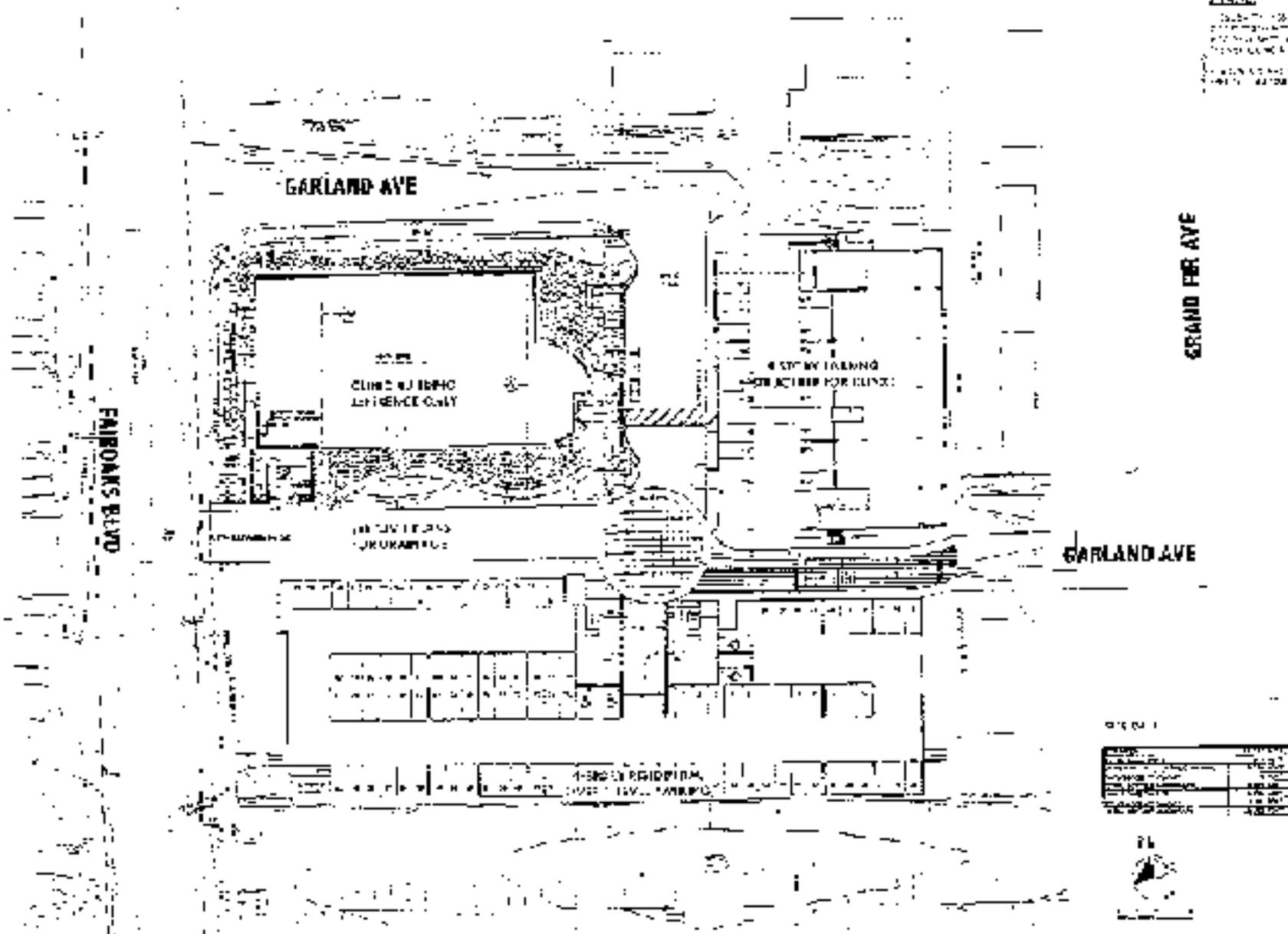
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VIEW FROM STREET



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 OR MECHANICAL, INCLUDING PHOTOCOPYING,
 RECORDING, OR BY ANY INFORMATION
 STORAGE AND RETRIEVAL SYSTEM, WITHOUT
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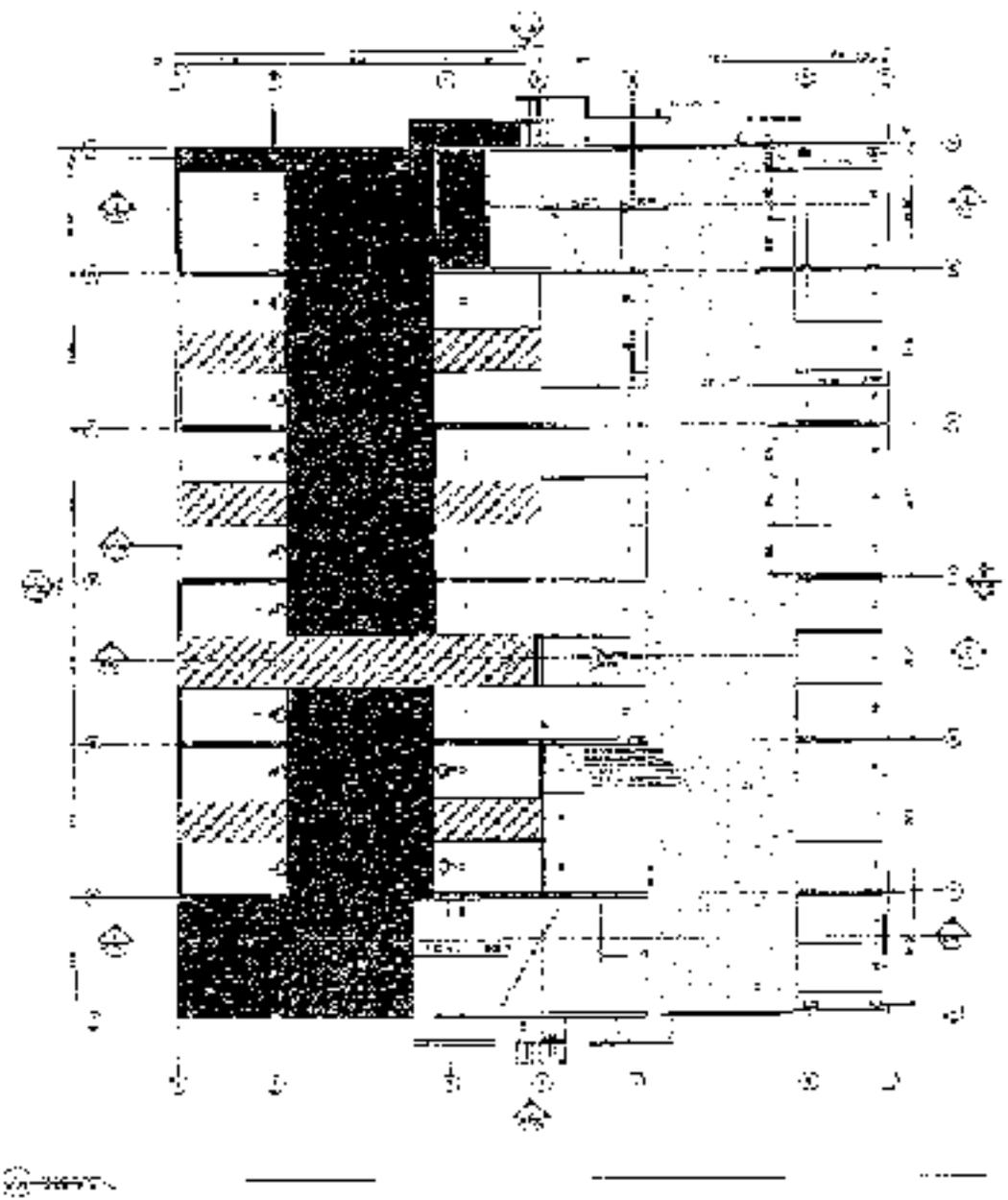


