



**CITY OF SUNNYVALE  
REPORT  
Planning Commission**

**August 11, 2008**

**SUBJECT:**           **2008-0456 - Johnson Lyman Architects** [Applicant]  
**Pacific Dsla No 2** [Owner]: Application for a property located  
 at **112 East El Camino Real** (at Sunnyvale-Saratoga Rd.) in  
 a C-2/ECR (Highway Business/Planned Development)  
 Zoning District.

Motion                   Special Development Permit to allow demolition of an  
 existing building (Firestone Tires) and construction of two  
 new retail buildings, for a total of 18,339 square feet.

**REPORT IN BRIEF**

**Existing Site Conditions**           Automotive repair shop (Firestone Tires) within an  
 existing shopping center

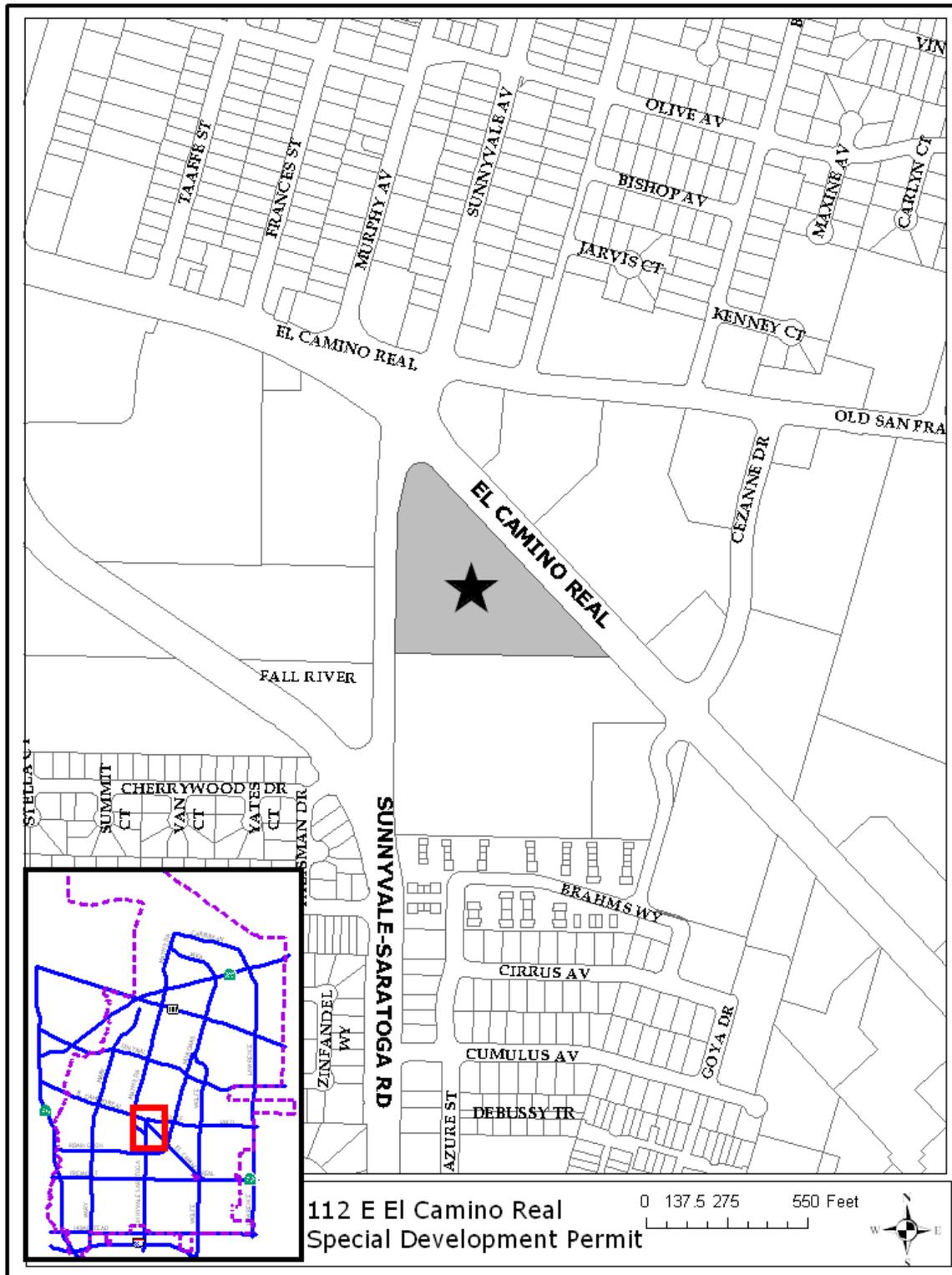
**Surrounding Land Uses**

North	Shopping Center
South	Residential
East	Shopping Center
West	Shopping Center

**Issues**                                   Landscaping and architecture

**Environmental Status**           A Negative Declaration has been prepared in  
 compliance with California Environmental Quality  
 Act provisions and City Guidelines.

**Staff Recommendation**           Approve with conditions



**PROJECT DATA TABLE**

	<b>EXISTING</b>	<b>PROPOSED</b>	<b>REQUIRED/ PERMITTED</b>
<b>General Plan</b>	Commercial General Business	Same	Commercial General Business
<b>Zoning District</b>	C-2/ECR	Same	C-2/ECR
<b>Lot Size (s.f.)</b>	107,441 (836,278 total)	Same	None
<b>Gross Floor Area (s.f.)</b>	4,525	18,339 (223,266 total)*	37,604 max. (292,697 total)
<b>Lot Coverage (%)</b>	25.4%	26.7%*	35% max.
<b>No. of Buildings On-Site</b>	1 (3 total)	2 (4 total)	---
<b>Distance Between Buildings</b>	N/A	21'	20' min.
<b>Building Height (ft.)</b>	24'	37'	75' max.
<b>No. of Stories</b>	1	1	8 max.
<b>Setbacks</b>			
<b>Front (El Camino Real)</b>	80'	0-15' back of sidewalk/ 15-22' from property line	Per Precise Plan Node Concept
<b>Front (Sunnyvale-Saratoga Rd.)</b>	130'	8' back of sidewalk/ 10' from property line	Per Precise Plan Node Concept
<b>Landscaping</b>			
<b>Total Landscaping</b>	Unknown	13,198 (12.3%)**	21,488 (20%) min.
<b>Frontage Width (ft.)</b>	15'	0-5' back of sidewalk/ 5-10' to property line	15 ft. min.
<b>Parking Lot Area Shading (%)</b>	Unknown	50.9%	50% min. in 15 years
<b>Water Conserving Plants (%)</b>	Unknown	70%	70% min.
<b>Parking (total shopping center)</b>			
<b>Total Spaces</b>	936	994	992 min.



