



# Evaluation and Decision-Making Criteria

- ▶ Evaluation criteria include technical and engineering considerations and City policy
- ▶ City policy considerations include:
  - Appropriate accommodations for vehicles and bikes
  - Enhanced safety and efficiency for all road users
  - Call for developing engineering & planning criteria meeting minimum safety standards for all modes, roadway geometry, collision history, travel speed, traffic volume, and other factors

240



# Evaluation and Decision-Making Criteria

- ▶ Minimum design standards for cars, bikes, and pedestrians
- ▶ Enhancement of transportation facilities
  - Optimal bicycle lane width
  - Potential for lowering vehicle speeds
  - Reduction in pedestrian crossing distance
  - Impacts to transit system convenience and access
  - Impacts to pedestrian facility convenience and access
- ▶ Collision reduction potential
- ▶ Intersection impacts (operational, capacity)
- ▶ Roadway impacts (capacity)
- ▶ On-street parking supply
- ▶ Comparative overall construction costs

241



# Next Steps

## BPAC review

- Bicycle and Pedestrian Advisory Commission (BPAC) develops a recommendation for City Council (May 2011)

## City Council decision

- City Council makes a final, formal decision (June/July 2011)

## Implementation, Construction

- If approved by City Council, final design can begin in August 2011
- Construction pending funding

242



# Community Feedback and Topics for Discussion

- ▶ Safety
  - Bicyclist safety
  - Pedestrian safety
  - Automobile collision rates
- ▶ Traffic flow (speed) impacts
- ▶ Traffic access impacts
- ▶ Parking impacts
- ▶ Neighborhood livability

243

**Please be specific** when providing constructive feedback.

Include:

- Evaluation criteria  
or
- Specific location  
and concern



# Questions & Comments

- ▶ Website: [MaryBikeLanes.InSunnyvale.com](http://MaryBikeLanes.InSunnyvale.com)
- ▶ Phone: (408) 730-7330
- ▶ Postal Mail:

244  
Jack Witthaus  
Transportation and Traffic Manager  
City of Sunnyvale Public Works  
P.O. Box 3707  
Sunnyvale, CA 94088-3707

- ▶ Email: [JWitthaus@ci.sunnyvale.ca.us](mailto:JWitthaus@ci.sunnyvale.ca.us)

**County of Santa Clara**  
Office of the County Clerk-Recorder  
Business Division

County Government Center  
70 West Hedding Street, E. Wing, 1<sup>st</sup> Floor  
San Jose, California 95110 (408) 299-5688



Santa Clara County Clerk – Recorder’s Office  
State of California



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**CEQA DOCUMENT DECLARATION**

**REGINA ALCOMENDRAS, County Clerk – Recorder**  
by **Laura Luna, Deputy Clerk – Recorder,** *LL*

ENVIRONMENTAL FILING FEE RECEIPT

PLEASE COMPLETE THE FOLLOWING:

1. LEAD AGENCY: City of Sunnyvale
2. PROJECT TITLE: Mary Avenue Bicycle Lanes
3. APPLICANT NAME: Jack Witthaus PHONE: (408) 730-7330
4. APPLICANT ADDRESS: 456 W. Olive Avenue, Sunnyvale, CA 94088
5. PROJECT APPLICANT IS A:  Local Public Agency  School District  Other Special District  State Agency  Private Entity
6. NOTICE TO BE POSTED FOR 20 DAYS.

7. CLASSIFICATION OF ENVIRONMENTAL DOCUMENT

a. PROJECTS THAT ARE SUBJECT TO DFG FEES

- |   |             |                |
|---|-------------|----------------|
| <input type="checkbox"/> 1. <b>ENVIRONMENTAL IMPACT REPORT</b> (PUBLIC RESOURCES CODE §21152)                                   | \$ 2,995.25 | \$ <u>0.00</u> |
| <input type="checkbox"/> 2. <b>NEGATIVE DECLARATION</b> (PUBLIC RESOURCES CODE §21080(C))                                       | \$ 2,156.25 | \$ <u>0.00</u> |
| <input type="checkbox"/> 3. <b>APPLICATION FEE WATER DIVERSION</b> (STATE WATER RESOURCES CONTROL BOARD ONLY)                   | \$ 850.00   | \$ <u>0.00</u> |
| <input type="checkbox"/> 4. <b>PROJECTS SUBJECT TO CERTIFIED REGULATORY PROGRAMS</b>  | \$ 1,018.50 | \$ <u>0.00</u> |
| <input type="checkbox"/> 5. <b>COUNTY ADMINISTRATIVE FEE</b> (REQUIRED FOR a-1 THROUGH a-4 ABOVE)<br>Fish & Game Code §711.4(e) | \$ 50.00    | \$ <u>0.00</u> |

b. PROJECTS THAT ARE EXEMPT FROM DFG FEES

- |   |          |                |
|---|----------|----------------|
| <input type="checkbox"/> 1. NOTICE OF EXEMPTION (\$50.00 COUNTY ADMINISTRATIVE FEE REQUIRED)  | \$ 50.00 | \$ <u>0.00</u> |
| <input type="checkbox"/> 2. A COMPLETED “CEQA FILING FEE NO EFFECT DETERMINATION FORM” FROM THE DEPARTMENT OF FISH & GAME, DOCUMENTING THE DFG’S DETERMINATION THAT THE PROJECT WILL HAVE NO EFFECT ON FISH, WILDLIFE AND HABITAT, OR AN OFFICIAL, DATED RECEIPT / PROOF OF PAYMENT SHOWING PREVIOUS PAYMENT OF THE DFG FILING FEE FOR THE *SAME PROJECT IS ATTACHED (\$50.00 COUNTY ADMINISTRATIVE FEE REQUIRED) |          |                |
| DOCUMENT TYPE: <input type="checkbox"/> ENVIRONMENTAL IMPACT REPORT <input type="checkbox"/> NEGATIVE DECLARATION   | \$ 50.00 | \$ <u>0.00</u> |

c. NOTICES THAT ARE NOT SUBJECT TO DFG FEES OR COUNTY ADMINISTRATIVE FEES

- |  |  |        |                  |
|--|--|--------|------------------|
| <input type="checkbox"/> NOTICE OF PREPARATION | <input checked="" type="checkbox"/> NOTICE OF INTENT | NO FEE | \$ <u>NO FEE</u> |
|--|--|--------|------------------|

8. OTHER: \_\_\_\_\_ FEE (IF APPLICABLE): \$ \_\_\_\_\_

9. TOTAL RECEIVED..... \$ 0.00

\*NOTE: “**SAME PROJECT**” MEANS **NO** CHANGES. IF THE DOCUMENT SUBMITTED IS NOT THE SAME (OTHER THAN DATES), A “NO EFFECT DETERMINATION” LETTER FROM THE DEPARTMENT OF FISH AND GAME FOR THE **SUBSEQUENT** FILING OR THE APPROPRIATE FEES ARE REQUIRED.

THIS FORM MUST BE COMPLETED AND ATTACHED TO THE FRONT OF ALL CEQA DOCUMENTS LISTED ABOVE (INCLUDING COPIES) SUBMITTED FOR FILING. WE WILL NEED AN ORIGINAL (WET SIGNATURE) AND THREE COPIES. (YOUR ORIGINAL WILL BE RETURNED TO YOU AT THE TIME OF FILING.)

CHECKS FOR ALL FEES SHOULD BE MADE PAYABLE TO: SANTA CLARA COUNTY CLERK-RECORDER

PLEASE NOTE: FEES ARE ANNUALLY ADJUSTED (Fish & Game Code §711.4(b)); PLEASE CHECK WITH THIS OFFICE AND THE DEPARTMENT OF FISH AND GAME FOR THE LATEST FEE INFORMATION.

“... NO PROJECT SHALL BE OPERATIVE, VESTED, OR FINAL, NOR SHALL LOCAL GOVERNMENT PERMITS FOR THE PROJECT BE VALID, UNTIL THE FILING FEES REQUIRED PURSUANT TO THIS SECTION ARE PAID.” Fish & Game Code §711.4(c)(3)

245



DEPARTMENT OF PUBLIC WORKS  
 CITY OF SUNNYVALE  
 P.O. BOX 3707  
 SUNNYVALE, CALIFORNIA 94088-3707

File#: 685

7/03/2013

**NOTICE OF INTENT TO ADOPT  
 MITIGATED NEGATIVE DECLARATION**

This form is provided as a notification of an intent to adopt a Mitigated Negative Declaration which has been prepared in compliance with the provisions of the California Environmental Quality Act of 1970, as amended, and Resolution #193-86.

**PROJECT TITLE:**

Mary Avenue Bicycle Lanes

**PROJECT DESCRIPTION AND LOCATION:**

Removal of travel lanes, removal of on-street parking, modification of traffic signals, modification of median islands to provide bicycle lanes on Mary Avenue between Fremont Avenue and Maude Avenue.

**WHERE TO VIEW THIS DOCUMENT:**

The **Mitigated Negative Declaration**, its supporting documentation and details relating to the project are on file and available for review and comment in the Public Works Administration Office, City Hall, 456 West Olive Avenue, Sunnyvale.

This **Mitigated Negative Declaration** may be protested in writing by any person prior to 5:00 p.m. on **{INSERT HEARING DATE}**. Protest shall be filed in the Department of Public Works, 456 W. Olive Avenue, Sunnyvale and shall include a written statement specifying anticipated environmental effects which may be significant. A protest of a **Mitigated Negative Declaration** will be considered by the adopting authority, whose action on the protest may be appealed.

**HEARING INFORMATION:**

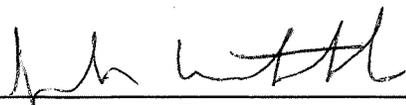
A public hearing on the project is scheduled for:

August 13, 2013 at 7:00 p.m. in the Council Chambers, City Hall, 456 West Olive Avenue, Sunnyvale.

**TOXIC SITE INFORMATION:**

No listed toxic sites are present at the project location.

Circulated On

Signed:   
 Jack Witthaus, Transportation and Traffic Manager

# Mary Avenue Street Space Allocation Project

## Initial Study

### Project Description

**1. Project Title:**

Mary Avenue Street Space Allocation Project

**2. Lead Agency Name and Address:**

**3. Contact Person and Phone Number: Jack Witthaus, 408-730-7330.**

**4. Project Location:**

The project corridor is located along an approximately 2.9 mile portion of Mary Avenue between West Maude Avenue and West Fremont Avenue in the City of Sunnyvale. **Figure 1** shows the location of the project corridor.

**5. Project Sponsor's Name and Address:** City of Sunnyvale Public Works Division, 456 West Olive Avenue, Sunnyvale, CA

**6. General Plan Designation:** **Figure 2** shows General Plan designations in the vicinity of the project corridor. Roadways in Sunnyvale do not have a General Plan designation.

**7. Zoning:** Roadways in Sunnyvale do not have a Zoning designation.

**8. Purpose:**

This analysis discusses the direct and indirect environmental effects of project development, including site preparation and grading, construction of project features, and operational impacts. The analysis is intended to provide sufficient information to facilitate all anticipated development entitlements, including grading and City encroachment permits.

This Initial Study has been prepared in accordance with California Environmental Quality Act (CEQA) requirements and will assist City decision-makers in determining whether the environmental effects from the project would result in potentially significant environmental impacts. Where significant impacts are identified, mitigation measures are provided that would reduce these impacts to a less-than-significant level.

All mitigation measures are incorporated as changes to the project, and the City will include the mitigation measures as conditions of project approval. Because this document finds that the project, inclusive of defined mitigation measures, would have no significant impacts, further environmental review will not be required pursuant to CEQA.

**9. Project Background and Description**

*Background:*

For more than two years, the City has studied a number of options to better accommodate bicyclists and other roadway users along Mary Avenue. The City has developed and refined a number of alternatives through a community process to determine the most appropriate set of roadway treatments that balance public safety needs with improved accommodations for bicyclists within the existing street space.

The City has conducted several participatory community meetings during the development and refinement of conceptual alternatives. Through this participatory process, the City has arrived at a preferred alternative comprising “the project” under evaluation here.