NO.	DESCRIPTION	DATE
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2	REVISION	
3	REVISION	
4	REVISION	
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6	REVISION	
7	REVISION	
8	REVISION	
9	REVISION	
10	REVISION	



PARKING STRUCTURE

CODE DATE: 08/10/00
PROJECT NO.: 1010
DATE: 08/10/00
SCALE: 1/8" = 1'-0"
DRAWN BY: J. J. [illegible]
CHECKED BY: J. J. [illegible]
APPROVED BY: J. J. [illegible]
REVISIONS:
1. 08/10/00: Initial design.
2. 08/10/00: Revised design.
3. 08/10/00: Revised design.
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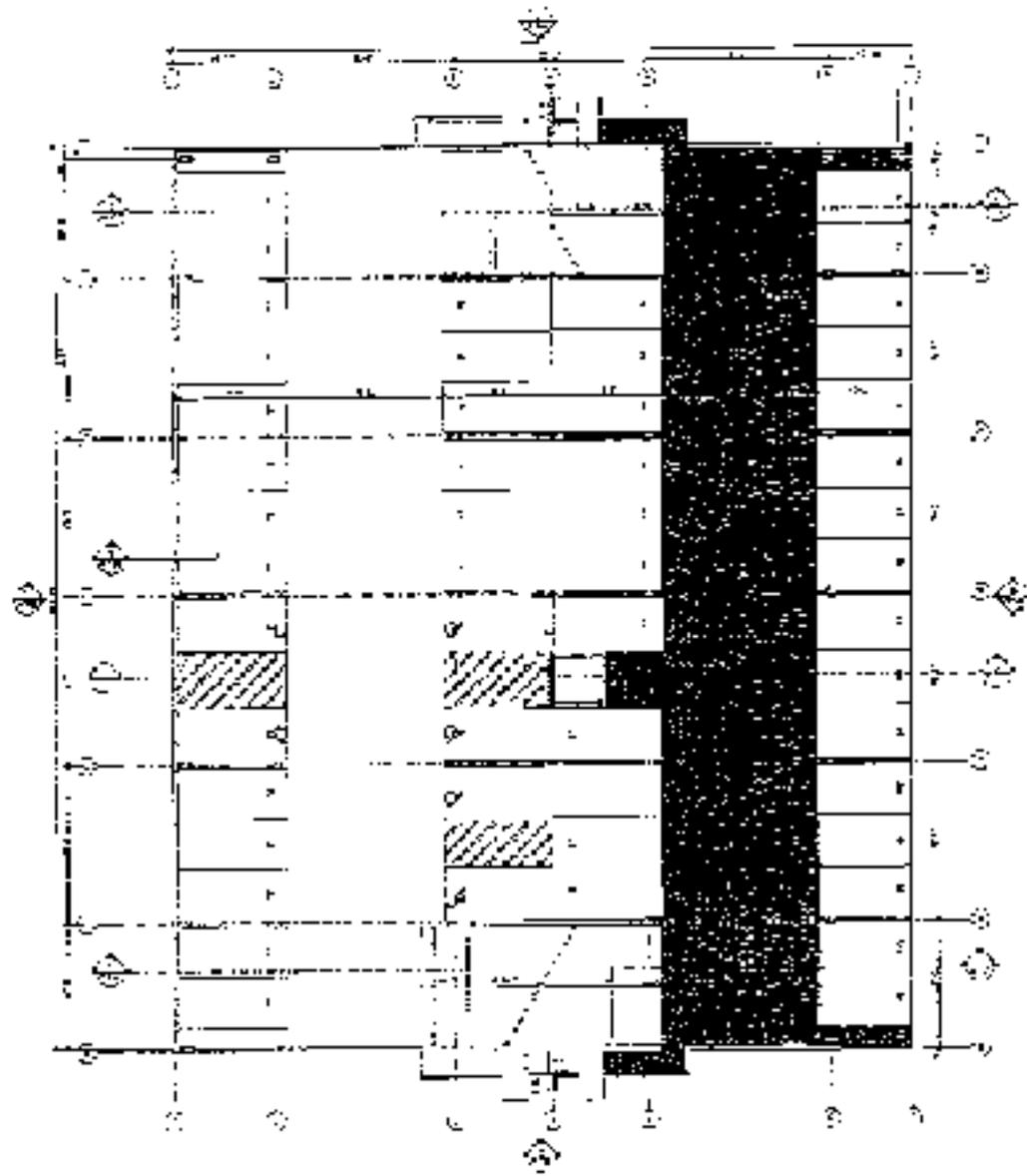