	<b>EXISTING</b>	<b>PROPOSED</b>	<b>REQUIRED/ PERMITTED</b>
<b>Standard Spaces</b>	Unknown	914	893 min.
<b>Compact Spaces/ % of Total</b>	Unknown	80 (8%)	99 (10%) max.
<b>Accessible Spaces</b>	Unknown	28	21 min.
<b>Bicycle Parking</b>	Unknown	34 (6 Class I, 28 Class II)	34 min. (6 Class I, 28 Class II)
<b>Stormwater (total shopping center)</b>			
<b>Impervious Surface Area (s.f.)</b>	761,479	759,146	---
<b>Impervious Surface (%)</b>	91%	90.7%	---

★ Starred items indicate deviations from Sunnyvale Municipal Code requirements.

\* Includes pending Special Development Permit 2008-0457, which includes modifications to the main building, parking lot and landscaping areas.

\*\*An approval of Special Development Permits 2008-0456 (subject property) and 2008-0457 would result in a total of 64,367 square feet of landscaping for the entire shopping center (7.7%). The minimum required for the Zoning district is 167,256 square feet (20%), for a total landscaping deficiency of 102,889 square feet for the entire shopping center.

**ANALYSIS**

**Description of Proposed Project**

The proposed project is for the redevelopment of a portion of an existing 19-acre shopping center that is located on the southeast corner of El Camino Real and Sunnyvale-Saratoga Road. The shopping center is currently developed with three buildings that are being occupied by a variety of tenants and a mix of uses. The proposed project involves the demolition of the existing automotive repair shop (Firestone Tires) and construction of two new retail pad buildings totaling 18,339 square feet. This project also includes upgrades to the landscaping and parking lot area along this portion of the shopping center, as well as upgrades to the sidewalk frontage that are required by the Precise Plan for El Camino Real. A second Special Development Permit for this shopping center is also being considered under a separate application (2008-0457),

which includes the redevelopment of the southern portion of the shopping center.

The project was originally scheduled for the Planning Commission hearing of July 28, 2008, but was continued to August 11, 2008 per the applicant's request.

### **Background**

**Previous Actions on the Site:** The following table summarizes previous planning applications related to the subject site.

<b>File Number</b>	<b>Brief Description</b>	<b>Hearing/Decision</b>	<b>Date</b>
2007-0655	Miscellaneous Plan Permit for façade upgrades to existing Toys R Us building	Staff/Approved	10/19/2007
1995-0101 (8030)	Special Development Permit for an addition to an existing shopping center (Pep Boys), including landscape modifications	City Council/ Approved	2/08/1994
1984-0314 (5239)	Special Development Permit to construct service station (currently Firestone Tires)	Planning Commission/ Approved	6/26/1984
1970-0304 (2106)	Use Permit to construct retail store (Toys 'R Us)	Planning Commission/ Approved	7/10/1970
1963-0096 (868)	Use Permit to construct new retail shopping center and tire shop (Pak 'N Save, Drug Barn, Shoe Pavillion, Petco)	Planning Commission/ Approved	4/05/1963

In addition to those listed above, there have been several Planning applications related to the site, including unenclosed sales of goods, temporary events in the parking lot and numerous sign permits. Staff-level permits were also granted in the 1990's to include additional landscaping to the site and modify the parking lot.

**Environmental Review**

A Negative Declaration for the entire shopping center (in conjunction with Special Development Permit application 2008-0457) has been prepared in compliance with the California Environmental Quality Act provisions and City Guidelines. An initial study has determined that the proposed projects would not create any significant environmental impacts (see Attachment C, Initial Study).

A traffic analysis was prepared by Fehr and Peers for the entire shopping center, dated May 22, 2008, which found that the projects would result in a net increase of 7 AM peak hour trips and 34 PM peak hour trips. The traffic analysis was reviewed by the City's Transportation Division, and project impacts were found to be less than significant. Additional impacts regarding air quality, noise, geology and soils, utility and service systems, and hydrology and water quality were also found to be less than significant.

Staff also consulted with the City's Hazardous Waste Inspector, who indicated that a Closure Permit will be required as part of the demolition of the existing building. Sampling of the site, including the soil, may be required as part of Closure Permit process through the City's Department of Public Safety (Attachment B, Recommended Conditions of Approval).

**Special Development Permit**

**Detailed Description of Use:** The corner project site is part of an existing shopping center that is currently developed with three buildings with common parking and landscaping areas. The main building, housing Pep Boys, Petco, (former) Shoe Pavillion, (former) Drug Barn and Pak n' Save, is located on the southern portion of the property. A separate Special Development Permit (2008-0457) addresses the redevelopment of the main building. A second building is located northwest of the main building, along Sunnyvale-Saratoga Road, and is currently occupied by Toys R Us and Babies R Us. This building was recently remodeled and no modifications are proposed for this building or use. The provisions of the original Use Permit for Toys R Us (2106) are still applicable and will not be impacted by the proposed project.

The subject building (Firestone Tires) is located north of Toys R Us and Babies R Us, on the southeast corner of El Camino Real and Sunnyvale-Saratoga Road. It is on a separately-assessed lot that is approximately 107,441 square feet in size. Two new retail pad buildings are proposed with nine tenant spaces, which account for approximately 8% of the gross floor area of the new shopping center.

Future uses will be subject to provisions contained in Sunnyvale Municipal Code (SMC) Section 19.20.030 and parking regulations contained in SMC 19.46.050. All uses in the C-2 Zoning District that are permitted by right, such as retail and personal service uses, do not require a separate Special Development Permit. Additionally, restaurant establishments (not serving alcohol) are permitted to occupy up to 10% of the gross floor area of the shopping center, without requiring a separate Special Development Permit.