*Description of Project:*

The City proposes improvements and re-allocation of street space to better accommodate bicyclists on about 2.9 miles of Mary Avenue (**Figure 1**). For purposes of this project, the City has considered these 2.9 miles of Mary Avenue to be comprised of the following segments, from south to north (**Figure 3**):

**Segment 1<sup>1</sup>**

**Segment 1A.** Between West Fremont Avenue and El Camino Real; primarily residential

**Segment 1B.** Between El Camino Real and Evelyn Avenue; primarily residential

**Segment 2.** Between Evelyn Avenue and Central Expressway; a mix of uses

**Segment 3.** Between Central Expressway and Maude Avenue; primarily office

The City considered a variety of potential roadway treatments and modifications in composing a preferred alternative that would accommodate continuous bicycle lanes, including the following.

- “Road diet” (removal of one or more traffic lanes)
- Removal of on-street parking
- Lane narrowing
- Median narrowing

The preferred alternative (the project) is described below by street segment. The associated referenced figures show existing and proposed cross-sections for each segment.

**Segment 1A: Fremont Avenue to El Camino Real (Figure 4)**

- Eliminate one travel lane in the southbound direction, and reallocate street space to accommodate one travel lanes in each direction and a two-way center turn lane.
- Restripe to add one on-street bicycle lane in each direction.
- Provide a shorter merge lane to preserve on-street parking south of Blair Avenue.

**Segment 1B: El Camino Real to Evelyn Avenue (Figure 5)**

- Remove on-street parking from west (southbound) side.
- Maintain four travel lanes (2 lanes in each direction) and parking on the northbound side.
- Restripe to add one on-street bicycle lane in each direction.

This segment would preserve two travel lanes in each direction as well as existing turning lanes at all intersections.

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<sup>1</sup> After initiating this study, the City further divided Segment 1 into Segments 1A and 1B, as described above, based on traffic characteristics for each segment.

## Segment 2: Evelyn Avenue to Central Expressway (Figure 6)

- Reduce width of median and travel lanes between California and Evelyn
- Restripe existing pavement to add one on-street bicycle lane in each direction
- Reduce widths of travel lanes (from 10.5 to 12 feet in width to 10 to 11 feet in width)

## Segment 3: Central Expressway to Maude Avenue (Figure 7)

- Remove one travel lane each in each direction (“road diet”)
- Reduce median width by about 1 ½ feet on northbound leg, in vicinity of Central Expressway
- Restripe existing pavement area north of Central Expressway to add one on-street bicycle lane in each direction
- Add enhanced auto and bicycle lane striping at the Escalon Avenue intersection

All of the proposed improvements would take place within the existing paved right-of-way (ROW). In Segments 2 and 3, the existing raised medians would be narrowed, requiring removal and replacement of existing median curbs. The project would not require any outside widening of the paved roadway, no expansion of the existing ROW or the acquisition of any public or private property. The project would not require the removal of any street trees.

### *10. Surrounding Land Uses and Setting:*

Segment 1 (including both 1A and 1B) has four undivided vehicle lanes. This segment includes on-street parking on both sides of Mary Avenue, with the exception of the approaches to signalized intersections where no parking is permitted. Land uses along Segment 1A are primarily single-family residences, most of which have driveway access directly on Mary Avenue. Along Segment 1B, adjacent land uses include both single- and multi-family residences, with similar driveway access.

Segment 2 has three travel lanes in each direction and a median. On-street parking is not permitted. Adjacent land uses include commercial and residential uses.

Segment 3 also has three travel lanes in each direction and a median; on-street parking is also prohibited. Adjacent land uses are primarily commercial and office.

## Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Mitigation measures have been provided for each potential significant impact, reducing all to a less-than-significant level.

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

## Determination

On the basis of this initial evaluation:

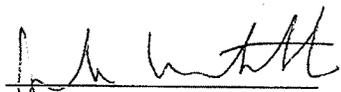
I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because the mitigation measures described in the attached sheet have been added to the project.

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

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

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.



Jack Witthaus  
Transportation and Traffic Manager

6/26/13

Date:

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Mary Avenue Street Space Allocation Project  
Initial Study

6

June 2013

# Environmental Impact Checklist

## I. Aesthetics

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to: trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Have a substantial adverse effect on a scenic vista?  
and

b) Substantially damage scenic resources, including but not limited to: trees, rock outcroppings, and historic buildings within a state scenic highway?

**No Impact.** The project would reallocate street space on a 2.9 mile portion of Mary Avenue so as to provide improved facilities for bicycle and other roadway uses. The project would only modify roadway striping and medians. As a result, there is no possibility that the project could block or otherwise interfere with any scenic vista.

The closest state scenic highway to the project corridor is I-280, about 1.25 miles south of the southern end of the project corridor. In Santa Clara County, I-280 is an *eligible* state scenic highway, but has not been officially designated as part of the state scenic highway system.<sup>2</sup> The project corridor is not visible from the freeway. Based on the foregoing, the project would have *no impact* on any scenic vista or to any state scenic highway.

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

*No Impact.* The project would reallocate street space on a 2.9 mile portion of Mary Avenue so as to better accommodate bicyclists and other roadway users along Mary Avenue. All work is proposed and will be performed within the existing right of way, as described in the project description and would not require removal of curbs, acquisition of public or private property or modifications to the project vicinity. The project would not substantially degrade the existing visual character or quality of the site and its surroundings because the width of the paved roadway would remain essentially the same. The accommodation of bicycle lanes would represent a new transportation mode in an established transportation corridor. No impact would occur.

**d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

*No Impact.* The project does not propose any additional or relocated overhead street lights. It also does not propose additional traffic volumes at major intersections for there to be additional light from vehicle headlights nor does it propose additional traffic signals. As a result, the project would not create new source of substantial light or glare from street lights or vehicular headlights. No impact would occur.

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<sup>2</sup> California Department of Transportation (Caltrans). California Scenic Highway Mapping System. {[http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm) Accessed July 28, 2011.

## II. Agriculture and Forestry Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?
- b) Conflict with existing zoning for agricultural use, or with a Williamson Act contract?
- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- d) Result in the loss of forest land or conversion of forest land to non-forest use?  
and
- e) Involve other changes in the existing environment which due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?

*No Impact.* According to the California Department of Conservation, the project corridor is designated as *Urban Built-Up Land* and does not contain Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance.<sup>3</sup> The project corridor is not under a Williamson Act contract or zoned for any other agricultural use. As the project corridor is urbanized, there are no forest lands or timberlands present; the area is not zoned for forest or timberland use. As a result the project would not result in *any impact* to agricultural or forest land resources. No impact would occur.

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<sup>3</sup> Santa Clara County Important Farmland 2010. State of California Department of Conservation, Farmland Mapping and Monitoring Program.

### III. Air Quality

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following analysis is based on the project air quality evaluation included in **Appendix A**.

**a) Conflict with or obstruct implementation of the applicable air quality plan?**

*No Impact.* The proposed project is located in the city of Sunnyvale, which is situated in the San Francisco Bay Area. The San Francisco Bay Area air basin (Air Basin) is considered to be in “non attainment” for both federal and state standards for ozone (O<sub>3</sub>), and fine particulate matter (PM<sub>2.5</sub>), and for state but not federal standards for respirable particulate matter (PM<sub>10</sub>). The *Bay Area 2010 Clean Air Plan (CAP)* was adopted by the Bay Area Air Quality Management District (BAAQMD) in September 2010, and is the current regional Clean Air Plan (CAP) under the federal Clean Air Act (CAA).

To address the region’s non-attainment status for ozone (O<sub>3</sub>), the CAP explains how the Air Basin will achieve compliance with the California Ambient Air Quality Standards (CAAQS) for one-hour O<sub>3</sub> and eight-hour O<sub>3</sub>, and also explains how the region will reduce transport of O<sub>3</sub> and ozone precursors to neighboring air basins. To achieve these state and federal standards, the CAP contains mobile and stationary source controls, transportation control measures, land use and local impact measures, and energy and climate measures to be implemented throughout the region.

The CAP is based on regional population, housing, and employment projections through 2020 compiled by the Association of Bay Area Governments (ABAG). As such, a project would conflict with or obstruct implementation of the regional air quality plan if it would be inconsistent with the regional growth assumptions, in terms of population, employment, or regional growth in Vehicle Miles Traveled (VMT).

The project would not result in any increase in population or employment in the region since the project would not include any housing or commercial development that would increase local area or regional growth. The project could somewhat reduce VMT, as Mary Avenue would be more conducive to and safer for bicycle riders. Since the project would not directly increase the population or create a substantial change in the VMT, the project would not conflict with or obstruct implementation of the applicable air quality plan (i.e., the BAAQMD 2010 Clean Air Plan).

Furthermore, the proposed project would not conflict with the latest Clean Air planning efforts since (1) the project would have emissions well below the BAAQMD thresholds, (2) development of the project would enhance transportation modes that are consistent with the Clean Air Plan Transportation Control Measures, and (3) development would be near existing transit with regional connections. The project is too small to incorporate project-specific transportation control measures listed in the latest Clean Air Plan (i.e., *Bay Area 2010 Clean Air Plan*). The project is comprised of amenities that encourage wider bicycle use and, as such, the project would promote transportation control measures included in the Clean Air Plan. Overall, the project would have no impact relative to air quality plan implementation.

**b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

*Less Than Significant.* Diesel exhaust is the predominant toxic air contaminant (TAC) in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average).

(TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants listed above. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). They are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and Federal level.

The California Air Resources Board (CARB) has adopted and implemented a number of regulations for stationary and mobile sources to reduce Diesel Particulate Matter (DPM). In 2008 CARB approved a new regulation to reduce emissions of DPM and nitrogen oxides from existing on-road heavy-duty diesel fueled vehicles.<sup>4</sup> The regulation requires affected vehicles to meet specific performance requirements between 2014 and 2023, with all affected diesel vehicles required to have 2010 model-year engines or equivalent by 2023.

Operationally, carbon monoxide emissions from traffic generated by the project would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of carbon monoxide. Air pollutant monitoring data indicate that carbon monoxide levels have been at healthy levels (i.e., below State and Federal standards) in the Bay Area since the early 1990s. As a result, the region has been designated as attainment for the standard.

Adverse environmental impacts to air quality could potentially occur from temporary construction related activity and/or, operationally, from changes to traffic patterns. The project proposes improved access for bicyclists through street space allocation and improvements for bicyclists in the project corridor. The project would also not increase traffic capacity from the existing levels at major intersections. The project also does not include any relocation of existing curbs except for the median modifications in Segment 2 and Segment 3. As a result, the project would not move traffic closer to residences or sensitive receptors that could change air pollutant conditions.

Air quality impacts would temporarily occur from exhaust during construction. The largest construction activities would include some demolition of the existing medians, repaving, restriping, and construction of project amenities including signs and landscape. These emissions are anticipated to be minor, since on average, less than 3 pieces of construction equipment would be utilized. As a result, exhaust emissions would be well below thresholds that are used to judge construction projects. This impact would be less-than-significant. No mitigation measures are required.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under federal or state ambient air quality**

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<sup>4</sup> <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

*Less Than Significant Impact With Mitigation.* The Bay Area is considered a non-attainment area for ground-level ozone and fine particulate matter (PM<sub>2.5</sub>) under both federal and state regulations. The area is also considered non-attainment for respirable particulates or particulate matter with a diameter of less than 10 micrometers (PM<sub>10</sub>) under the California Clean Air Act, but not the federal act. The area has attained both state and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM<sub>10</sub>, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NO<sub>x</sub>), PM<sub>10</sub> and PM<sub>2.5</sub> and apply to both construction period and operational period impacts.

Operationally, the project would not increase generation of air pollutant emissions as the project entails reallocation of street space for bicycle access on about 2.9 miles of Mary Avenue and preserves existing traffic capacity at major intersections. The largest construction activities would include some demolition of the existing roadways or medians, paving, and construction of project amenities including signs and landscape. These emissions are anticipated to be minor, since on average, less than 3 pieces of construction equipment would be utilized. As a result, exhaust emissions would be well below thresholds than used to judge construction projects. However, best management practices are necessary during demolition, trenching and grading activities to avoid generation of dust. Best Management Practices for controlling construction period air pollutant emissions are included below as **Mitigation Measure AQ-1**.