ATTACHMENT 3
Page 1 of 1

ATTACHMENT D

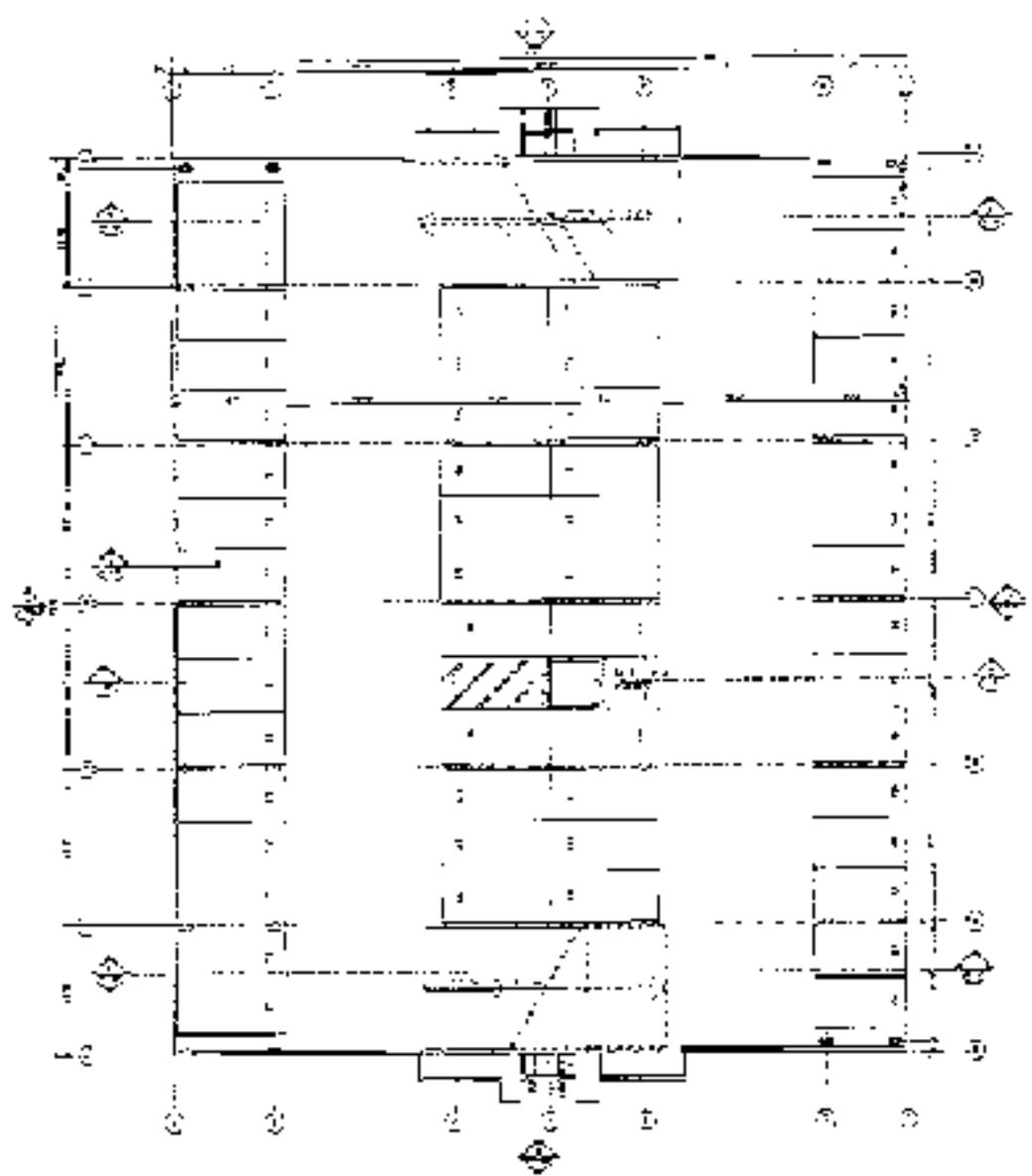
Page 7 of 22

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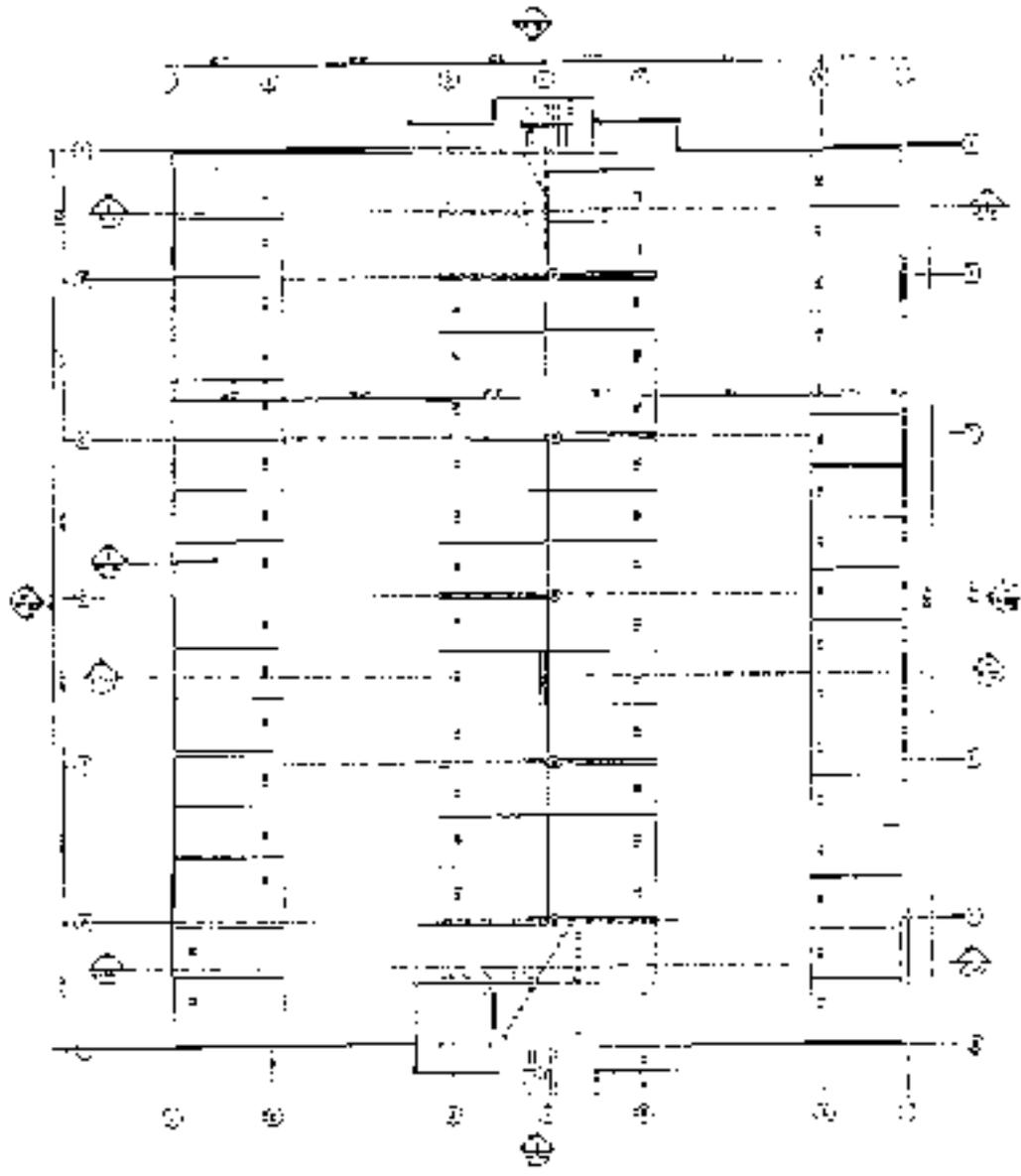


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ATTACHMENT 12
PART 10 of 25

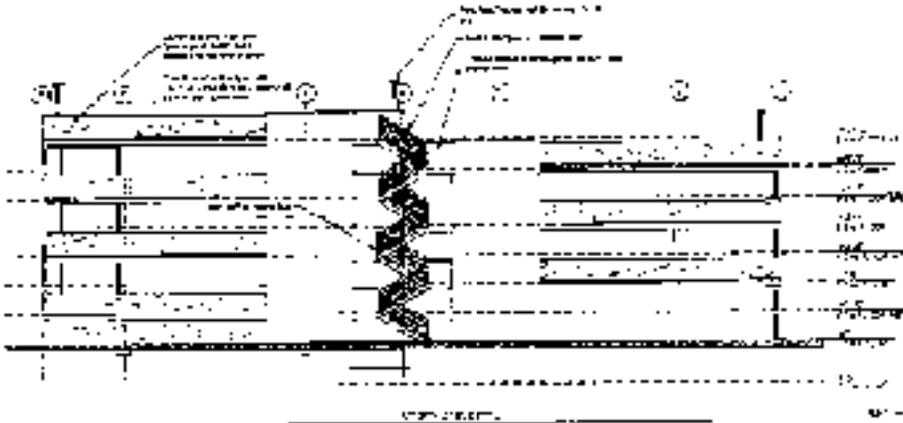
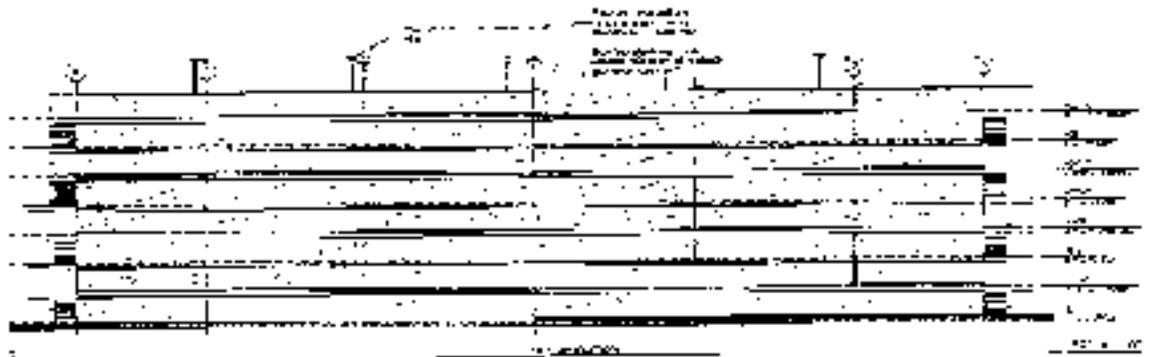