*Precise Plan for El Camino Real - Use:* The site is located within the Precise Plan for El Camino Real that was adopted by the City Council in January 2007. The Precise Plan identifies this site as part of the “Downtown Node”. Although the Precise Plan encourages mixed use (with residential) developments within the nodes, the Precise Plan acknowledges the constraints of this property. First, the property contains an existing high-voltage PG&E easement through the northern portion of the property. No structures can be built within the easement area, which runs through almost a third of the property. And second, Toys ‘R Us, Petco and Pep Boys are on long-term leases with the property owner. For these reasons, staff feels that the applicant’s request to construct a retail center, with no residential uses, is reasonable.

**Site Layout:** The site layout consists of two buildings that will be sited towards the corner of the lot, which will face both frontages. The buildings are one-story and range in height from 20 feet to 37 feet (to the peak of the roof). The entrances to the individual tenant spaces will face away from the street frontages, and will be oriented towards an outdoor plaza area. The intent of the plaza is to provide an active pedestrian space that would add to the streetscape. The plaza would be able to accommodate space for outdoor seating areas for future restaurants, which would be considered under a separate staff-level permit.

The parking lot will be located just south of the retail buildings, with two driveway entrances that would provide access from El Camino Real and Sunnyvale-Saratoga Road.

*Precise Plan for El Camino Real – “Pedestrian Realm”:* The Precise Plan for El Camino Real requires that the existing sidewalks along this corner project frontage be widened to create a 15-foot wide “pedestrian realm”, which will include sidewalk area, landscaped parkway strips and can accommodate other pedestrian amenities (i.e. street lights and street furniture). The landscaped setback that would normally separate the sidewalk from the buildings will be moved to the parkway strip, where it will separate pedestrians from the streets. The intent of this requirement is to bring buildings closer to the street, while creating a more pedestrian-friendly environment. A future project is planned for the Public Work’s Division to create a Master Design Program. Although the City has not established design specifications for the pedestrian realm, the City

will refer to VTA’s guidelines for help to determine the appropriate treatment for this project site (Attachment B, Recommended Conditions of Approval).

*Stormwater Management:* A Preliminary Stormwater Management Plan has been provided per Municipal Code requirements. The plan indicates the use of bioretention areas, bioswales and filter devices. A final stormwater management plan will be required for review and approval, as contained in the recommended conditions of approval in Attachment B. The City of Sunnyvale requires Stormwater Management Plans to be certified by a qualified third party consultant prior to issuance of building permits.

*Easements and Undergrounding:* The existing sidewalk along El Camino Real and Sunnyvale-Saratoga Road is approximately 8 feet in width. The additional 7 feet will be provided on private property and will not extend into the public streets. New easements will be created where the “pedestrian realm” goes beyond the existing property line, per the Department of Public Works. No right-of-way dedications are required to accommodate this design.

The project will not conflict with the existing PG&E easement, and all utilities will be placed underground per SMC 19.38. As El Camino Real is within the Santa Clara Valley Transportation Authority (VTA) and Caltrans jurisdiction, additional upgrades may be required. The applicant has submitted applications to both agencies to solicit comments on the project’s impacts on El Camino Real. All requirements and potential upgrades required by VTA and Caltrans will be incorporated into the project scope, including potential upgrades to the existing bus stop along the project frontage (Attachment B, Recommended Conditions of Approval).

The following Guidelines were considered in analysis of the project site design.

<b>Precise Plan for El Camino Real Design Guidelines (Site Layout)</b>	<b>Comments</b>
<i>4.1.1.A. Orient building entries to El Camino Real rather than to side parking lots. For larger complexes of multiple structures where this may not always be possible, treat street facing elevations with the same care and detail as entry facade.</i>	Although the entries to the two retail buildings will not face the street frontages, architectural details have been added to the street-facing. As conditioned by staff, the applicant will continue to work with staff and the City’s architectural consultant on a final architectural design.

Precise Plan for El Camino Real Design Guidelines (Site Layout)	Comments
<p><i>4.1.1.C. Limit the amount of parking lot area separating buildings from the setback line of El Camino Real to a maximum of one aisle and two rows of cars whenever possible.</i></p>	<p>Due to the shape of the corner lot, the parking lot area will be visible from the street frontages. However, the applicant has positioned the two buildings to maximize visibility to the street along El Camino Real and Sunnyvale-Saratoga Road.</p>
<p><i>4.1.1.D. Projects located on corner parcels should incorporate major design features on the intersection corner.</i></p>	<p>The project includes an outdoor plaza area on the corner of the lot to create a more pedestrian-friendly environment.</p>

**Architecture:** The two retail buildings have been designed with Mediterranean-style features, with stuccoed wall surfaces, stone veneers and trim and metal elements. A combination of metal roof forms are proposed, including flat roofs with decorative cornices, front-facing gables and rounded tower elements towards the corner outdoor plaza. Entries to the buildings are oriented towards the plaza area, with arcades and awnings that provide shelter for pedestrians. The entries are recessed from the face of the wall, with aluminum and glass storefronts.

The outdoor plaza contains decorative paving, ornamental landscaping, seat walls and metal trellis features that run parallel to the streets. Planter pockets and decorative walkways provide a buffer between the buildings and plaza from the parking lot area. Although building entries do not face the street frontages, decorative features, such as metal trellis, varying roof forms and wall planes have been added to the street-facing elevations. Gold, beige and grey color hues are proposed.

The architectural plans were reviewed by the City’s architectural consultant, who was generally supportive of the plans, and finds that the architecture has a strong design relationship with the newly-remodeled Toys R Us building and the proposed redevelopment of the main building. The consultant recommends that the project architect continue to work with staff to address the intrusiveness of the parking lot at the edge of the outdoor plaza in order to separate the pedestrians from the parking lot. The consultant suggested that the applicant explore the use of small hedges and trees to create a separation between the pedestrians and the parking lot (Attachment B, Recommended Conditions of Approval).

*Exterior Equipment:* Parapet walls have been incorporated into the design of the roof plan, and will be in keeping with the proposed architecture. All future

roof-mounted equipment will be required to be fully screened behind the parapet walls and are not considered as part of this application.