#### **Mitigation Measure AQ-1**

The project contractor shall implement the following Best Management Practices during project construction:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

**Significance After Mitigation:** Implementation of **Mitigation Measure AQ-1** would reduce the air quality impacts associated with grading and new construction to a less than significant level.

**d) Expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact With Mitigation.** Project related construction activities may include some roadway demolition, paving, and installation of hardscape and landscape improvements. Primary activity associated with each phase of construction activities would last less than 6 months. These would not be intensive operations. As indicated in previous discussion, emissions would be below the BAAQMD thresholds and are not expected to cause adverse impacts to nearby sensitive receptors. Furthermore, Best Management Practices controlling construction period air pollutant emissions represented in mitigation measure **Mitigation Measure AQ-1** above would also reduce impacts to nearby sensitive receptors to a less than significant level.

Diesel particulate matter (DPM), a toxic air contaminant, would be emitted during construction in relatively small quantities. DPM can cause adverse health effects, i.e., excess cancer risk, if sensitive receptors are exposed to relatively high amounts. This type of exposure can occur when sensitive receptors are exposed to intensive construction activities, which last 6 months or longer in one location, or if exposed to long periods of lower emissions from continuous sources (e.g., highways). Given the relatively short construction period near any one area, construction impacts associated with DPM are not anticipated. The project would not increase emissions of DPM along the roadway, so long-term impacts from DPM are not anticipated. Short term impacts from DPM exposure are also not anticipated. Adverse impacts to sensitive receptors as a result of the project would be less than significant with **Mitigation Measure AQ-1**.

**e) Create objectionable odors affecting a substantial number of people?**

**Less than Significant Impact.** The project would reallocate street space on a 2.9 mile portion of Mary Avenue so as to better accommodate bicyclists and other roadway users along Mary Avenue. No objectionable odor generation is associated with the project activities. Temporary, localized odors may be experienced occur as part of various phases of project construction (such as paving and restriping). However, such effects would be highly limited in time and exposure and would therefore not rise to a significant level. No mitigation would be required.

**IV. Biological Resources**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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*Would the project:*

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Have a substantial adverse impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to: marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, Regional, or state Habitat Conservation Plan?

**a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

*Less-than-Significant Impact.* The project corridor is a paved road within an urbanized setting. The project would not remove any trees and thus is not likely to disturb any potential nesting habitat for migratory birds. Due to the developed condition of the project corridor and its fully urbanized surroundings, no special-status plant species or special-status wildlife species are expected to occur. As a result, this impact would be less than significant. No mitigation measures are required.

**b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**  
and

**c) Have a substantial adverse impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to: marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

*No Impact.* The project corridor is a paved road within an urbanized setting. There are no riparian habitats or other sensitive natural communities located on the project corridor. It also does not contain federally protected wetlands defined by Section 404 of the Clean Water Act. Therefore, the project would have no impact on riparian habitats or other sensitive natural communities. It would also not result in any impacts to federally protected wetlands. No impact would occur.

**d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

*No Impact.* The project corridor is a paved road within an urbanized setting and as such is not part of an established wildlife movement corridor. The project corridor lacks vegetative

cover and other characteristics of wildlife movement corridors such as woodlands or streambeds. As a result, project implementation would not impede movement of wildlife species in a wildlife movement corridor. No impact would occur.

- e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

*Less Than Significant Impact.* The project does not propose removal of any existing trees, nor are there any biological resources present in the project corridor. Furthermore, while there are trees in the project vicinity trees that could provide nesting habitat for birds, the project does not propose any curb removal and would not include any construction activities that would disturb the trees. As a result, this impact would be less than significant. No mitigation measures are required.

- f) **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, Regional, or state habitat Conservation plan**

*No Impact.* There is no Habitat Conservation Plan or Natural Community Conservation Plan that has been adopted encompassing the project corridor. Therefore, the project would not result in any related impacts.

## V. Cultural Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?**

**No Impact.** Mary Avenue and its right of way itself is not a significant historical resource as defined in Section 15064.5. The project does not propose construction in the project vicinity. It also does not propose acquisition of any public or private property for project implementation, and the project corridor does not contain any historical resources. As a result the project would not cause substantial adverse change in the significance of a historical resource. No impact would occur.

b) **Cause a substantial adverse change in the significance of an archaeological resource, pursuant to Section 15064.5?**

*Less Than Significant Impact With Mitigation.* The project would entail subsurface earthwork and grading for the median narrowing in parts of Mary Avenue. While the likelihood of encountering intact archaeological resources beneath the median of Mary Avenue is low, there remains some possibility that work could potentially uncover and harm previously unknown or unrecorded archeological resources. This is a significant impact for which the following mitigation measures are required.

**Mitigation Measure CUL-1:** In the event that unrecorded archaeological resources are encountered during any phase of project construction, the project contractor shall temporarily halt construction and/or grading activities within 25 feet of any find until a qualified archaeologist meeting federal criteria under 36 CFR 61 can assess the significance of the find and provide proper management and recommendations. A qualified archaeological monitor shall inspect the findings within 24 hours of discovery. Prehistoric cultural materials include but are not limited to midden deposits, hearth remains, stone and/or shell artifacts, and/or burials. Historic material, including but not limited to whole or fragmentary ceramic, glass or metal objects, wood, nails, brick, or other materials may occur within the project corridor in deposits such as old privies, dumps, or as part of earlier fill.

While prehistoric or historic cultural resources would ideally be avoided, if any such resources could not feasibly be avoided, they shall be evaluated for their potential historic significance in consultation with the City of Sunnyvale. If the resources are found to be ineligible for any historic register, impacts to such resources would not be considered significant and avoidance would thus not be necessary. If the resources are found to be eligible to the CRHR, they shall be avoided if feasible.

If avoidance is not feasible, project impacts will be mitigated in accordance with the recommendations of the evaluating archaeologist and CEQA Guidelines §15126.4 (b)(3)(C), which require development and implementation of a data recovery plan that would include recommendations for the treatment of the discovered archaeological materials. The data recovery plan will be submitted to the City of Sunnyvale for review and approval. Upon approval and completion of the data recovery program, project construction activity within the area of the find may resume, and the archaeologist will prepare a report documenting the methods and findings. The report will be submitted to the City of Sunnyvale. Once the report is reviewed and approved by the City of Sunnyvale, a copy of the report will be submitted to the Northwest Information Center (NWIC). After any appropriate resource recovery and/or mitigation measures are completed, project construction activity within the area of the find may resume.

**Mitigation Measure CUL-2:** Prior to the start of grading, the City of Sunnyvale shall require that the project contractor provide documentation that all construction crews that will work on the project have undergone a training session to inform them of the potential for previously undiscovered archaeological resources within the project corridor, of the laws protecting these resources and associated penalties, and of the procedures to follow should they discover cultural resources during project-related work.

**Significance after Mitigation: Mitigation Measure CUL-1 and Mitigation Measure CUL-2** would reduce potential impacts to previously unrecorded human remains to a less-than-significant level.

- c) **Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?**

*No Impact.* Although the project does not propose removal of any curbs and the project corridor does not itself contain unique geologic feature, project construction would entail subsurface earthwork and grading for median narrowing as described in the project description. Impacts to paleontological resources could potentially occur if the project entailed more substantial excavation to lower lying geologic layers where fossils might exist. As a result, the project would not potentially destroy a unique paleontological resource, site or unique geologic feature. No impact would occur.

- d) **Disturb any human remains, including those interred outside of formal cemeteries?**

*Less Than Significant Impact With Mitigation.* The project would entail subsurface earthwork during construction for median narrowing, and could potentially disturb human remains, including those interred outside of formal cemeteries. If such remains are discovered during construction activities, it would be necessary to comply with regulations set forth in California law.

**Mitigation Measure CUL-3:** Section 7050.5(b) of the California Health and Safety code shall be implemented in the event that human remains, or possible human remains, are located during project-related construction excavation. If human remains are discovered within the project corridor during construction, all work shall be stopped within 25 feet of the discovery and the contractor shall immediately notify the Santa Clara County Coroner. At the same time, a qualified archaeologist meeting federal criteria under 36 CFR 61 shall be contacted to assess the situation and consult with the appropriate agencies. If the human remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission within twenty-four hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and any associated grave goods. Upon completion of the assessment, the qualified archaeologist shall prepare a report documenting the background to the finds, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the City of Sunnyvale, the County of Santa Clara, and the Northwest Information Center. Once the report is reviewed and approved by the agencies identified above, and any appropriate treatment completed, project construction activity within the area of the find may resume.

**Significance after Mitigation: Mitigation Measure CUL-3** would reduce potential impacts to previously unrecorded human remains to a less-than-significant level.

## VI. Geology and Soils

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Expose people or structures to potential substantial adverse effects including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslide?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

d) Be located on expansive soil, as defined in table 18-1b of the Uniform Building Code (1994), creating substantial risks to life or property?

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

a) Expose people or structures to potential substantial adverse effects including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

and

ii) Strong seismic ground shaking?

**Less Than Significant Impact.** The closest known active fault to the project corridor is the San Andreas Fault, located approximately 8 miles to the southwest. No known active or potentially active faults cross the project corridor. The project would not entail construction of any permanent structures. The project would not alter the existing uses of the land or increase traffic/traffic capacity at major intersections. It would therefore not increase the exposure of people or structures to substantial adverse effects as a result of a known earthquake fault rupture. This impact would be less than significant. No mitigation measures are required.

iii) Seismic-related ground failure, including liquefaction?

**Less than Significant Impact.** In the event of a major earthquake along the San Andreas Fault, the project corridor would have a zero to five percent risk for liquefaction.<sup>5</sup> However, the project entails reallocation of street space on Mary Avenue for bicycle access through improvements to Mary Avenue within the existing right of way between West Fremont and West Maude Avenues. The project is in an already developed area and would not alter the existing uses of the land or increase traffic/traffic capacity in the project corridor. It does not propose the development of any permanent structures. Therefore, this impact as a result of the project would be less than significant. No mitigation measures are required.

Landslide?

<sup>5</sup> USGS. *Liquefaction probability for M7.8 San Andreas Fault earthquake scenario, Santa Clara County, CA.* Accessed on May 13, 2013, available at [http://pubs.usgs.gov/of/2008/1270/of2008-1270\\_San\\_Andreas\\_scenario.pdf](http://pubs.usgs.gov/of/2008/1270/of2008-1270_San_Andreas_scenario.pdf).

**No Impact.** According to the United States Geological Survey (USGS)<sup>6</sup>, the project corridor is located in the flat lands and does not have a significant potential for landslides. No impact would occur.

**b) Would the project result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant Impact.** The project would reallocate street space on a 2.9 mile portion of Mary Avenue so as to better accommodate bicyclists and other roadway users along Mary Avenue. Although the project does not propose any expansion of the right of way or removal of curbs, project construction would entail grading or subsurface earthwork for median narrowing in certain locations. Substantial soil erosion could potentially occur if ground disturbance activities are not carefully managed. Assuming that the City's contractors follow typical best management practices, no significant impact would result. No mitigation measures are required.

**c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

and

**d) Be located on expansive soil, as defined in table 18-1b of the Uniform Building Code (1994), creating substantial risks to life or property?**

**Less Than Significant Impact.** As previously discussed in this section, project implementation would not increase susceptibility from seismically induced liquefaction or pose potential risks from landslides. Therefore, impacts related to soil stability as a result of the project would be less than significant. No mitigation measures are required.

**e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

**No Impact.** The project does not propose the installation or use of septic tanks or alternative wastewater disposal systems. No impact would occur.

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<sup>6</sup> USGS. *Summary Distribution of Landslides and Earthflows in Santa Clara County, CA*. Accessed on May 14, 2013, available at <http://pubs.usgs.gov/of/1997/of97-745/scl-sef.pdf>

**VII. Greenhouse Gas Emissions**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

***Less Than Significant Impact.*** As discussed in the greenhouse gas (GHG) evaluation included in **Appendix A**, the BAAQMD recommended GHG emissions-based thresholds in 2010 that are used by the City<sup>7</sup> to judge the significance of emissions from land use projects. These criteria include a “bright-line” emissions threshold at 1,100 metric tons per year for land-use type projects and 10,000 metric tons per year for stationary sources. Projects with emissions above the thresholds would be considered to have an impact, which, cumulatively, could be significant. These thresholds apply to the operation of projects. No thresholds were identified for construction activities.