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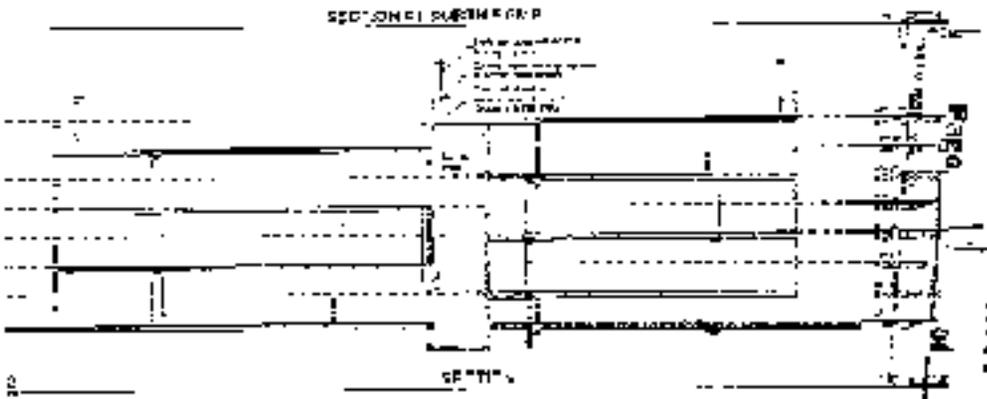
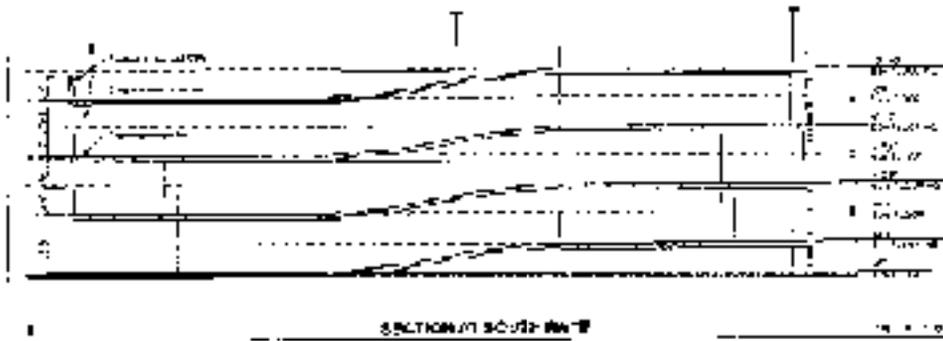
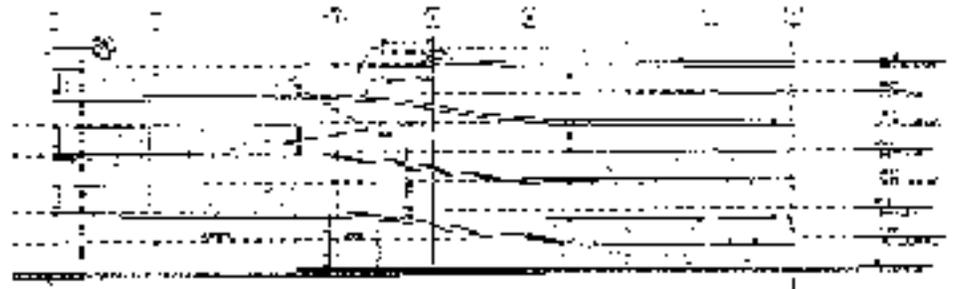
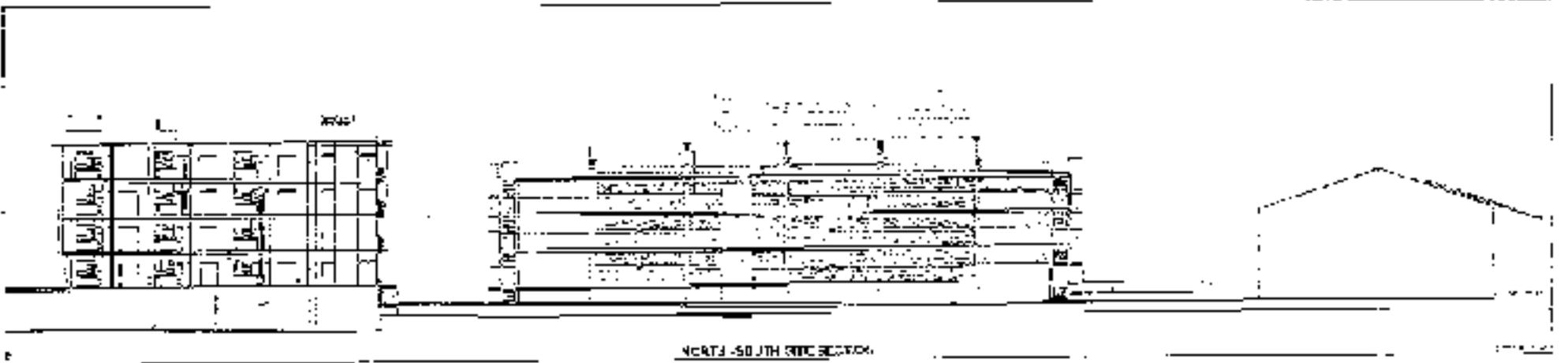


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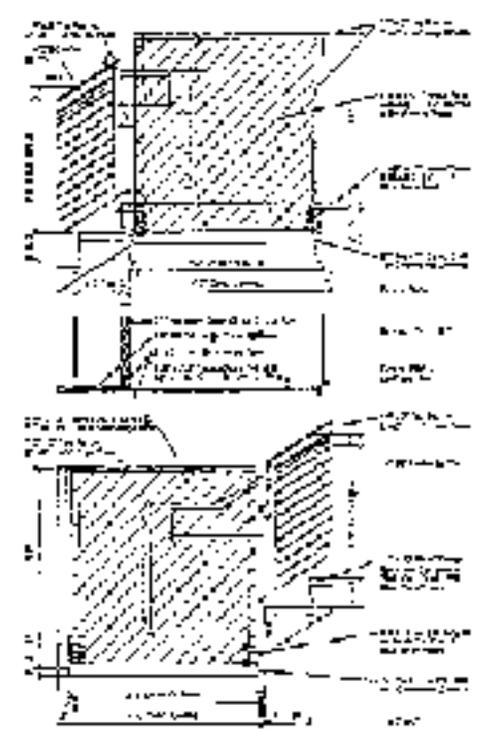