Two centralized trash enclosures are proposed for the corner project site. One trash enclosure was designed as part of the retail building along Sunnyvale-Saratoga Road. The trash enclosure will be visible from the parking lot, but will be fully enclosed inside the building; therefore the visual impact to the street frontage is minimal. A second trash enclosure will be located along El Camino Real, which will be approximately 10 feet from the new sidewalk and 17 feet from the property line. The area between the trash enclosure and sidewalk will include new landscaping and vines that will grow onto the walls of the enclosure. The trash enclosure will be approximately 9 feet in height, and will be made of painted masonry wall with decorative cornices, metal gates, and a metal roof. Staff recommends that the trash enclosure match the colors of the retail buildings, and that the roof be made of a metal trellis, instead of a solid metal roof. The applicant shall work with the City’s Solid Waste Coordinator to ensure that the trash enclosures are sufficient for all future tenants and meet the City standards (Attachment B, Recommended Conditions of Approval).

*Signs:* The building elevations show tentative wall sign locations facing both street frontages and into the outdoor plaza area. New signs are not part of this application, but will require separate Planning and Building permits. There are also existing ground signs along both street frontages. The existing Master Sign Program (8030) was approved in 1994 and is required to be modified in order to coordinate all future signs within the shopping center (Attachment B, Recommended Conditions of Approval).

The following Guidelines were considered in the analysis of the project architecture.

<b>Precise Plan for El Camino Real Design Guidelines (Architecture)</b>	<b>Comments</b>
<i>4.1.3 Emphasize all entries to projects and individual buildings with special treatment of the paving and landscaping.</i>	The entries to the buildings are oriented towards the outdoor plaza, which is designed with decorative paving and landscaping.
<i>4.2.2 Integrate the design of all project buildings.</i>	The two new retail buildings are compatible with the recently-remodeled Toys R Us building and the proposed remodel of the main building.
<i>4.2.3 Provide a well integrated architectural design</i>	The proposed architectural design creates a distinctive base, middle and top, and contributes to the streetscape.

Precise Plan for El Camino Real Design Guidelines (Architecture)	Comments
4.2.4 <i>Provide well designed and articulated building facades.</i>	The varied roof lines and wall planes provide interest to the buildings and help reduce the visual mass.
4.2.5 <i>Emphasize the use of high quality materials.</i>	A variety of materials are proposed, which are high quality and well-integrated into the architecture of the building.

**Landscaping:** The entire shopping center and the corner project site are currently deficient with landscaping. The proposed landscaping plan for the corner project site includes landscaping that is dispersed throughout the parking area, in front of the new buildings, and within the new outdoor plaza. However, the project will result in a deficiency in total landscaping and the frontage landscaping for the subject site.

The applicant proposes to add landscaping to the property, which will result in 13,198 square feet of landscaping for the corner lot. Approximately 12.3% of the corner lot will be landscaped, where 20% (or 21,488 square feet) is the minimum required. While the project would not exacerbate the existing landscaping deficiency on this corner lot, the project would result in a landscaping deficiency of approximately 8,290 square feet. The applicants have worked with staff to identify areas where landscaping could be added. However, staff finds that the required parking spaces and widened pedestrian realm limit the applicant’s options to increase landscaping. Therefore, staff finds that the proposed landscaping deficiency is reasonable. Additionally, specific trees have been selected to provide adequate shading of the site, and meet the City’s shading requirements.

An arborist report was prepared by Ian Geddes Tree Care, Inc., dated May 22, 2008, which inventoried all trees within the entire shopping center. The study found that there are 411 existing trees within the entire shopping center. Within the project site, 66 trees are proposed for removal and include liquidamber, eucalyptus, privet, Bradford pear, Monterey pine and raywood ash. Six of the trees for removal are considered protected trees, and are adjacent to the Firestone building. “Protected trees” are trees that have trunks that are at least 38 inches in circumference, as measured 4 feet from the ground.

In order to accommodate the widening of the sidewalk along both frontages to meet the Precise Plan requirements, the existing frontage landscaping (shrubs and non-protected trees) must be removed. The new retail buildings will be built approximately 0-15 feet from the back of the new widened sidewalk and, overall, will not meet the 15-foot frontage width requirement. However, the

Precise Plan guidelines allow landscaping to be reduced in order to bring buildings closer to the street.

While the sidewalk widening will result in a loss of existing landscaping on this site, staff finds that the new street trees that will be planted in the parkway strips will help to mitigate this loss and will improve the overall appearance and pedestrian-environment of the public streets. As conditioned by staff, the existing trees within the frontage landscaping will be preserved where possible. The applicants will work with the City’s Public Works Division and Planning Division to determine the appropriate parkway strip dimensions and appropriate trees that will be planted (Attachment B, Recommended Conditions of Approval).

The following Guidelines were considered in analysis of the project landscaping.

<b>Precise Plan for El Camino Real Design Guidelines (Landscaping)</b>	<b>Comments</b>
<p><i>4.1.2.B. At Nodes: Landscaping requirements can be reduced to allow a building to be placed close to the corner. Also add a parkway strip between the street and sidewalk.</i></p>	<p>The proposed project will add landscaping to the site, while also removing the existing frontage landscaping along both street frontages. The result is a deficiency in the subject site’s total landscaping and frontage width. However, the existing sidewalks will be widened and new parkway will be added, which will be designed to accommodate trees.</p>
<p><i>4.1.5 Provide well organized and landscaped parking lots.</i></p>	<p>New landscaping will be dispersed throughout the parking lot area, and help to break up the visual impact of paved surfaces.</p>

**Parking/Circulation:** The project meets the City’s parking requirements contained in SMC 19.46.050. Parking requirements are considered for the entire shopping center as a whole. For shopping centers with 20,000 to 50,000 square feet of gross floor area, 1 parking space per 225 square feet is required. A total of 992 parking spaces are required, while 994 parking spaces are proposed. 80 compact spaces will be provided (8% of the total), and 28 spaces will be handicap accessible.

The two new retail pad buildings account for approximately 8% of the gross floor area of the new shopping center. Although future tenants for the new buildings have not been identified, the applicant has stated interest in occupying most of the retail spaces for restaurant uses. If all of the tenants

within the retail pad buildings were restaurants, the parking requirements would still be met. All future tenants will be subject to City’s parking requirements contained in SMC 19.46. A Parking Management Plan may be required in the future if the concentration of uses create parking congestion of the site, as deemed necessary by the Director of Community Development (Attachment B, Recommended Conditions of Approval).