Temporary GHG emissions would occur during construction. These would vary from day-to-day. Best management practices assumed to be incorporated into construction of the proposed project include, but are not limited to: using local building materials of at least 10 percent and recycling or reusing at least 50 percent of construction waste or demolition materials. Modeling of construction GHG emissions was conducted using the Sacramento Metropolitan Air Quality management District’s Road Construction Emissions Model,

<sup>7</sup> In June 2010, the BAAQMD Board of Directors adopted new CEQA thresholds of significance as part of a larger BAAQMD CEQA Guidelines document. In subsequent litigation, the BAAQMD CEQA Guidelines were determined to be a project under CEQA; BAAQMD was duly ordered to rescind these Guidelines pending completion of environmental review per CEQA. However, the City of Sunnyvale uses BAAQMD’s 2010 thresholds of significance as thresholds of significance for air quality and greenhouse gas emissions impacts, also used in this IS/MND.

Version 6.3.2. A screening model run was developed that included widening of 3 miles of roadway over a 12-month period. Based on this modeling, annual emissions from construction activity are estimated to be 502 tons (455 metric tons).

As previously indicated, no changes to operational emissions resulting from changes in traffic patterns are predicted. Therefore, the proposed project would not adversely affect long-term GHG emissions such that there would be a significant impact on the environment. This impact would be less than significant.

**b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

*No Impact.* The City of Sunnyvale has two concurrent projects underway: the Land Use and Transportation Element (LUTE), part of the City's General Plan, and the Climate Action Plan (CAP). Horizon 2035 is an important combination of the two projects to address Sunnyvale's energy and water efficiency, land use, transportation, and air quality. Working together, these documents will contain policies and programs that are designed to help the City sustain its natural resources, grow efficiently, and meet state legal requirements for greenhouse gas (GHG) emissions reduction.

The project would be consistent with the goals and policies of these efforts as it calls for facilitating alternative modes of transportation through improvements on Mary Avenue for bicycle travel. The project would not otherwise interfere with any plan or regulation intended to reduce GHG emissions. No impact would occur.

**VIII. Hazards and Hazardous Materials**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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 result in a safety hazard for people residing or working in the project corridor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project corridor?

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- and
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

*Less Than Significant Impact.* The project entails improvements through street space reallocation to better accommodate bicyclists and other roadway users along a 2.9 mile stretch of Mary Avenue in an already developed area. It does not require the transport, use, storage or disposal of hazardous materials that could potentially be released in the environment. The project would not involve the routine use, transport, or disposal of hazardous materials as part of its operations. Construction of the project would require the temporary use of potentially hazardous materials, such as fuels and solvents needed for earth-moving equipment. The transport and use of such materials is highly controlled by numerous existing federal and state regulations. This impact would, thus, be less than significant. No mitigation would be required.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result, would it create a significant hazard to the public or the environment?

**Less Than Significant Impact With Mitigation.** The project corridor is not included on the “Cortese” list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.8

However, the California Water Resources Control Board identifies several underground storage tanks near the intersection of El Camino Real and Mary Avenue<sup>9</sup>, including an open case for a leaking underground tank cleanup site at Exxon located beside the Mary Avenue corridor.

Although the project does not propose any work outside the right of way of Mary Avenue, given the above evidence of hazardous materials issues in the project vicinity, there is a slight chance that contaminated soils or groundwater may be encountered during the excavation required for median narrowing. **Mitigation Measure HAZ-1** would reduce this potential impact to a less than significant level.

**Mitigation Measure HAZ-1:**

In the event that contaminated soils or groundwater are encountered during subsurface earthwork, work within 100 feet of the discovery shall be halted and the City shall direct the preparation of a Phase II Environmental Site Assessment (ESA) by a licensed professional to determine the potential presence petroleum in soil and groundwater underlying the project corridor. If contaminants are identified in subsurface soils and/or groundwater, the Phase II ESA shall screen the identified contaminant concentrations relative to applicable environmental screening levels developed by the Regional Water Quality Control Board and the Department of Toxic Substances Control for construction worker health and safety. If contaminant concentrations are above the applicable screening levels, the Phase II report shall make recommendations for remedial actions for the protection of public health and the environment. If the Phase II ESA recommends remedial action (which may include but not be limited to soil and/or groundwater removal or treatment, site-specific soil and groundwater management plan, site-specific health and safety plan, and a risk management plan), the project sponsor shall consult with the appropriate local, state, or federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and the environmental, both during and after construction, posed by soil contamination and/or groundwater contamination. The project sponsor shall obtain and submit written approval documentation for any remedial action, if required by a local, state, or federal environmental regulatory agency prior to project occupancy.

**Significance after Mitigation:** Adherence to **Mitigation Measure HAZ-1** would reduce the potential impact to a less-than-significant level as the Phase II ESA, if needed, would set forth appropriate protocols to ensure safe handling and disposal of any contaminated materials encountered.

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<sup>8</sup> <http://www.envirostor.dtsc.ca.gov/public/search.asp>, Accessed May 28, 2013

<sup>9</sup> <http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=mary+avenue%2C+sunnyvale%2C+ca>, Accessed May 30, 2013

- e) 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 result in a safety hazard for people residing or working in the project corridor?  
and
- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project corridor?

*No Impact.* The project corridor is not located within an airport land use plan. The nearest airport, Norman Y. Mineta airport in San Jose, is six miles to the east of Sunnyvale where the project corridor is located. The Moffett Federal Airstrip is located approximately 3 miles to the northeast of the project corridor. There are no private airstrips in the vicinity of the project corridor. The project corridor is currently used by autos and bicycles; the project would merely reallocate street space to enhance usage by bicyclists. As a result of distance from airstrips and the current use of the roadway, the project would not result in a safety hazard to people travelling through the project corridor. No impact would occur.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

*Less Than Significant Impact.* The relevant adopted emergency response plan is the Local Hazard Mitigation Plan. Santa Clara County has adopted this plan; each city in the county, including Sunnyvale, has adopted an “annex” or city-specific chapter outlining detailed hazard and emergency response issues exclusive to each individual city. The annex states that Sunnyvale has a relatively low risk factor for fire loss; past fire experience has demonstrated Sunnyvale to be a relatively fire-safe community. The annex does not identify Mary Avenue as a critical emergency response route.<sup>10</sup>

The project would alter pavement striping along portions of Mary Avenue. In some locations, the project would reduce the number of automobile travel lanes from 2 to 1 but the project would also remove on-street parking in some locations. The project preserves the existing number of turning lanes at all intersections and either preserves or slightly expands the curb-to-curb pavement width along affected sections of Mary Avenue. As noted in the project traffic study included herein (see, **Appendix B**), the project would not significantly increase traffic levels on Mary Avenue or on any adjacent streets.

At present, emergency vehicles using Mary Avenue and other City streets must navigate around existing traffic, delivery vehicles, sanitation collection trucks, and the like. It is also acknowledged that one of the City's fire stations is located on Ticonderoga Drive, immediately adjacent to a portion of the project corridor. The existing operating conditions are not likely to be impaired and will be slightly improved by widening of the curb (exterior) to curb (median) pavement width and elimination of on-street parking in some areas. Other areas will maintain the existing curb to curb width and corresponding emergency vehicle access.

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<sup>10</sup> Sunnyvale Annex to Santa Clara County Local Hazard Mitigation Plan. Accessed on June 28, 2013 at [http://www.sccgov.org/sites/ocs/PlansPublications/Documents/Section22\\_Sunnyvale\\_ReviewDraft.pdf](http://www.sccgov.org/sites/ocs/PlansPublications/Documents/Section22_Sunnyvale_ReviewDraft.pdf)

Taking all of the above into account, the project would not result in any substantial limitation of Mary Avenue by emergency service providers. The project would not physically preclude emergency vehicles (or yielding automobile traffic) from temporary, emergency-period use of any proposed bicycle lane. The impact would be less than significant. No mitigation measures are required.

**h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

*No Impact.* The project corridor is located in a developed, urban area, and is not adjacent to any wildland areas. Moreover, the project does not involve the construction or relocation of structures to a wildland area. Therefore, no impact would occur as a result of the project.

**IX. Hydrology and Water Quality**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage patterns of the site or area including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) Otherwise substantially degrade water quality?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?                     | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| j) Inundation by seiche, tsunami, or mudflow?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**a) Violate any water quality standards or waste discharge requirements?**

***Less Than Significant Impact.*** The project would reallocate street space on a 2.9 mile portion of Mary Avenue so as to better accommodate bicyclists and other roadway users along Mary Avenue. The project does not propose any expansion of the right of way, or removal of curbs, except for median narrowing in certain locations. The project corridor is not located in close vicinity of any streams or other water bodies. Construction activities associated with median narrowing could potentially result in storm water mixing with excavated soils. However, assuming that the construction contractor employs standard best management practices as established by the Regional Water Quality Control Board, impacts would be less-than-significant. No further mitigation is required.

- b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?**

*Less than Significant Impact.* None of the improvements proposed as part of the project demand or require groundwater. In addition, the proposed improvements would be limited to the existing paved surface and thus would not have the potential to substantially impact ground water recharge. Impacts would be less than significant.

- c) **Substantially alter the existing drainage patterns of the site or area including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?**

*No Impact.* The project would reallocate street space on a 2.9 mile portion of Mary Avenue so as to better accommodate bicyclists and other roadway users along Mary Avenue. The project does not propose any expansion of the right of way, acquisition of public or private property for the proposed improvements and does not propose construction in or alter the course of a stream or a river. Therefore, no impact would occur.

- d) **Substantially alter the existing drainage pattern of the site area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?**

*Less Than Significant Impact.* The project does not propose construction in or alteration to the course of a stream or river. The project does not entail any significant grading as it entails improvements within the existing street space, and minimal earthwork for the narrowing of existing raised medians, in certain locations, through removal and replacement of existing median curbs. This work will include minor excavation, removal of existing concrete and asphalt and repaving and would not substantially alter the existing drainage patterns. The project does entail addition of a small amount of impervious surface through narrowing of the medians, as described in the project description, for direct transportation use. However net increases in surface runoff are anticipated to be minimal and would not result in flooding on or off site. Impacts would be less than significant. No mitigation would be required.

- e) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off?**

*Less Than Significant Impact.* The project would reallocate street space on a 2.9 mile portion of Mary Avenue so as to better accommodate bicyclists and other roadway users along Mary Avenue. The project does not propose any expansion of the right of way. In the worst case scenario, 18,750 square feet (less than one acre) impervious surfaces would be added as a result of the median narrowing, and roadwork that could potentially create or contribute run off water that may exceed the existing run off water levels or provide additional sources of polluted runoff. Improvement projects disturbing 1 acre or less of land during construction are not required by the RWQCB to file a NOI to be covered under the State NPDES General Construction Permit for discharges of stormwater associated with

construction activity. However, assuming Stormwater Treatment Best Management Practices will be included, where practicable, polluted surface water runoff would be prevented. Therefore, this impact would be less than significant. No mitigation measures are required.

f) **Otherwise substantially degrade water quality?**

*No Impact.* The project does not possess any characteristics that would otherwise substantially degrade water quality. No impact would occur.

g) **Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

and

h) **Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

*No Impact.* The project is not located within any 100 year flood zone.<sup>11</sup> The project does not propose construction of any new housing or structures. As a result, these impacts would not occur.

i) **Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

*Less Than Significant Impact.* The project corridor is approximately 4 miles south of the Sunnyvale Baylands and about 5 miles northeast of the Stevens Creek Reservoir. However, in the remote and unlikely event of a levee or dam failure the project would not increase the susceptibility of people or structures to significant adverse impacts as it does not propose construction of any structures nor does it allow for additional traffic in the project corridor. Therefore, this impact of the project would be less than significant. No mitigation measures are required.

j) **Inundation by seiche, tsunami, or mudflow?**

*Less Than Significant Impact.* The project corridor is located approximately 20 miles inland from the Pacific Ocean on the Santa Clara Valley floor protected from the ocean by Santa Cruz Mountains to the south and west. As previously indicated, the project corridor is not susceptible to a significant risk from landslides and consequent mudflows. The project corridor is located 4 miles from the Sunnyvale Baylands, and too far inland from the Pacific Ocean. However, in the remote and unlikely event of a seiche or tsunami the project would not increase the susceptibility of people or structures to significant adverse impacts as it does not propose construction of any structures nor does it allow for additional traffic in the project corridor. As a result, this impact of the project would be less than significant. No mitigation measures are required.