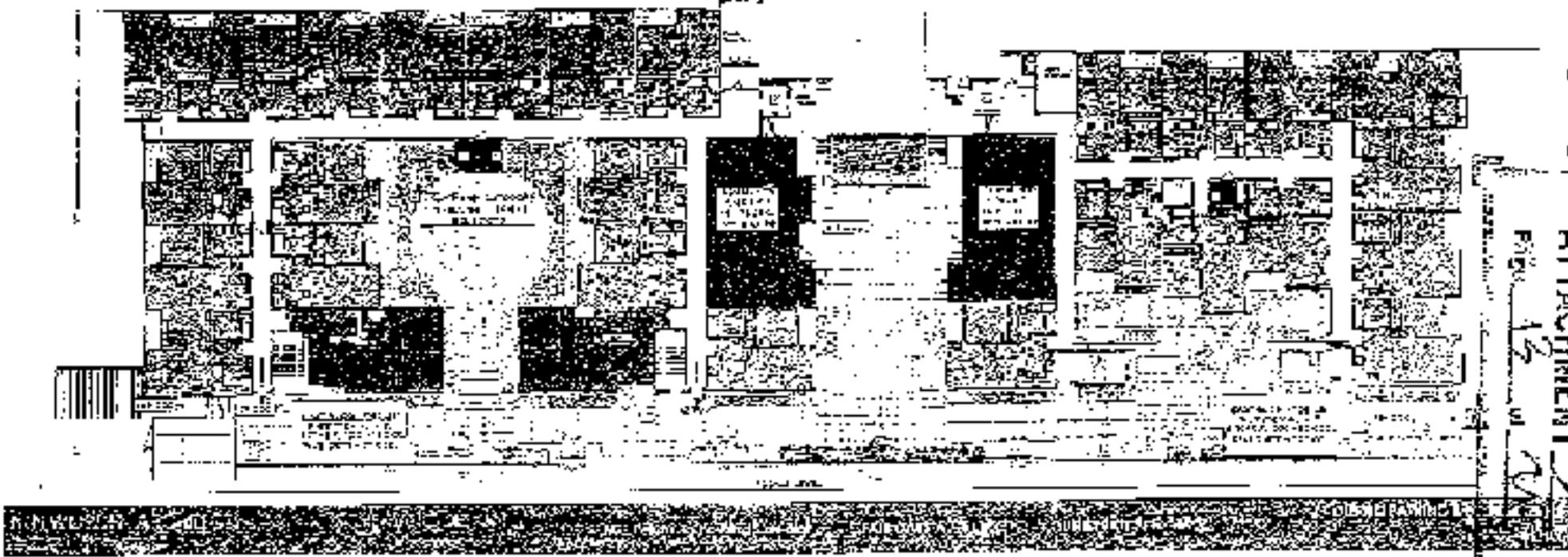
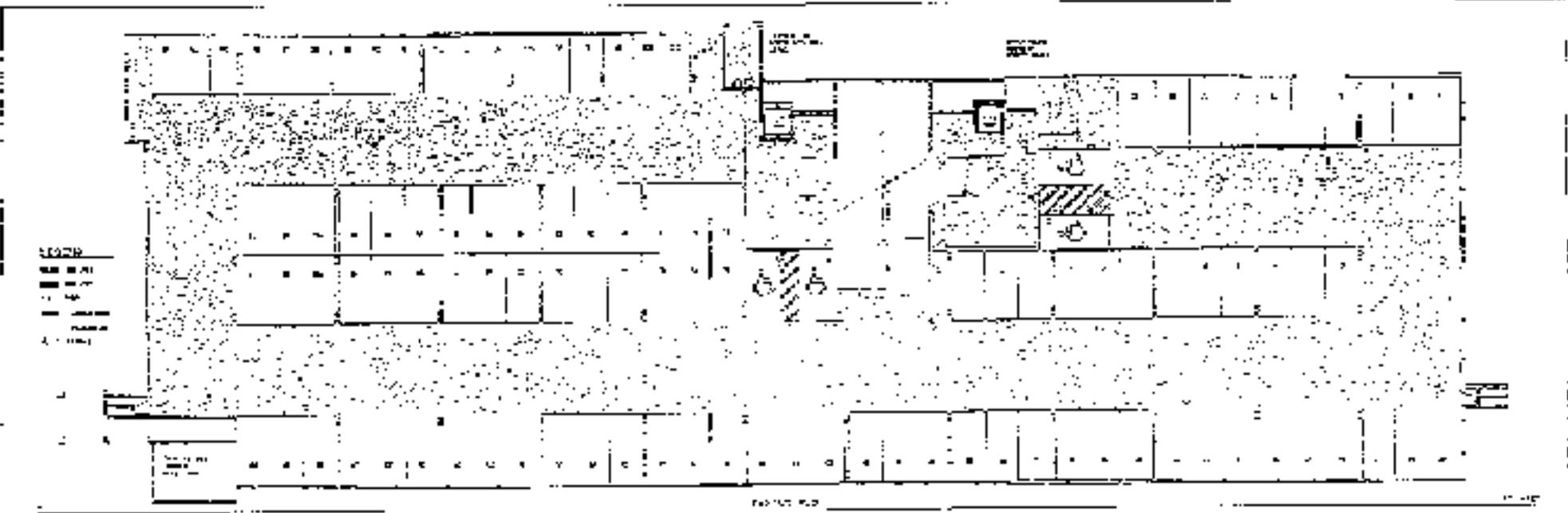
ATTACHMENT D
Page 10 of 11