*Bicycle Parking:* A total of 34 bicycle parking spaces are provided throughout the shopping center, which meets the minimum requirements. A combination of bicycle lockers and racks will be incorporated into the project. Six (6) Class I spaces and 28 Class II spaces are proposed, and will be required to meet VTA guidelines.

*On-site Circulation:* Access to the shopping center is provided by two ingress/egress driveways and one egress driveway along Sunnyvale-Saratoga Road, three ingress/egress driveways along El Camino Real and two existing ingress/egress driveways along Cezanne Drive. The two driveways within the corner project site will be required to meet City standards, including driveway width and grading. Additional driveways will be upgraded as part of SPD 2008-0457. The project meets the aisle width and emergency drive aisle access requirements throughout the entire shopping center.

Pedestrian walkways provide connections to the main building to the Toys R Us building, as well as to both street frontages. However, the corner project site does not contain a direct pedestrian connection to the remaining shopping center. Instead, pedestrians will have to walk through the parking lot or on the sidewalk to access the rest of the parking lot. The applicant has worked with staff to determine if an additional pedestrian walkway could be accommodated. However, parking spaces or landscaping would be removed in order to add this direct connection.

The following Guidelines were considered in analysis of the project parking and circulation.

<b>Precise Plan for El Camino Real Design Guidelines (Parking)</b>	<b>Comments</b>
<i>4.1.4 Provide well-defined and designed pedestrian circulation.</i>	The project does not provide a direct pedestrian connection from the new retail corner buildings to the other buildings in the shopping center.
<i>4.1.5 Provide well organized and landscaped parking lots.</i>	Where possible, landscaping is provided within the parking lot area and helps to reduce the visual impact of parking.

**Art in Private Development:** The project is subject to Art in Private Development requirements as required per SMC Section 19.52. The applicant is required to provide artwork in publicly viewable areas equal to 1% of the construction valuation of the project. A tentative location for the art piece has been identified at the southeast corner of the building, which will be visible from both street frontages. The applicant has contacted the City's Visual Arts coordinator, and a separate application and public hearing by the Arts Commission will be conducted to determine the appropriate art piece and location.

**Compliance with Development Standards/Guidelines:** The proposed project meets most of the development standards for the C-2/ECR Zoning District, including lot coverage, building height and parking. However, the project will result in deficiencies for total landscaping and frontage landscaping.

*Precise Plan for El Camino Real:* The proposed project meets the vision of the Precise Plan "Downtown Node" concept, by bringing the buildings closer to the street, separating the pedestrian realm from the streets, and creating active outdoor space that will add to the streetscape. The proposed architecture meets the Precise Plan Design Guidelines and are coordinated with the design of the other buildings within the shopping center.

**Expected Impact on the Surroundings:** The proposed development will improve the aesthetic quality of the streetscape and will set a precedent for future improvements along El Camino Real. Additionally, the proposed design and future uses will increase activity to the site.

The applicant will be required to develop a construction plan, which will allow all the redevelopment of portions of the shopping center, but will not conflict with the existing uses, accessibility, circulation and parking (Attachment B, Recommended Conditions of Approval).

## **Fiscal Impact**

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### *Transportation Impact Fee:*

The project is subject to citywide transportation impact fees established in the Transportation Strategic Program for all net new square footage. The transportation impact fee was assessed for the both pending Special Development Permits (in conjunction with 2008-0847) within the shopping center. The net increase in square footage for the shopping center is equal to 10,794 square feet for an estimated transportation impact fee (based on FY '08-'09) of \$40,952.76. The applicant is required to pay the fee in place at the time of payment, and prior to issuance of final building permits.

## Public Contact

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**Community Outreach Meeting – May 8, 2008:** Staff attended a community outreach meeting that was held by the applicants on May 8<sup>th</sup>, 2008 to solicit ideas from the community regarding for both pending projects within the shopping center. Approximately 20 residents attended the meeting. The following concerns were expressed regarding the corner project site:

- There is an existing “dip” in the existing driveway entrances, which is dangerous for vehicles entering and leaving the shopping center.
- Impact of construction on existing uses and shopping center circulation.

As conditioned by staff, the applicant will address both of these issues. The existing design of El Camino Real contributes to the “dip” that is experienced by vehicles. As El Camino Real is not the City’s right-of-way, upgrades and modifications to the street (including curb and gutter) can not be prescribed by the City. However, the existing driveways will be upgraded to current City standards, and the grading will be improved to the extent possible within the project site. Additionally, a construction plan will be required to ensure that construction activities do not conflict with existing uses.

Generally, the residents expressed satisfaction of the proposed project, architectural design and site modifications. A majority of the discussion was regarding the redevelopment of the main building.

**Planning Commission Study Session – July 14, 2008:** The Planning Commission reviewed the proposal at the Study Session of July 14<sup>th</sup>, 2008. Commissioners generally were supportive of the concept of bringing the building up to the street, creating an active pedestrian environment and the proposed architectural design. However, the following concerns were expressed regarding the corner project site:

- The building entrances are oriented into the property and do not face the street frontages.
- Increase landscaping areas.
- There is inadequate pedestrian circulation between all buildings within the shopping center.
- Explore green building techniques.

Minor modifications to the architectural plans and pedestrian circulation have been made. However, due to site constraints and additional requirements, the applicants have not incorporated these changes into their plans for this corner project site. City staff has continued to encourage the applicants to incorporate sustainability features into the project.

**Planning Commission Hearing – July 28, 2008:** The project was continued by the applicant to August 11, 2008, and no action was made. Notices were sent out to residents within a 300-foot radius of the shopping center and no residents attended the meeting.