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<sup>11</sup> <http://sunnyvale.ca.gov/Departments/PublicWorks/FloodZones.aspx>, Accessed May 30, 2013.

**X. Land Use and Planning**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Physically divide an established community?**

**No Impact.** The project is located along an existing street in the City of Sunnyvale. The project proposes reallocation of street space on a 2.9 mile portion of Mary Avenue so as to better accommodate bicyclists and other roadway users along Mary Avenue. The project does not alter existing uses of land or create a new barrier with adjacent development. By enhancing bicycle access, the project would conceivably help reduce existing barriers to bicycle transportation. No impact would occur.

**b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**No Impact.** The project corridor is entirely located within the existing right of way of Mary Avenue between West Fremont and West Maude Avenues. The project will not alter land uses outside the right-of-way and will preserve the right-of-way's current use as a transportation corridor. The project also does not propose new development. Furthermore, the Land Use and Transportation Element of the City of Sunnyvale General Plan spells out

several policies (Policies LT-1.9, and 5.5.) in support of a variety and alternative modes of transportation, and for the provision of a safe and comfortable system for bicycle and pedestrian pathways (Policy LT – 5.8).As such, the project would potentially advance and thus not conflict with the applicable land use plan, policy, or regulation of the City of Sunnyvale. No impact would occur.

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** There is no adopted Habitat Conservation Plan or Natural Community Conservation Plan encompassing the project corridor. Therefore, the project would not result in any related impacts. No impact would occur.

**XI. Mineral Resources**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?  
and**

**b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

**No Impact.** The project involves improvements through street space reallocation to better accommodate bicyclists and other roadway users along Mary Avenue, between West Fremont and West Maude Avenues, in an already developed area. The Mary Avenue right-of-way is not a known mineral resource site. Therefore, no impact would occur.

**XII. Noise**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) 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 the other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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 corridor to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

f) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project corridor to excessive noise levels?

### **Noise Background**

The State of California and the City of Sunnyvale have established regulations, policies, and guidelines intended to limit noise exposure at noise sensitive land uses. The Noise Element of the Sunnyvale General Plan sets forth noise and land use compatibility standards for various land uses, and establishes goals, policies, and standards for evaluating the compatibility of proposed projects with respect to noise exposure or noise generation. Additionally, Title 16, Chapter 16.08 of the Sunnyvale Municipal Code establishes construction noise regulations.

- a) **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 the other agencies?**

*Less Than Significant Impact.* The operation of the proposed project (i.e., the use of bike lanes) would not generate noise levels above existing noise levels resulting from vehicular traffic along Mary Avenue.

However, some construction work will be needed to adjust roadway widths, including modifications to existing medians. This work, which will include minor excavation, removal of existing concrete and asphalt and repaving, has the potential to result in short-term noise.

Noise levels created during construction could potentially create a disturbance for residents and users of nearby properties. However, hours of construction would be limited by provisions of the City of Sunnyvale Municipal Code. The code limits construction to 7 a.m. until 6 p.m. Monday through Friday, 8 a.m. and 5 p.m. on Saturday, and no activity on Sundays, holidays, or when City offices are closed. Construction noise would not be considered prolonged, unusual or unnatural because of its non-intensive nature in combination with the limitations placed by the Noise Ordinance on when construction activities could occur. Therefore, this impact would be less-than-significant. No mitigation measures are required.

- b) **Result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?**

*Less-than-Significant Impact.* Construction activities for the implementation of the project may generate localized vibrations. Vibration is not expected to be substantially perceptible outside the right-of-way because the majority of the physical work would be conducted near the roadway median, more than 50 feet from the nearest receptors. There would be no ground-borne vibration resulting from operation of the project. Therefore, this impact would be less than significant. No mitigation measures are required.

- c) **Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less-than-Significant Impact.** Permanent noise level increases resulting from the project could result from changes in traffic patterns utilizing the roadways in the project vicinity and/or changes in the roadway lane configurations. To determine whether such changes would occur, the City's acoustical consultant (Illingworth & Rodkin) compared existing and existing plus project traffic volumes. This comparison showed that traffic volumes with the project would be identical to existing conditions, because the project preserves the traffic capacity at major intersections. Therefore, the project would not substantially divert traffic or change traffic patterns. Accordingly, traffic noise levels along Mary Avenue and other area roadways would not increase above existing conditions.

Project noise level changes were calculated by Illingworth and Rodkin (*Mary Avenue Street Space Allocation Study, Sunnyvale, CA – Air Quality, Greenhouse Gas, and Noise CEQA Evaluations*, May 14, 2013, included as **Appendix A**). The change in traffic noise levels was calculated based on relative changes to the equivalent lane distance from Mary Avenue traffic to nearby sensitive receptors. The calculations assumed that a receptor would be 25 feet from the northbound or southbound right of way. **Table 1** summarizes relative changes to traffic noise levels.

**Table 1 Traffic Noise Level Changes Due to Project**

Mary Avenue Roadway Segment	Change in Traffic Noise Levels at Receptors adjacent to Southbound Mary Avenue (west)	Change in Traffic Noise Levels at Receptors adjacent to Northbound Mary Avenue (east)
Segment 1A	-0.2 dBA	-0.2 dBA
Segment 1B	+0.5 dBA	-0.1 dBA
Segment 2	-0.4 dBA	-0.2 dBA
Segment 3	0.0 dBA	0.0 dBA

As indicated in **Table 1**, the project would slightly reduce traffic noise levels at some receptors along the study area corridor. A slight noise increase is predicted to occur at receptors adjacent to southbound Mary Avenue in Segment 1B. However, increases to traffic noise levels would be less than 1 dBA, which would not be perceptible and scarcely measurable. As a result, traffic noise level increases caused by the proposed project, in terms of changed traffic patterns and/or changed roadway lane configurations would be less-than-significant. No mitigation measures are required.

- d) **Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less Than Significant With Mitigation.** Project construction would generate noise, and would temporarily increase noise levels in the area. 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. Where noise from construction activities exceeds 60 dBA  $L_{eq}$  and exceeds the ambient noise environment by at least 5 dBA  $L_{eq}$ , for a period exceeding one year, the impact would be considered significant.

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 durations last over extended periods of time. Limiting the hours when construction can occur to daytime hours (see item a above) is often a simple method to reduce the potential for noise impacts. In areas immediately adjacent to construction, controls such as constructing temporary noise barriers and utilizing “quiet” construction equipment can also reduce the potential for noise impacts.

Heavy construction equipment and trucks would be required at times during median demolition and earthmoving activities associated with the project. This construction would result in the highest noise levels at off-site receivers (79 to 88 dBA  $L_{eq}$  at 50 feet from a busy construction site).

The remaining construction activities would be less intensive and would require less heavy equipment. Given the proximity of nearby residences that share the project perimeter, construction noise levels would generally exceed 60 dBA  $L_{eq}$  and the ambient noise environment by at least 5 dBA  $L_{eq}$  throughout the construction phases requiring heavy construction equipment and trucks.

Primary activity associated with each phase of construction activities would last less than 6 months. Typically, small construction projects do not generate significant noise impacts when standard construction noise control measures are enforced at the project corridor and when the duration of the noise generating construction period is limited to one construction season (typically one year or less). Reasonable regulation of the hours of construction, as well as regulation of the arrival and operation of heavy equipment and the delivery of construction materials, are necessary to protect the health and safety of persons, promote the general welfare of the community, and maintain the quality of life. In the absence of mitigation, this impact would potentially be significant. **Mitigation Measure NOISE-1** below would reduce this impact to a less than significant level.

#### **Mitigation Measure NOISE-1**

1. Utilize ‘quiet’ models of air compressors and other stationary noise sources where technology exists;
2. Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;
3. Locate all stationary noise-generating equipment, such as air compressors, portable power generators, and crushing/recycling operations as far away as possible from adjacent land uses;
4. Locate staging areas and construction material areas as far away as possible from adjacent land uses;

5. Prohibit all unnecessary idling of internal combustion engines;
6. 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.

**Significance After Mitigation:** Implementation of **Mitigation Measure NOISE-1** would reduce the air quality impacts associated with grading and new construction to a less than significant level.

- e) **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 corridor to excessive noise levels?**  
and
- f) **For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project corridor to excessive noise levels?**

**No Impact.** The project entails reallocation of street space on Mary Avenue to better accommodate bicyclists and other roadway users through improvements within the street right of way, between West Fremont and West Maude Avenue. The project corridor is not located within an airport land use plan. The nearest airport, Norman Y. Mineta airport in San Jose, is six miles to the east of the project corridor. The Moffett Federal Airstrip is located approximately three miles to the north of the project corridor. There are no private airstrips in the vicinity of the project corridor. Besides being outside of any airport land use plan or any airstrip, the project does not alter the number of people living or working in the vicinity. Therefore, no impact would result.

### XIII. Population and Housing

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly, (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Induce substantial population growth in an area, either directly, (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Less Than Significant Impact.** The project would neither directly nor indirectly facilitate substantial population growth as no housing units are part of the project and there is no evidence before the City that on-street bicycle lanes contribute indirectly to substantial population growth. The project would not require any property acquisition, so no displacement is possible. Allowing for expanded bicycle use of 2.9 miles of Mary Avenue is intended to help make bicycling more feasible by people who live and work in Sunnyvale. It is possible that the expansion of bicycle lanes could result in more bicycle use of Mary Avenue, but would not substantially alter development patterns in the area such that substantial population growth would result. This impact would be less than significant. No mitigation measures are required.

b) Displace substantial number of existing housing, necessitating the construction of replacement housing elsewhere.

and

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

*No Impact.* The project does not require displacement of any buildings whatsoever and would thus not displace people or housing.

**XIV. Public Services**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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*Would the project:*

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

i) **Fire Protection?**

and

ii) **Police Protection?**

*No Impact.* As previously described, the project would neither directly nor indirectly induce growth as it does not propose the construction of new dwelling units or businesses or alter the existing uses of land. As such, the project would not have the potential to increase demand for fire protection services or diminish fire protection service levels and thus would not require any new physical facilities. No impact would occur as a result of the project.

iii) **Schools?**

*No Impact.* The project would not directly or indirectly induce growth as a result of the proposed improvements described in the project description because it does not propose the construction of new dwelling units or businesses. Thus, the project could not directly introduce new students to the school district, increase demand for school services, or otherwise trigger the need for expanded school facilities. No impact would occur as a result of the project.

iv) **Parks?**

*Less than Significant Impact.* As previously described, the project would not directly or indirectly induce growth as it does not propose the construction of new dwelling units or businesses or alter the existing uses of land. Mango Park is located in the vicinity of the project corridor at the intersection of West Remington Drive and Mary Avenue, which would be more accessible by bicycles as a result of the project. However, the project would not have the potential to directly increase the resident population or increase demand on parks such that new or alteration to existing facilities would be required. Therefore, this impact would be less than significant. No mitigation measures are required.

v) **Other public facilities?**

*No Impact.* As previously described, none of the proposed improvements have the potential to directly or indirectly induce growth as the project does not alter existing use of land or propose new dwelling units or business that could result in new resident population growth. As such the project would not have the potential to create or increase demand for other public facilities such that new or expanded public facilities are required. Therefore, no impact would occur as a result of the proposed project.