ATTACHMENT



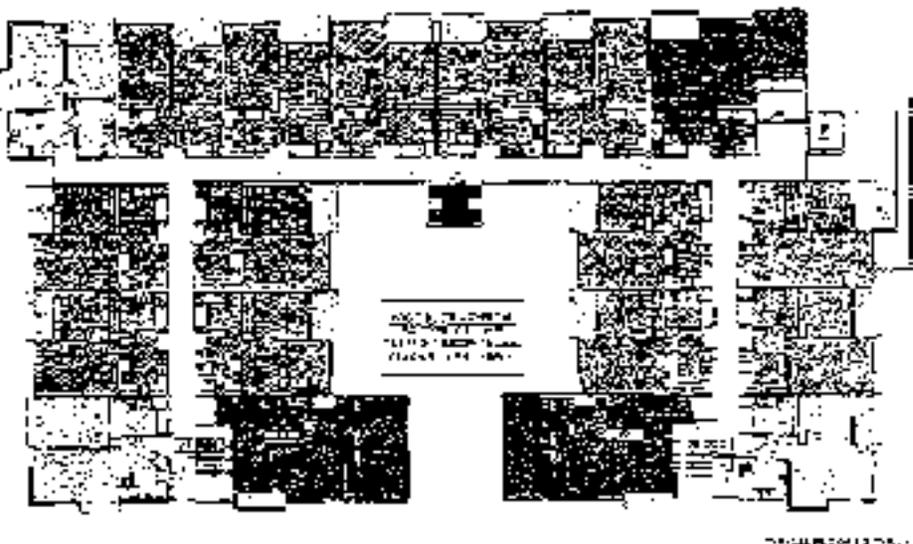
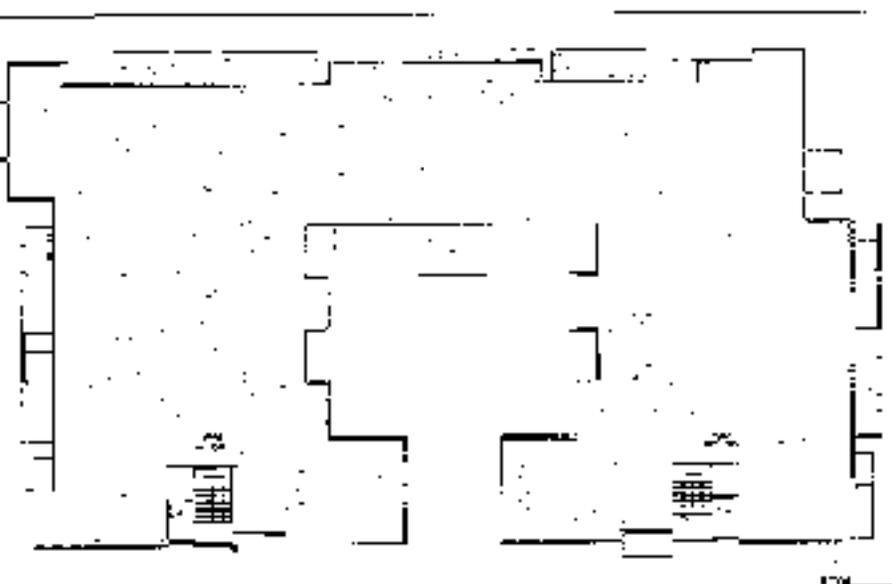
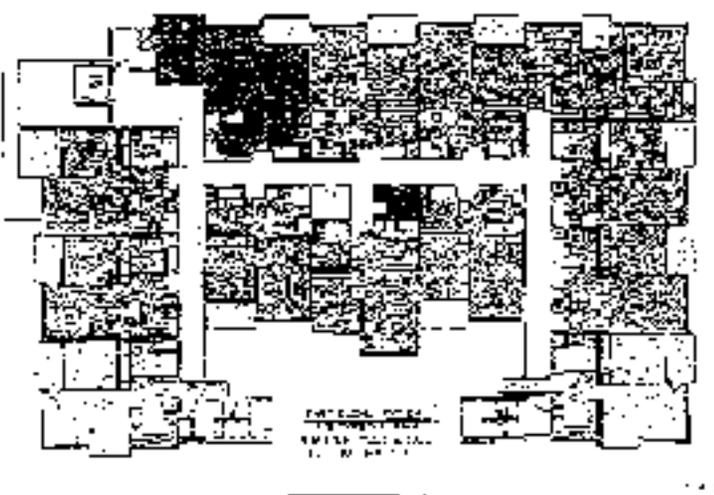
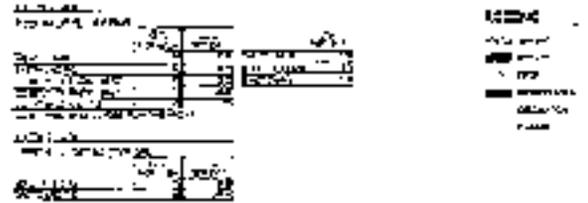
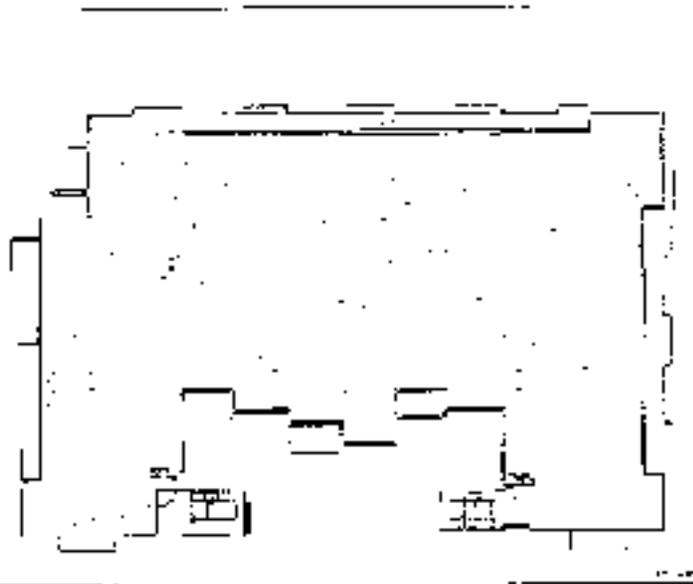




ATTACHMENT 2

FIGURE 13

SI





OPTIONAL ELEVATION 1



OPTIONAL ELEVATION 2

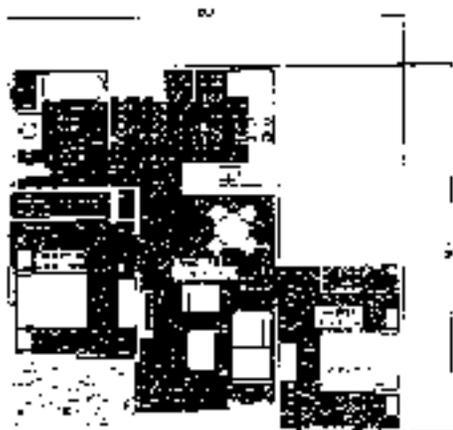


OPTIONAL ELEVATION 3

- 1. 100% brick
- 2. 100% stone
- 3. 100% concrete
- 4. 100% metal
- 5. 100% wood
- 6. 100% glass
- 7. 100% stone
- 8. 100% brick
- 9. 100% stone
- 10. 100% concrete
- 11. 100% metal
- 12. 100% wood
- 13. 100% glass
- 14. 100% stone
- 15. 100% brick
- 16. 100% stone
- 17. 100% concrete
- 18. 100% metal
- 19. 100% wood
- 20. 100% glass