<p><b>Notice of Negative Declaration and Public Hearing</b></p>	<p><b>Staff Report</b></p>	<p><b>Agenda</b></p>
<ul style="list-style-type: none"> <li>• Published in the <i>Sun</i> newspaper</li> <li>• Posted on the site</li> <li>• 102 notices mailed to the property owners and residents within 300 ft. of the project site</li> </ul>	<ul style="list-style-type: none"> <li>• Posted on the City of Sunnyvale's Website</li> <li>• Provided at the Reference Section of the City of Sunnyvale's Public Library</li> </ul>	<ul style="list-style-type: none"> <li>• Posted on the City's official notice bulletin board</li> <li>• City of Sunnyvale's Website</li> </ul>

**Conclusion**

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**Discussion:** As conditioned, staff finds that the proposed project will be a compatible retail development along El Camino Real and will meet the intent of the Precise Plan for El Camino Real for properties located within a Node. While the project will result in deficiencies to total landscaping and frontage landscaping, staff finds that the deviations are justified and that the overall streetscape will be enhanced with the proposed improvements.

**Findings and General Plan Goals:** Staff was able to make the required Findings based on the justifications for the Special Development Permit. Findings and General Plan Goals are located in Attachment A.

**Conditions of Approval:** Conditions of Approval are located in Attachment B.

**Alternatives**

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1. Adopt the Negative Declaration and approve the Special Development Permit with attached conditions.
2. Adopt the Negative Declaration and approve the Special Development Permit with modified conditions.
3. Adopt the Negative Declaration and deny the Special Development Permit, Use Permit and Tentative Map).
4. Do not adopt the Negative Declaration and direct staff as to where additional environmental analysis is required.

## Recommendation

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Alternative 1.

Prepared by:

Noren Caliva  
Project Planner

**FINAL**

Reviewed by:

Gerri Caruso  
Principal Planner

Attachments:

- A. Recommended Findings
- B. Recommended Conditions of Approval
- C. Negative Declaration/Initial Study
- D. Site and Architectural Plans
- E. Perspective Renderings
- F. Letter from the Applicant
- G. Special Development Permit Justifications

## **Recommended Findings - Special Development Permit**

Goals and Policies that relate to this project are:

### **Land Use and Transportation Element**

**Policy N1.2:** *Require new development to be compatible with the neighborhood, adjacent land uses and the transportation system.*

### **Community Design Sub-Element**

**Policy C.1:** *Place a priority on quality architecture and site design which will enhance the image of Sunnyvale and create a vital and attractive environment for business, residents, and visitors, and be reasonable balanced with the need for economic development to assure Sunnyvale's economic prosperity.*

**Policy C.4:** *Encourage quality architectural design, which improves the City's identity, inspires creativity, and heightens individual as well as cultural identity.*

### **Precise Plan for El Camino Real**

**Policy 3.2.1** *To provide a variety of needed retail services for residents, particularly those types of retail services which are not normally found in the downtown or in neighborhood shopping areas.*

**Policy 3.2.2** *To maintain and enhance the retail sales tax revenue generated for the City.*

**Policy 3.2.3** *To maintain and enhance the capacity of the street to accommodate automobile and transit traffic, while providing improved facilities for bicyclists and pedestrians.*

**Policy 3.2.4** *To create a series of quality places which are valued by the people of Sunnyvale as attractive, functional and comfortable destinations.*

**Policy 3.2.5** *To ensure that properties are developed and operated in such a manner as to minimize their negative impacts upon adjacent residential areas.*

**Policy 3.2.6** *To design, develop and maintain the public right-of-way in a manner which creates a strong, positive image of the City of Sunnyvale for both residents and visitors.*

**Policy 3.2.7**      *To require quality design, architecture and landscaping which incorporate sustainable design principles.*

**Policy 3.2.8**      *To encourage development which supports the use of public transit.*

**Policy 3.2.9**      *To develop a visual and functional linkage with Downtown Sunnyvale.*

- A. The proposed use attains the objectives and purposes of the General Plan of the City of Sunnyvale. *(Finding Met)*

*The project is consistent with the policies and objectives for land uses in the General Plan. The proposal meets most development standards for the C-2 Zoning District and is compatible with surrounding uses along El Camino Real. The project meets the overall vision of the Precise Plan for El Camino Real for properties located with Nodes, by bringing buildings up closer to the street, creating outdoor pedestrian spaces and creating a more pedestrian-friendly streetscape.*

- B. The proposed use ensures that the general appearance of proposed structures, or the uses to be made of the property to which the application refers, will not impair either the orderly development of, or the existing uses being made of, adjacent properties. *(Finding Met)*

*The proposed project will significantly improve the streetscape of El Camino Real by redeveloping a portion of an older shopping center into new retail buildings of high quality architectural design. The new buildings will be consistent with the other buildings in the shopping center, and will be built to address the pedestrian scale. Landscaping and site improvements will contribute to the streetscape, and implements the guidelines contained in the Precise Plan for El Camino Real.*

**Recommended Conditions of Approval - Special Development Permit**

In addition to complying with all applicable City, County, State and Federal Statutes, Codes, Ordinances, Resolutions and Regulations, Permittee expressly accepts and agrees to comply with the following conditions of approval of this Permit:

Unless otherwise noted, all conditions shall be subject to the review of approval of the Director of Community Development.

**1. GENERAL CONDITIONS**

- A. Execute a Special Development Permit document prior to issuance of the building permit.
- B. Project shall be in conformance with the plans approved at the public hearing(s). Minor changes may be approved by the Director of Community Development, major changes may be approved at a public hearing.
- C. Any major site and architectural plan modifications shall be treated as an amendment of the original approval and shall be subject to approval at a public hearing except that minor changes of the approved plans may be approved by staff level by the Director of Community Development.
- D. The Conditions of Approval shall be reproduced on a page of the plans submitted for a Building permit for this project.
- E. The Special Development Permit for the use shall expire if the use is discontinued for a period of one year or more.
- F. The Special Development Permit shall be null and void two years from the date of approval by the final review authority at a public hearing if the approval is not exercised, unless a written request for an extension is received prior to expiration date.
- G. Comply with all requirements of previously approved Special Development Permit File Numbers 2106 (Toys R Us) and 8030 (Pep Boys).
- H. To address storm water runoff pollution prevention requirements, an Impervious Surface Calculation worksheet is required to be completed and submitted for the California Regional Water Quality Control Board prior to issuance of a Building Permit.