**XV. Recreation**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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*Would the project:*

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a) **Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**No Impact.** All project activities would take place within the existing right of way, and would enhance access on Mary Avenue for bicyclists. The project does not propose new housing or new businesses that might bring new people to the area and thus increase the use of existing neighborhood and regional parks or other recreational uses. Therefore, no impact would occur as a result of the project.

b) **Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**Less-than-Significant Impact.** The project itself entails the installation of continuous bicycle lanes along 2.9 miles of Mary Avenue. The City's primary objective in the project is to better accommodate bicyclists as well as other roadway users while preserving public safety along Mary Avenue. Some bicycle use can be considered a recreational use. This initial study examines in detail the environmental effects associated with the proposed bicycle facility installation. As stated throughout the document, the project would not have any significant environmental effects assuming adherence to proposed mitigation measures provided herein. The project does not otherwise include installation of any recreational facility outside the Mary Avenue right-of-way.

**XVI. Transportation and Traffic**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

equipment)?

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| e) Result in inadequate emergency access?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Transportation Background**

The existing traffic conditions along the 2.9 mile street of Mary Avenue that comprise the project corridor are outlined below by segment.

**Segment 1A:** Lower traffic volumes, 11,000 Vehicles Per Day (VPD); excess capacity with an ‘A’ or ‘C’ Level of Service (LOS) at intersections; the traffic is primarily neighborhood-serving.

**Segment 1B:** Higher traffic volumes, 15,000 VPD; moderate capacity with ‘B’, ‘C’ and ‘D’ LOS at intersections; more intracity-intercity traffic.

**Segment 2:** Highest traffic volumes, 22,000 VPD; Busy intersection with ‘D’ and ‘E’ LOS, Intercity, intracity collector that serves Central Expressway and crosses Caltrain tracks.

**Segment 3:** Low to moderate traffic volumes, 10,000 VPD; excess capacity with ‘B’ and ‘C’ LOS at intersections; industrial collector that primarily serves office uses and Encinal Park Neighborhood.

LOS ‘D’ is considered acceptable for local roads in the City of Sunnyvale, while LOS ‘E’ is considered acceptable for certain intersections<sup>12</sup> within City of Sunnyvale boundaries.

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

**No Impact.** A comparison of existing and existing plus project traffic volumes shows that that the traffic volumes with the project are essentially identical to existing conditions, because the project preserves the traffic capacity at major intersections. Therefore, no diverted traffic is expected and traffic patterns would not change with the project.

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<sup>12</sup> “Certain intersections” refers to those monitored by the Valley Transportation Authority under the applicable Congestion Management Plan (CMP).

Furthermore, the project is anticipated to improve circulation for an alternative mode of transportation and as a consequence may potentially shift some existing roadway users from autos to bicycles, in turn reducing auto traffic. Therefore, no impact would occur as a result of the project.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

*No Impact.* As previously indicated, a comparison of existing and existing plus project traffic volumes shows that the traffic volumes with the project are identical to existing conditions, because the project preserves the traffic capacity at major intersections. Therefore, no diverted traffic is expected and traffic patterns would not change with the project. No impact would occur as a result of the project.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

*No Impact.* The project corridor is not located within an airport land use plan. The nearest airport, Norman Y. Mineta airport in San Jose, is six miles to the east. The Moffett Federal Airstrip is located approximately 3 miles to the northeast of the project corridor. There are no private airstrips in the vicinity of the project corridor. The project corridor is currently used by autos and bicycles, and the project would merely reallocate street space to enhance safety for and usage by bicyclists. As a result of distance from airstrips and the current use of the roadway, the project would not result in a safety hazard to people travelling through the project corridor. No impact would occur as a result.

- d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

*Less Than Significant Impact.* The project would reallocate street space on a 2.9-mile portion of Mary Avenue so as to better accommodate bicyclists and other roadway users along Mary Avenue. The project does not propose any curb removal except median narrowing at certain locations. The improvements proposed to the street space generally include travel lane and parking lane removal, new striping, and median narrowing in two locations, and are described in detail in the project description. None of these improvements would increase hazards to a design feature because the project does not propose any new work outside of the existing street space or reduce travel lane widths below the City's accepted minimum of 10 feet.<sup>13</sup> Moreover, the project does not generate additional traffic volumes but improves traffic circulation through lane restriping and other road design features like a center turn lane exclusively for left-turning vehicles, and continuous striped separated lanes for bicycles. As a result, this impact from changes within the street space would be less than significant. No mitigation measures are required.

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<sup>13</sup> The US Department of Transportation, Federal Highway Administration, suggests lane widths ranging from 10 to 12 feet for width for urban arterials and collectors.

[http://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3\\_lanewidth.htm](http://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.htm)

e) **Result in inadequate emergency access?**

**Less Than Significant Impact.** As previously discussed under ‘VIII g)’, the relevant adopted emergency response plan is the Local Hazard Mitigation Plan. Santa Clara County has adopted this plan; each city in the county, including Sunnyvale, has adopted an “annex” or city-specific chapter outlining detailed hazard and emergency response issues exclusive to each individual city. The annex states that Sunnyvale has a relatively low risk factor for fire loss; past fire experience has demonstrated Sunnyvale to be a relatively fire-safe community. The annex does not identify Mary Avenue as a critical emergency response route.

The project would alter pavement striping along portions of Mary Avenue. In some locations, the project would reduce the number of automobile travel lanes from 2 to 1 but the project would also remove on-street parking in some locations. The project preserves the existing number of turning lanes at all intersections and either preserves or slightly expands the curb-to-curb pavement width along affected sections of Mary Avenue. As noted in the project traffic study included herein (see, **Appendix B**), the project would not significantly increase traffic levels on Mary Avenue or on any adjacent streets.

At present, emergency vehicles using Mary Avenue and other City streets must navigate around existing traffic, delivery vehicles, sanitation collection trucks, and the like. It is also acknowledged that one of the City's fire stations is located on Ticonderoga Drive, immediately adjacent to a portion of the project corridor. The existing operating conditions are not likely to be impaired and will be slightly improved by widening of the curb (exterior) to curb (median) pavement width and elimination of on-street parking in some areas. Other areas will maintain the existing curb to curb width and corresponding emergency vehicle access

Taking all of the above into account, the project would not result in any substantial limitation of Mary Avenue by emergency service providers. The project would not physically preclude emergency vehicles (or yielding automobile traffic) from temporary, emergency-period use of any proposed bicycle lane. The impact would be less than significant. No mitigation measures are required.

f) **Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

**No Impact.** The Land Use and Transportation Element of the City of Sunnyvale General Plan spells out several policies (Policies LT-1.9, and 5.5.) in support of a variety of alternative modes of transportation and for the provision of a safe and comfortable system for bicycle and pedestrian pathways (Policy LT – 5.8). The project would reallocate street space on a 2.9-mile portion of Mary Avenue so as to provide improved facilities for bicycle use. Also, the project is consistent with the City's 2006 Bicycle Plan, which calls for continuous on-street striped bicycle lanes on this portion of Mary Avenue. Therefore, the project is consistent with the City's adopted policies, plans or programs supporting alternative transportation. No impact would occur as a result of the project.

**XVII. Utilities and Service Systems**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g) Comply with federal, state, and local statutes and regulations related to solid waste?

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

*and*

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

**No Impact.** The project would reallocate street space on a 2.9 mile portion of Mary Avenue so as to better accommodate bicyclists along with other roadway users. The project does not alter the existing uses of land or propose construction of new housing units or businesses that could generate additional demand for utilities and services systems. The improvements proposed to the street space would not generate wastewater that would require wastewater treatment.

The project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. For that reason, the project would not result in inadequate capacity for wastewater treatment or a determination by the wastewater treatment provider to that effect. No impacts would result from the project.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

**Less Than Significant Impact.** As previously indicated, the project does not alter the existing uses of land and would essentially retain Mary Avenue right of way as a transportation corridor. Some land currently in the median will be converted to impervious surface for direct transportation use. However, the increase in impervious surface and consequently the increase in surface run off would be insignificant. Therefore, the project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities. This impact would be less than significant. No mitigation measures are required.

- d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

*No Impact.* The project entails reallocation of street space on Mary Avenue through improvements to the street within the existing right of way between West Fremont and West Maude Avenues to better accommodate bicyclists and other roadway users along Mary Avenue. The project would not create any foreseeable additional water demand. Therefore, no impact would occur as a result of the project.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**and**

- g) **Comply with federal, state, local statutes and regulations related to solid waste?**

*No Impact.* No aspect of the project, as described in the project description, would require or result in additional solid waste generation requiring disposal at a landfill or would have the potential to conflict with federal, state, local statutes and regulations related to solid waste. Therefore, no impact would occur as a result of the project.

**XVIII. Mandatory Findings of Significance**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Have the potential to degrade quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Have the potential to degrade quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

*Less Than Significant Impact.* Based on the analysis presented in the preceding sections and given the implementation of the identified standard and mitigation measures, the proposed project would not degrade the quality of the environment and does not have the potential for significant environmental impacts.

As enumerated in this document, the project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

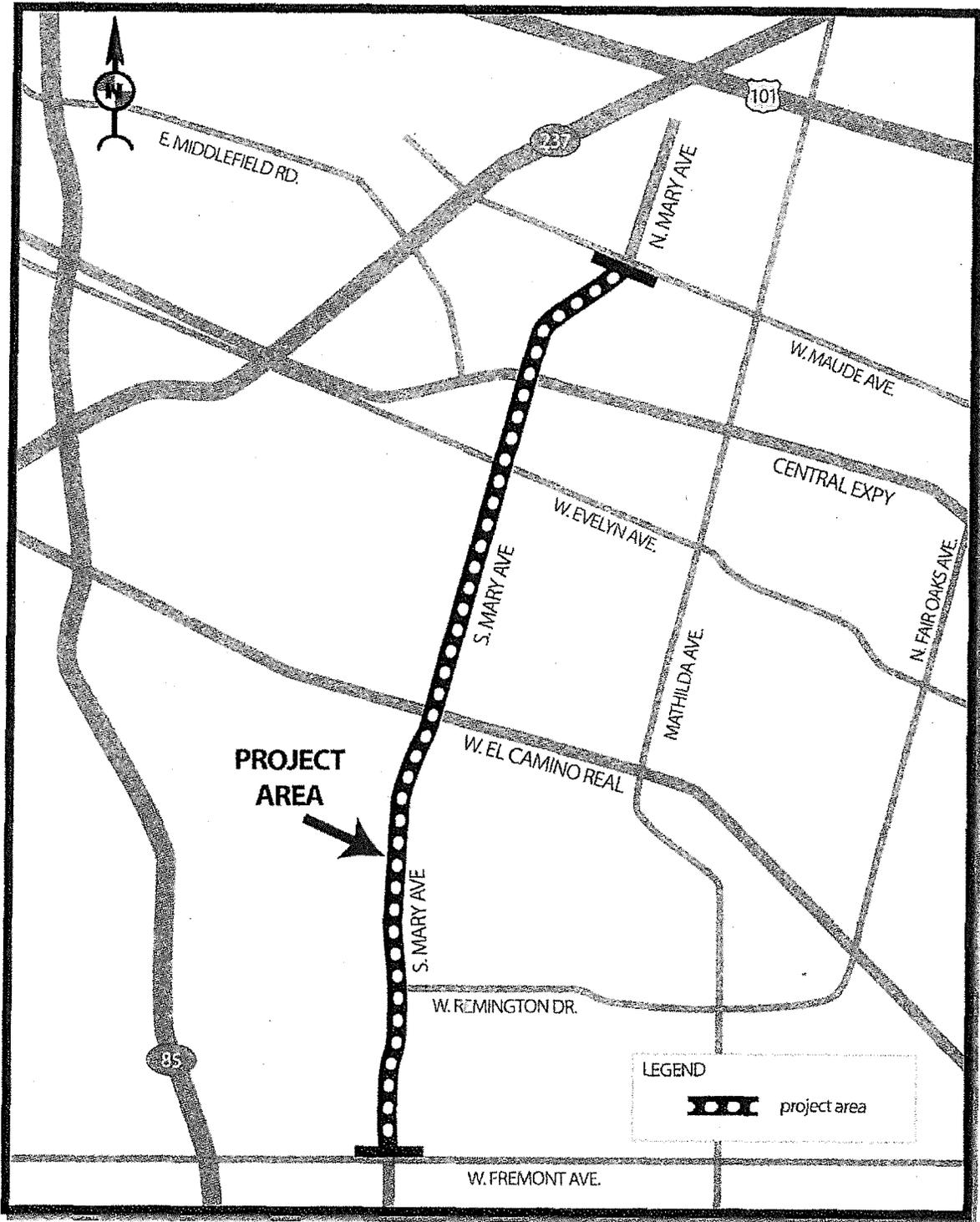
- b) **Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

*Less Than Significant Impact.* The proposed bicycle lanes and street configurations are consistent with the City’s General Plan, including the Land Use and Transportation Element, as well as the City Bicycle Plan. The Sunnyvale Bicycle Plan serves as the primary planning and policy document relative to bicycling in Sunnyvale. In its environmental review of the General Plan and the Bicycle Plan, the City contemplated impacts of a number of bicycle-related changes, including changes essentially consistent with the current project on Mary Avenue. Because the project is consistent with the City General Plan and Bicycle Plan, the project would not result in any cumulatively considerable impact that was not previously disclosed in the earlier environmental reviews.