OPTIONAL ELEVATION 4



1-02-4



1-02-4



1-02-4



1-02-4

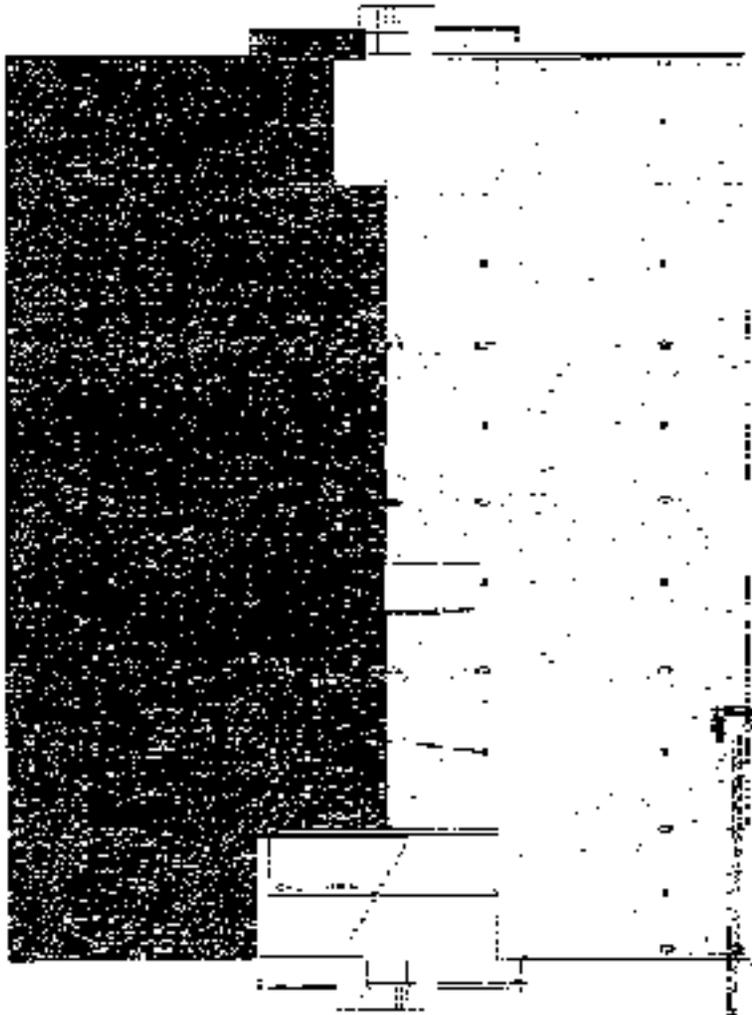


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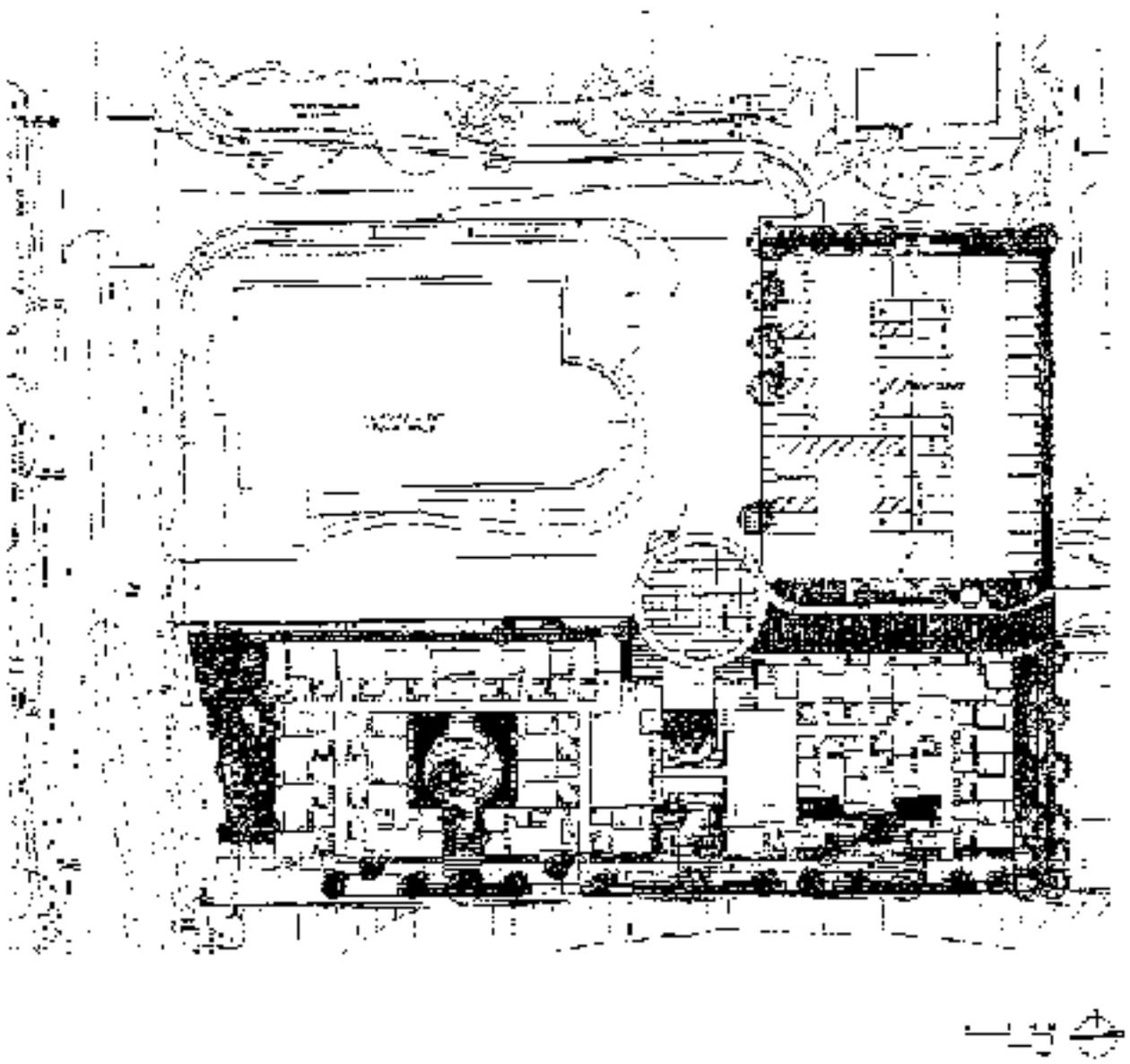
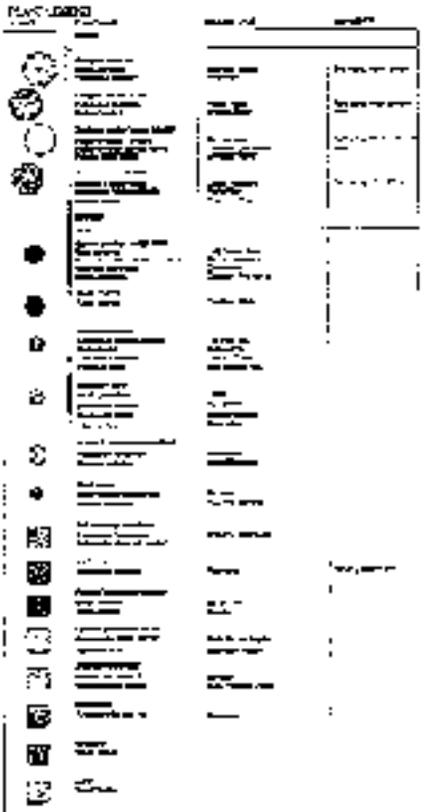


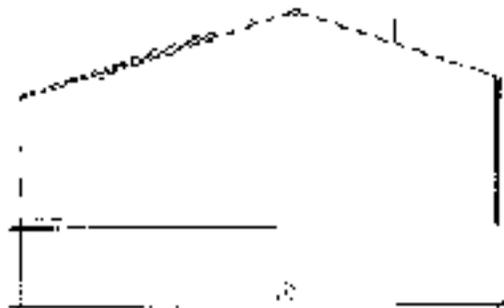
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of 21