- I. The developer shall work with the Santa Clara County Transit District in establishing bus stops, shelters, pads and turnout locations, if desired by the District.
- J. The project shall submit the improvement plans to Santa Clara Valley Transportation Authority (VTA), California Water Service Company (Calwater) and Caltrans for their review and feedback. The project shall accommodate and establish improvements as required by VTA, Calwater and Caltrans.
- K. A Construction Plan shall be submitted to the Director of Community Development to ensure that all construction activities throughout the shopping center do not conflict with existing uses, accessibility, circulation and parking, prior to issuance of final building permits.

**2. COMPLY WITH OR OBTAIN OTHER PERMITS**

- A. Obtain necessary permits from the Development Permit from the Department of Public Works for all proposed off-site improvements.
- B. Obtain approval from the Crime Prevention Division of Public Safety Department for crime prevention measures appropriate to the proposed development prior to issuance of a Building Permit.
- C. Obtain necessary encroachment permit through Caltrans and VTA for work along El Camino Real.
- D. Obtain a Closure Permit from the Department of Public Safety.

**3. ART IN PRIVATE DEVELOPMENT**

- E. Comply with the art in private development requirements as noted in Sunnyvale Municipal Code Section 19.52.
- F. Provide publicly visible artworks along El Camino Real and Sunnyvale-Saratoga Avenue.
- G. Submit an Art in Private Development application to the Director of Community Development for approval by the Arts Commission, prior to issuance of a Building Permit.
- H. A bond, letter of credit, cash deposit or other similar security instrument for 1% of the construction valuation of the development project will be required prior to applying for a building permit. The bond will not be released until completion and installation of the artwork requirement including related landscaping, lighting, base work and commemorative plaque.

**4. COMMERCIAL USE**

- A. Restaurant establishments (not requiring a general license or on-sale liquor license) are permitted to occupy up to 10% of the gross floor area of the shopping center, without requiring a separate Special Development Permit.
- B. All permitted uses within the C-1 and C-2 Zoning District (SMC 19.20.030) shall be permitted on this property.

**5. DESIGN/EXTERIOR COLORS AND MATERIALS**

- A. The project architect shall work with the Director of Community Development and the City’s architectural consultant to address the intrusiveness of the parking lot at the edge of the outdoor plaza in order to separate the pedestrians from the parking lot. The applicant shall consider the use of small hedges and trees for treatment.
- B. The final architectural design is subject to review and approval by the Director of Community Development, prior to issuance of a building permit.
- C. Final exterior building materials and color scheme are subject to review and approval by the Director of Community Development, prior to issuance of a building permit.
- D. Fabric awnings shall be replaced at least every five years. Any change of color, materials or design and are subject to review and approval by the Director of Community Development.

**6. EASEMENTS AND DEDICATIONS**

- A. The applicant shall provide a sidewalk, landscaping, and street lighting easement as required to accommodate the 15' pedestrian realm as per the Valley Transportation Authority Pedestrian Technical Guidelines and as approved the by the Director of Community Development and Director of Public Works. Existing easements shall be abandoned in place of the newly created easement.
- B. The applicant shall provide, as necessary, a 10' Public Utility Easement as determined by the Director of Public Works.
- C. The project will not conflict with the existing PG&E easement that runs through the property.

**7. EXTERIOR EQUIPMENT**

- I. All future roof-mounted equipment shall be fully screened behind the parapet wall.
- J. Any modification or expansion of unenclosed uses shall require approval from the Director of Community Development.
- K. All unenclosed materials, equipment and/or supplies of any kind shall be maintained within approved enclosure area. Any stacked or stored items shall not exceed the height of the enclosure.

**8. FEES**

- A. Pay Traffic Impact fee estimated at \$40,952.76 prior to issuance of a Building Permit (SMC 3.50), subject to the fee in place at the time the payment is made.

**9. FENCES**

- A. No modifications are permitted to the existing fence along the south property line.
- B. Design and location of any new fencing and/or walls are subject to the review and approval by the Director of Community Development.
- C. Only fences, hedges and shrubs or other natural objects 3 feet or less in height may be located within a “vision triangle” (For definition, refer to Vision Triangle brochure or SMC 19.12.040(16), SMC 19.12.050 (12))

**10. LANDSCAPING**

- A. Landscape and irrigation plans for all on-site landscaping shall be submitted to the Director of Community Development subject to approval by the Director of Community Development prior to issuance of a Building Permit. Landscaping and irrigation shall be installed prior to occupancy.
- B. A separate landscaping plan for all new parkways shall be subject to approval by the Director of Community Development prior to issuance of a Building Permit. The applicant shall work with the Director of Community Development and Public Works Division to determine the appropriate tree species to be planted.
- C. Provide decorative paving as required by the Director of Community Development to distinguish entry driveways, building entries, pedestrian paths and common areas.

- D. Provide separate meter for domestic and irrigation water systems.
- E. All landscape and irrigation systems, located in the public park strip areas shall be connected to the water system metered to the property owner.
- F. A tree protection plan shall be submitted for any existing trees on the site. Where possible, trees shall be protected and saved. Provide an inventory and valuation of any trees proposed to be removed prior to issuance of building permits.
- G. All existing frontage trees shall be preserved where possible.
- H. The landscape plan shall include street trees and shall be submitted and approved per the City Arborist and Public Works Division.
- I. Any landscaping proposed within a public utility easement is subject to approval by the Director of Public Works and Director of Community Development.
- J. All landscaping shall be installed in accordance with the approved landscape plan and shall thereafter be maintained in a neat, clean, and healthful condition.
- K. Prepare a landscape maintenance plan subject for review and approval by the Director of Community Development
- L. Trees shall be allowed to grow to the full genetic height and habit (trees shall not be topped, or pruned into smaller topiary shapes). Trees shall be maintained using standard arboriculture practices.
- M. Of new trees installed, 10% shall be 24-inch box size or larger and no tree shall be less than 15-gallon size.
- N. Any “protected trees”, (as defined in SMC 19.94) approved for removal, shall be replaced with a specimen tree of at least 36-inch box size.
- O. At the expense of the subdivider, City staff shall install required street trees of a species determined by the Public Works Department. Obtain approval of a detailed landscape and irrigation plan from the Director of Community Development (SMC 19.38.070) prior to issuance of a Building Permit.
- P. Ground cover shall be planted so as to ensure full coverage eighteen months after installation.