- c) **Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

*Less Than Significant Impact.* The intent of the project is to provide for enhanced bicycle facilities along a 2.9-mile section of Mary Avenue. Implementation of the mitigation measures identified in this Initial Study would reduce potential impacts to a less-than-significant level and the project would not result in impacts that would cause substantial adverse effects on human beings, either directly or indirectly.

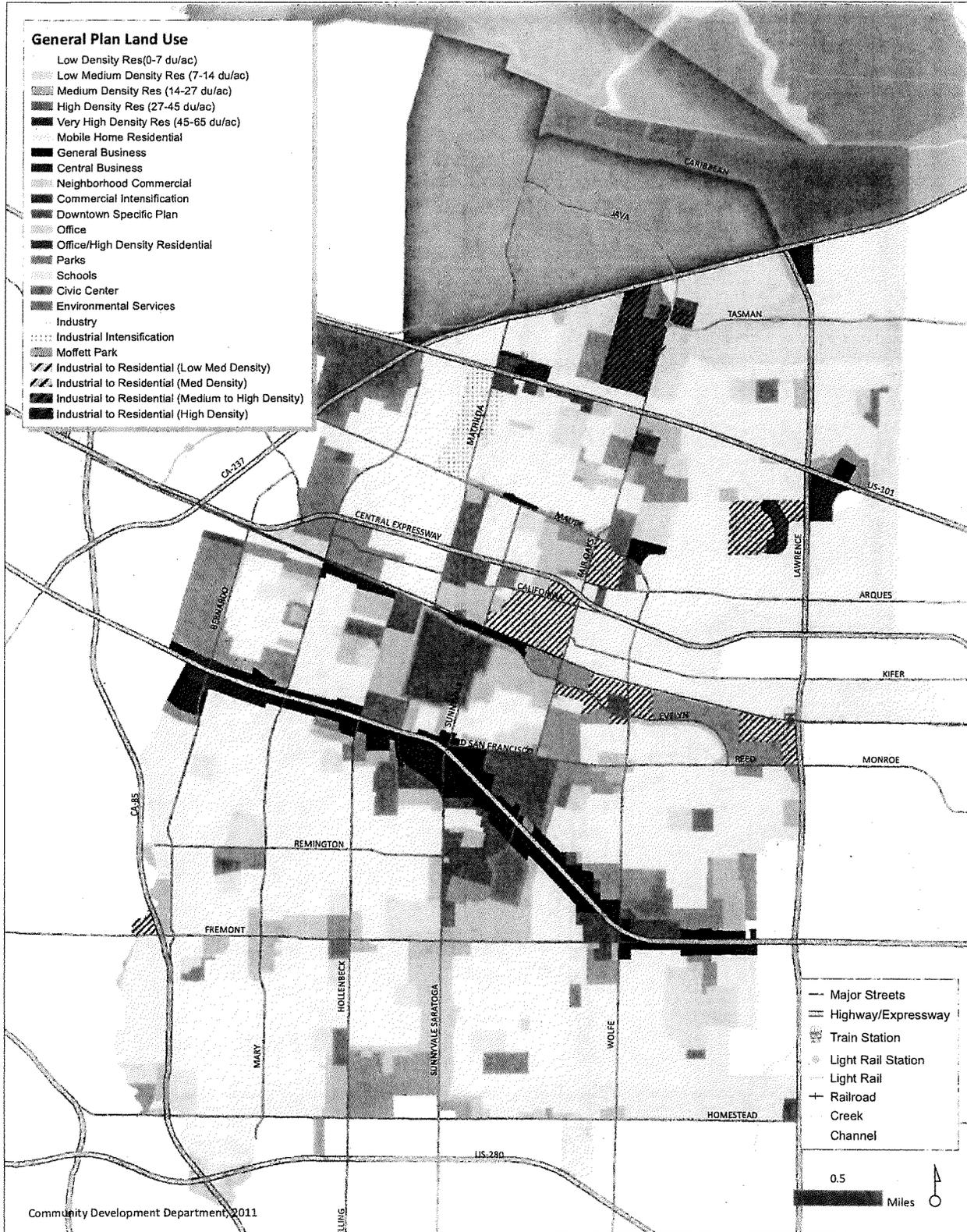
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Project Area

Figure 1

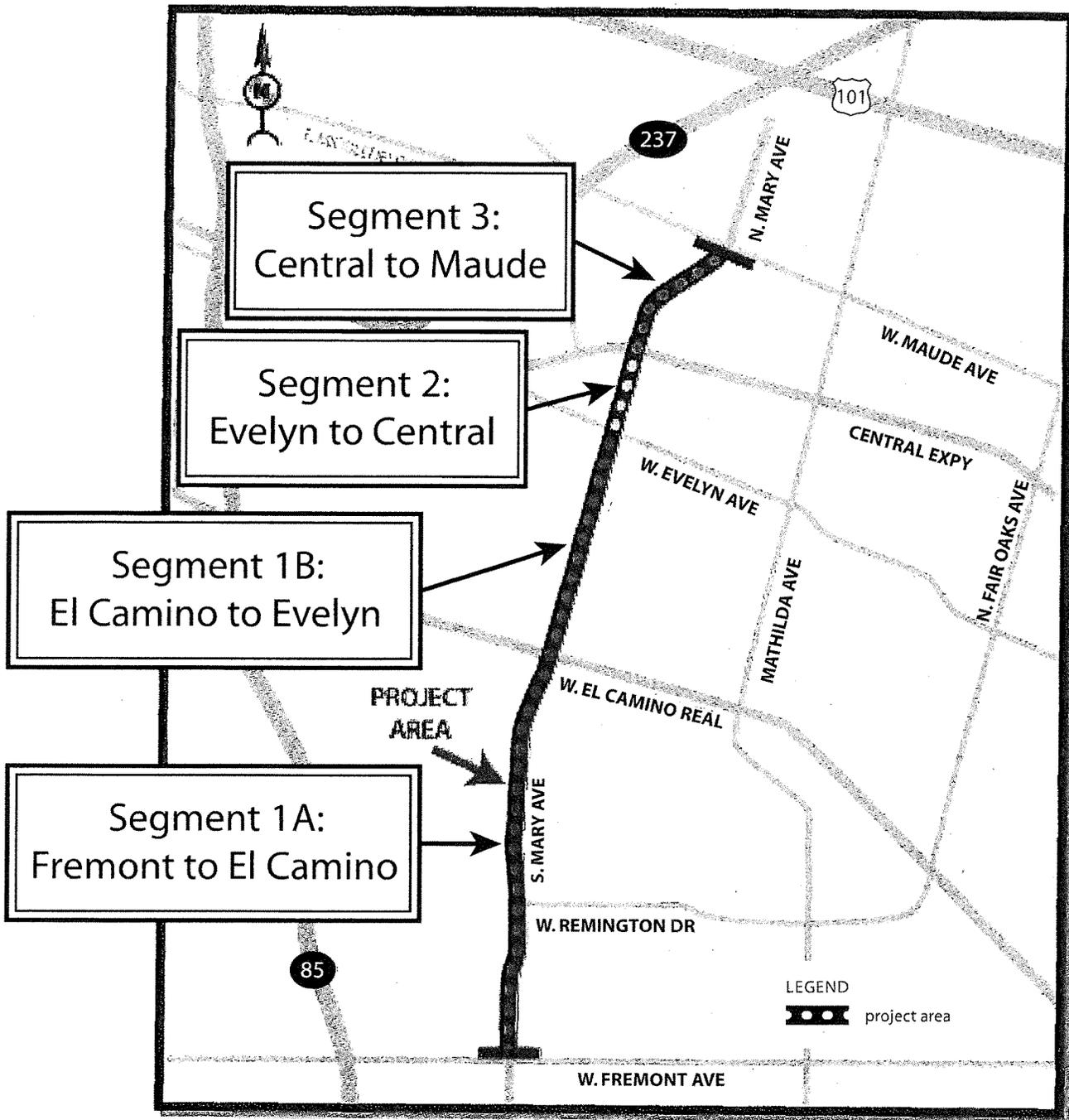
Source: TJKM, 2013.



General Plan Land Use

Figure 2

Source: City of Sunnyvale, May 2013.

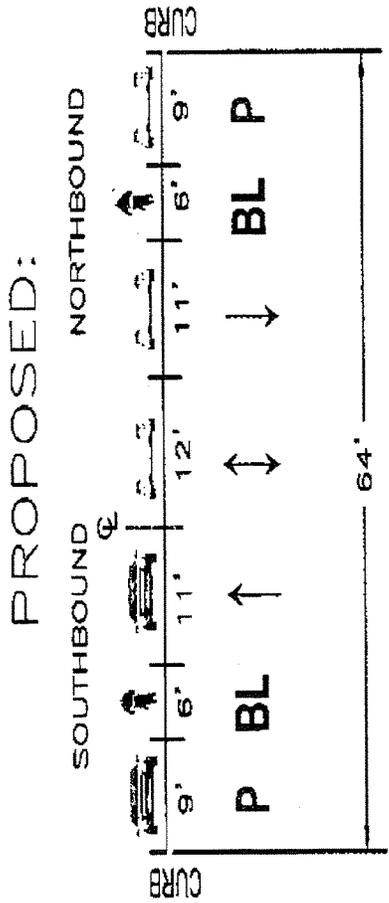
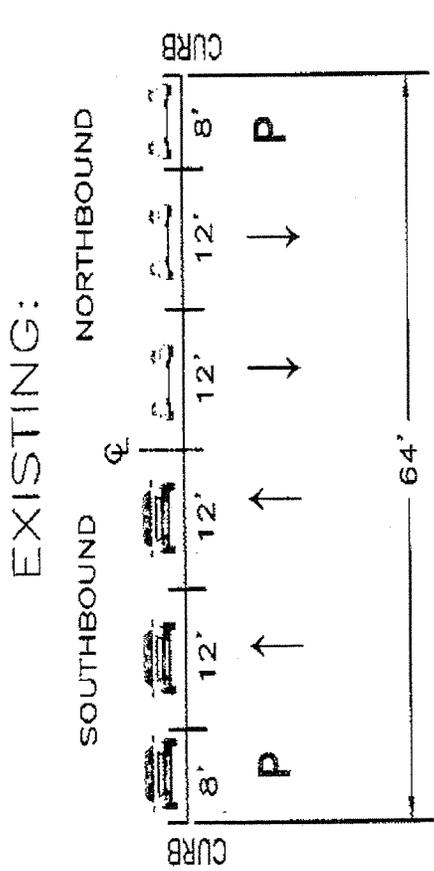