ATTACHMENT
Page 19-n-20

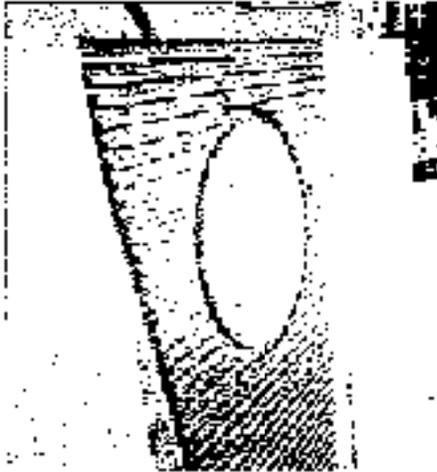
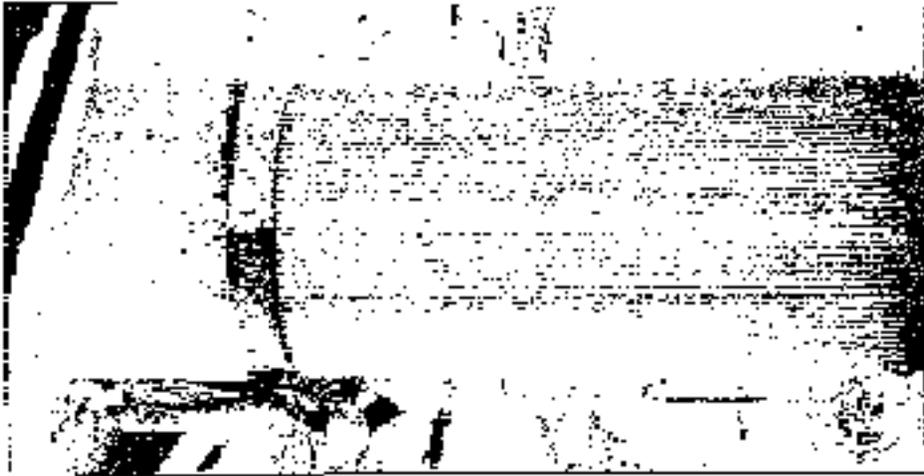




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↑ THIS IS THE TYPE OF DAMAGE FOR THE BRICKS NEAR BY THE GARAGE.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING THE PRECISE ZONING PLAN, ZONING DISTRICTS MAP, TO REZONE CERTAIN PROPERTY LOCATED AT 660 S. FAIR OAKS AVENUE FROM R-4 (HIGH DENSITY RESIDENTIAL) TO R-4/PD (HIGH DENSITY RESIDENTIAL/PLANNED DEVELOPMENT) ZONING DISTRICT

THE CITY COUNCIL OF THE CITY OF SUNNYVALE DOES ORDAIN AS FOLLOWS:

SECTION 1. AMENDMENT OF PRECISE ZONING PLAN. The Precise Zoning Plan, Zoning Districts Map, City of Sunnyvale (Section 19.16.050 of the Sunnyvale Municipal Code) hereby is amended in order to include certain properties within the R-4/PD (High Density Residential/Planned Development) Zoning District which properties are presently zoned R-4 (High Density Residential) Zoning District. The location of the properties is set forth on the scale drawing attached as Exhibit "A."

SECTION 2. CEQA-MITIGATED NEGATIVE DECLARATION. The City Council hereby determines that the Mitigated Negative Declaration prepared for this ordinance has been completed in compliance with the requirements of the California Environmental Quality Act (CEQA) and reflects the independent judgment of the City, and finds that adoption of the ordinance will have no significant negative impact that cannot be mitigated on the area's resources, cumulative or otherwise.

SECTION 3. EFFECTIVE DATE. This ordinance shall be in full force and effect thirty (30) days from and after the date of its adoption.

SECTION 4. PUBLICATION. The City Clerk is directed to cause copies of this ordinance to be posted in three (3) prominent places in the City of Sunnyvale and to cause publication once in The Sun, the official newspaper for publication of legal notices of the City of Sunnyvale, of a notice setting forth the date of adoption, the title of this ordinance, and a list of places where copies of this ordinance are posted, within fifteen (15) days after adoption of this ordinance.

Introduced at a regular meeting of the City Council held on _____, 2009, and adopted as an ordinance of the City of Sunnyvale at a regular meeting of the City Council held on _____, 2009, by the following vote:

- AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST:

APPROVED:

City Clerk
Date of Attestation:
SPAL

Mayor

APPROVED AS TO FORM AND LEGALITY:

David H. Kahn, City Attorney

Comparison with other Senior Housing in Sunnyvale

	Subject Property	Plaza de las Flores	Life's Garden
Zoning	R-4/PD	C-3/PD	R-4/PD
Site Acreage	2.76	2.234	5.20
Total Units	124	101	225
Number of Sr. Units	122	100	224
Number of Mgr Units	2	1	1
Units per gross acre	35.59	45	42.5
Number Stories	4 over parking	2 & 3 over parking	2
Total Number of Bedrooms	135	101	225
Parking total	107	34	100
Parking ratio for Mgr. Units	1/unit	1/unit	1/unit
Parking ratio for Sr. Units	0.86/unit	0.33/unit	0.44/unit
Usable Open Space (sq ft)	170	250	334
Total Landscaping (% of lot)	15% (rare site) 50% (housing site)	15%	46%
Lockable Storage (cu ft.)	0	unknown	74
Other Uses on site	45,000 s.f. clinic	14,000 s.f. commercial	none

RECOMMENDATIONS FOR DEVELOPMENT AGREEMENT

Include the following design requirements in the Development Agreement with the Mid-Peninsula Housing Coalition to achieve the following as recommended by staff

1. Provide architectural enhancements to the garage. Final garage elevation texture and color to be approved by the Director of Community Development to provide additional texture and coordinate with the contemporary architecture of other buildings on site.
2. Plant and maintain landscaping on periphery of parking structure including a solid landscape buffer consisting of tall trees on the north side (minimum 24-inch box size) and a continuous landscape buffer on the east side with trees and shrubs planted a maximum of 20 feet on center, as described in the applicant's revised landscape plan.

As added by the Planning Commission on February 9, 2009 (with staff notes)

3. The garage should be reduced in height; options include placing one or two levels below grade and to reduce total size of garage by utilizing shared parking under the Senior Housing.
 - ***County has approved a redesigned garage with the east side partially submerged resulting in a height reduction of approximately ten feet. The architectural design has been revised to improve the aesthetics.***
4. The addition of trellises with vegetation should be considered for the east side of the garage to address aesthetics.
 - ***County was not interested in this condition due to maintenance costs.***
5. The fencing on the north side of the garage should be added to prevent pedestrian access onto neighboring condominium project
 - ***The northern wall of the garage has been redesigned to integrate a separation wall into the design of the garage, although it will appear as a free-standing wall adjacent to the existing walkway from the lowest level of the garage. This wall will taper and decrease in height as the walkway proceeds toward the clinic, and a railing system will be added to separate the walkway from the residential development to the north.***
6. The eastern setback of the garage should be increased; it is barely adequate.
 - ***County was not interested in this condition due to loss of five surface parking spaces on the west side of the garage plus site constraints limit other siting options.***
7. Articulate the east elevation of the garage to create more setback and more architectural variety.
 - ***County was not interested in this design feature as it is not practical, it results in cost prohibitive design features.***

8. Move the generator to a different location, possibly closer to the garage.

- *County was not interested in this condition.*

9. Reconsider the need for clinic traffic to use Garland Avenue.

- *County said "no change" to planned circulation.*

10. Add 2 bicycle lockers to the parking structure.

- *This item is still pending presentation to the County.*