Project Area Roadway Segments

Figure 3

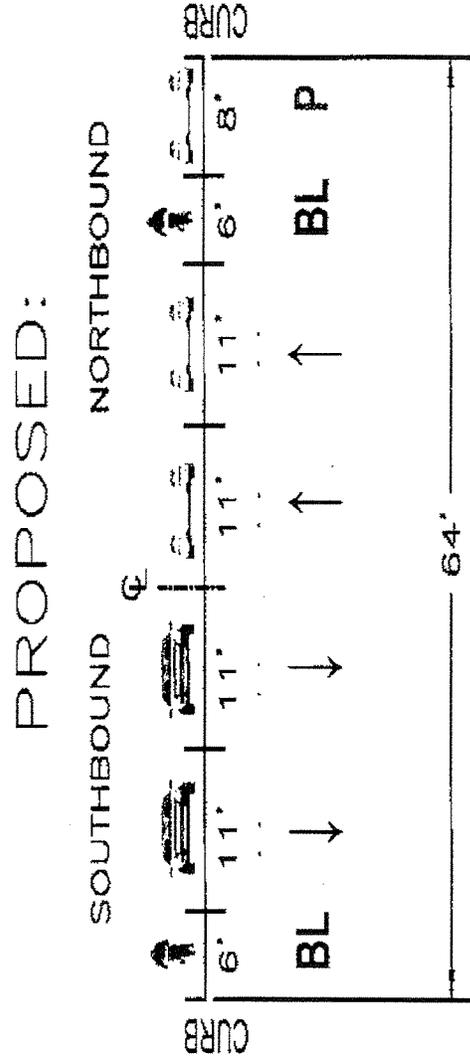
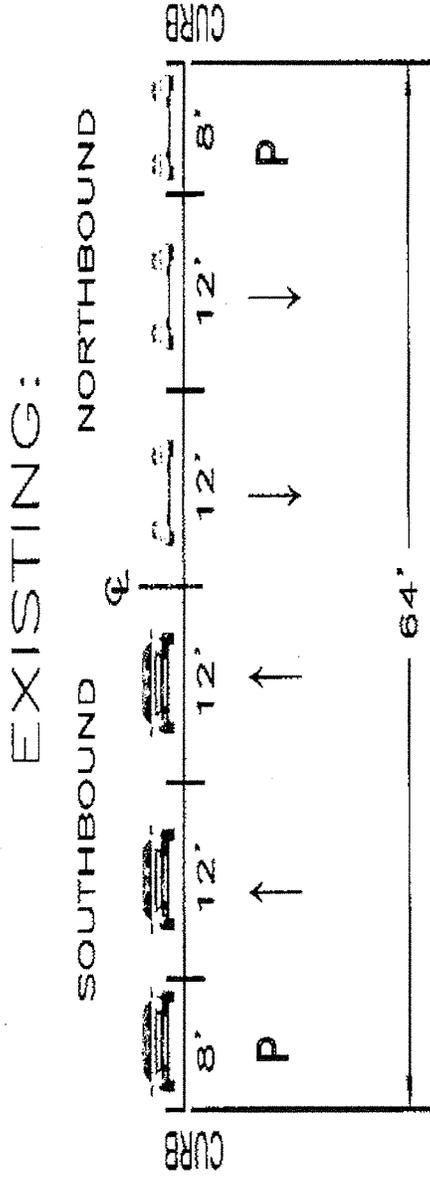
Source: TJKM, 2013.

305



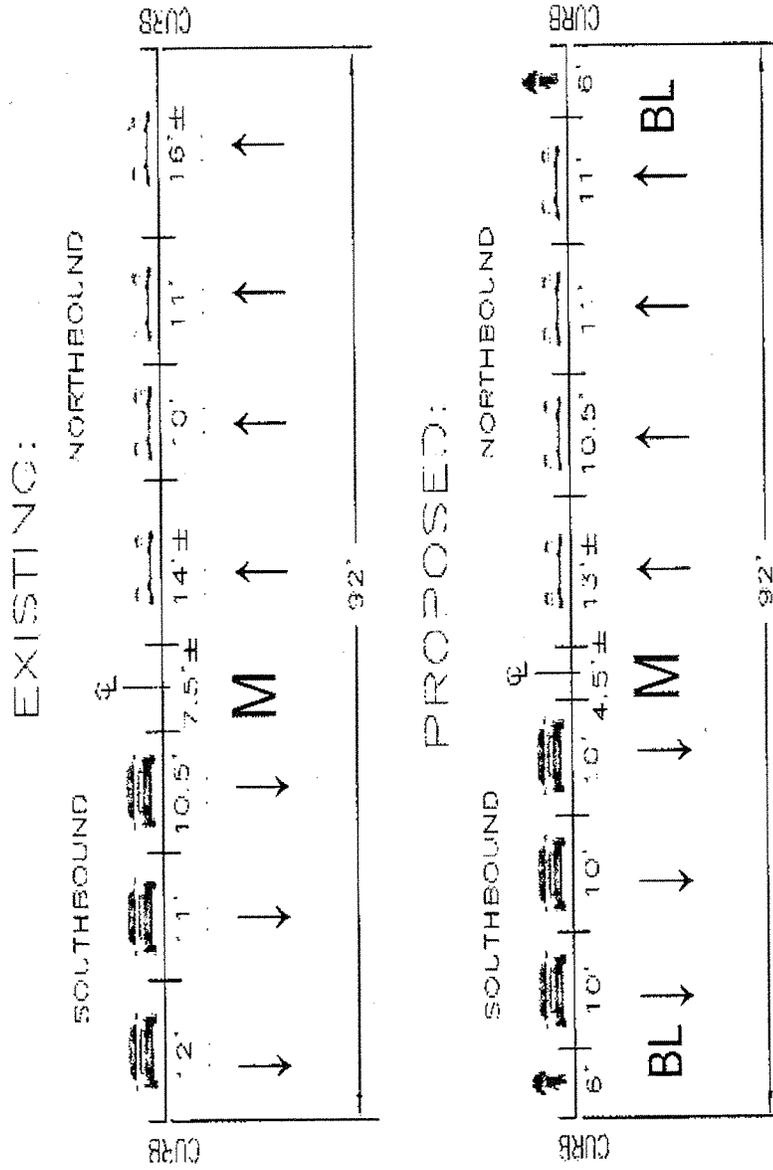
Segment 1A, Fremont Avenue to El Camino Real, Existing and Proposed

Source: TKM, 2013.



Segment 1B, El Camino Real to Evelyn Avenue, Existing and Proposed

Figure



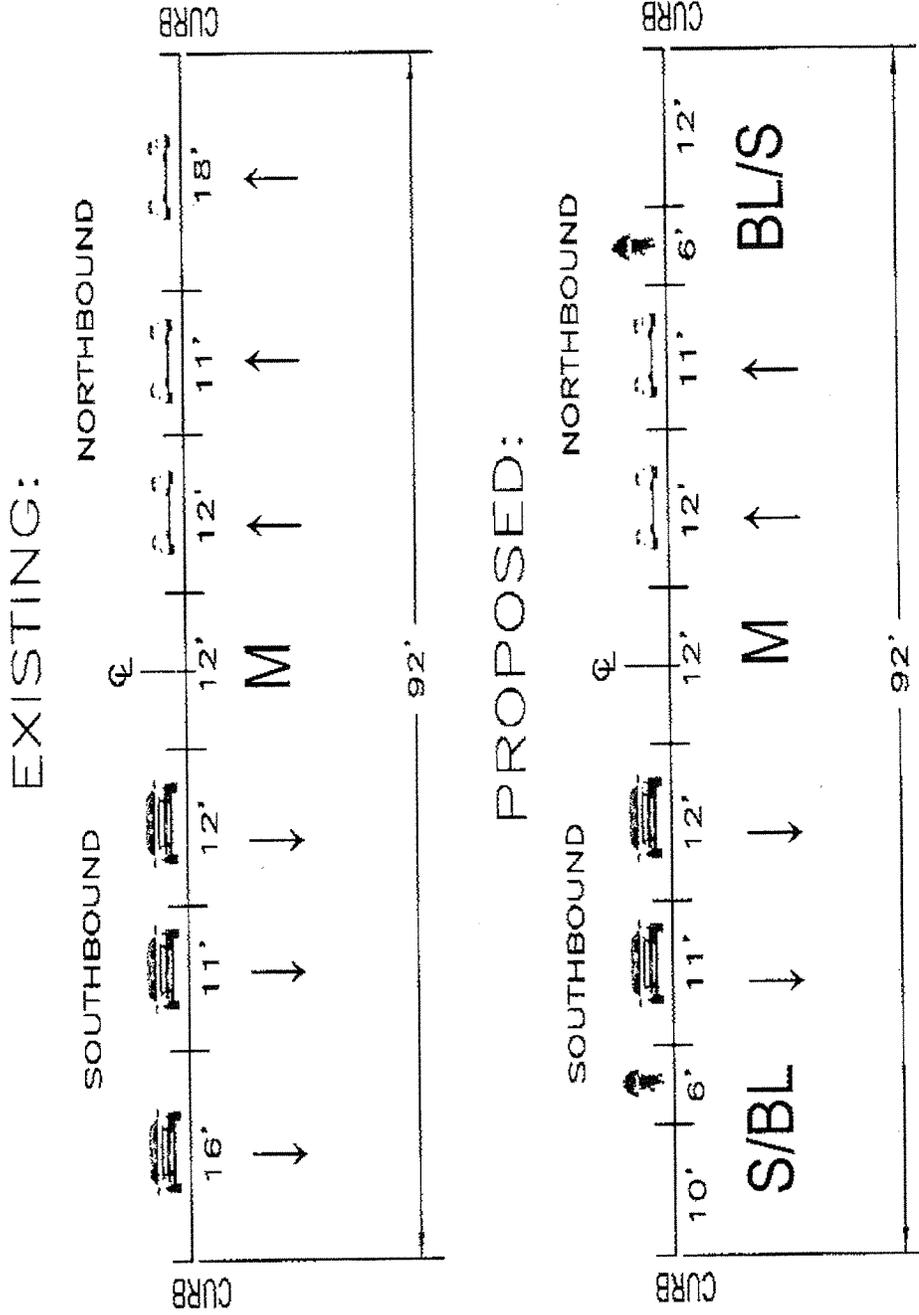
308

Segment 2, Evelyn Avenue to Central Expressway, Existing and Proposed

Source: TKM, 2013.

## APPENDIX A

# MARY AVENUE STREET SPACE ALLOCATION STUDY, AIR QUALITY, GREENHOUSE GAS, and NOISE CEQA EVALUATIONS



Segment 3, Central Expressway to Maude Avenue, Existing and Proposed

Source: TJKM, 2013.

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May 14, 2013

John Cook, AICP  
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Circlepoint  
1814 Franklin Street, Suite 1000  
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VIA E-MAIL: [j.cook@circlepoint.com](mailto:j.cook@circlepoint.com)

**SUBJECT: Mary Avenue Street Space Allocation Study, Sunnyvale, CA –  
Air Quality, Greenhouse Gas, and Noise CEQA Evaluations**

Dear John:

The purpose of this letter is to address air quality, greenhouse gas emissions, and noise impacts associated with the proposed Mary Avenue Street Space Allocation Study project in Sunnyvale, California. The project involves improvements and re-allocation of street space within the street right of way to better accommodate bicycles on Mary Avenue between West Fremont and West Maude Avenues in the City of Sunnyvale. For purposes of this project, this portion of Mary Avenue is subdivided into the following segments:

- Segment 1.** The Residential Segment between West Fremont and Evelyn Avenue.
- Segment 2.** The Transition Segment between Evelyn Avenue and Central Expressway.
- Segment 3.** The Office Segment, between Central Expressway and Maude Avenue.

The primary environmental impact to air quality and noise would be associated with construction activities and changes to traffic. The air quality/GHG and noise impacts associated with the preferred alternative were evaluated as follows:

Preferred Alternative. The project would eliminate a travel lane in the southbound direction for the inclusion of one bicycle lane in either direction in Residential Segment 1A. In Residential Segment 1B, the project would include removal of parking on the west side of the street for the addition of one bicycle lane in either direction. The project for the Transition Segment (Segment 2), from Evelyn Avenue to Central Expressway would include median narrowing/modification, and travel lane narrowing for the inclusion of one bicycle lane in each direction. For the Office Segment (Segment 3) from Central Expressway to Maude Avenue, the project involves removal on one travel lane each, in either direction for a total of four car lanes remaining with the inclusion of one bicycle lane in either direction where road diet (lane removal) would yield extra wide bike space, preferred by bicyclists.