- Q. All areas not required for parking, driveways or structures shall be landscaped.
- R. For commercial and industrial projects, to ensure appropriate sewer billing (water used for irrigation may not be billed for sewer), the developer may provide separate (irrigation and other) intake meters. Such meters could be installed prior to occupancy of the building.

**11. TREE PRESERVATION**

- A. Prior to issuance of a Demolition Permit, a Grading Permit or a Building Permit, whichever occurs first, obtain approval of a tree protection plan from the Director of Community Development. Two copies are required to be submitted for approval.
- B. The tree protection plan shall be installed prior to issuance of any Building Permits, subject to the on-site inspection and approval by the City Arborist.
- C. The tree protection plan shall remain in place for the duration of construction.
- D. The tree protection plan shall include measures noted in Sunnyvale Municipal Code Section 19.94.120 and at a minimum:
  - 1. An inventory shall be taken of all existing trees on the plan including the valuation of all ‘protected trees’ by a certified arborist, using the latest version of the “Guide for Plant Appraisal” published by the International Society of Arboriculture (ISA).
  - 2. All existing (non-orchard) trees on the plans, showing size and varieties, and clearly specify which are to be retained.
  - 3. Provide fencing around the drip line of the trees that are to be saved and ensure that no construction debris or equipment is stored within the fenced area during the course of demolition and construction.
  - 4. Overlay Civil plans including utility lines to ensure that the tree root system is not damaged.
  - 5. The tree protection plan shall also include the recommendations contained in the arborist report prepared by Ian Geddes Tree Care, Inc., dated May 22, 2008.

**12. LIGHTING**

- A. Prior to issuance of a Building Permit submit an exterior lighting plan, including fixture and pole designs, for approval by the Director of Community Development. Driveway and parking area lights shall include the following:
1. Sodium vapor (of illumination with an equivalent energy savings).
  2. Pole heights to be uniform and compatible with the areas, including the adjacent residential areas. Light standards shall not exceed 18 feet on the interior of the project and 8 feet in height on the periphery of the project near residential uses.
  3. Provide photocells for on/off control of all security and area lights.
  4. All exterior security lights shall be equipped with vandal resistant covers.
  5. Wall packs shall not extend above the roof of the building.
  6. Lights shall have shields to prevent glare onto adjacent residential properties.
  7. Prior to issuance of a Building Permit submit a contour photometric plan for approval by the Director of Community Development to assure adequate security lighting without excessive light glare.
  8. All new light poles shall be consistent with the height of existing poles.
  9. Lights shall face downward and shall not shine onto adjacent residential properties.
  10. Out-of door loudspeakers shall be prohibited.

**13. PARKING**

- A. Specify customer and employee parking areas on plans. All such areas shall be clearly marked.
- B. Specify compact parking spaces on Building Permit plans. All such areas shall be clearly marked prior to occupancy, as approved by the Director of Community Development.
- C. Submit a revised parking and circulation plan to the Director of Community Development for review and approval prior to issuance of a Building Permit.

- D. Unenclosed storage of any vehicle intended for recreation purposes, including land conveyances, vessels and aircraft, but excluding short term parking for registered attached camper bodies and motor homes not exceeding 18 feet in length, shall be prohibited on the premises.
- E. A Parking Management Plan may be required in the future if the concentration of uses create parking congestion of the site, as deemed necessary by the Director of Community Development.

**14. BICYCLE PARKING**

- A. Provide a minimum 6 Class I and 28 Class II bicycle spaces (per VTA Bicycle Technical Guidelines) as approved by the Director of Community Development.

**15. RECYCLING AND SOLID WASTE**

- A. Submit a detailed recycling and solid waste disposal plan to the Director of Community Development for approval.
- B. All exterior recycling and solid waste shall be confined to approved receptacles and enclosures.
- C. The enclosure shall be of masonry construction and shall match the exterior design, materials and color of the main building.
- D. Remove all debris, structures, area light poles, and paving from the site prior to commencement of new construction.
- E. The metal roof on the trash enclosure shall be modified into a metal trellis design, subject to review and approval by the Director of Community Development.

**16. RIGHT-OF-WAY/TRAFFIC IMPROVEMENTS**

- A. Obtain a Development and Encroachment Permit with insurance requirements and provide improvement securities and/or cash deposit for all public and/or private improvements prior to any permit issuance.
- B. The applicant shall work with the Community Development Department and Public Works Division to establish specifications for the treatment of the “Pedestrian Realm”, consistent with VTA guidelines.
- C. Remove and replace uplifted and damaged curb, gutter, or sidewalk along El Camino Real and Sunnyvale Saratoga Road as deemed necessary by the Director of Public Works.

- D. Remove and replace entire curb, gutter and sidewalk along corner frontage of El Camino Real and Sunnyvale Saratoga Road to 'Grand Boulevard' requirements.
- E. Remove and replace 1 driveway approach along El Camino Real and 3 driveway approaches along Sunnyvale Saratoga Road.
- F. Remove and replace existing curb ramp to Americans with Disabilities Act (ADA) standards at corner frontage of El Camino Real and Sunnyvale Saratoga Road.
- G. Remove and replace 3 fire hydrants along El Camino Real, 1 fire hydrant along Sunnyvale Saratoga Road, and 1 fire hydrant within the 20' easement along the southern portion of the project.
- H. Install a new double check detector assembly along the southern portion of the project.
- I. The project shall replace the streetlights along Sunnyvale-Saratoga Road adjacent to the project site in order to reflect new City design and placement standards. There is currently a total of six streetlights (five along the sidewalk and one on the channelizing island adjacent to the project's southerly boundary) that will be replaced with two streetlights for this corner development. The street lighting plan shall include location of the service points, pullboxes, size of conduits and wiring. The project shall also provide loading and photometric analysis. City standard Type IIIAF unmetred 120/240V streetlight service pedestal shall be used. Conduits located within concrete foundation shall be Galvanized Rigid Steel (GRS) wrapped with 10mil tape.
- J. All private wet utilities (water, sanitary sewer, storm drain) shall be privately maintained. For water lines, install master water meter(s) in the public right-of-way. For each master water meter installation, a double check detector assembly is required. For private sanitary sewer and storm, install a manhole or cleanout at the right-of-way line. Install a separate irrigation meter with a backflow prevention device.
- K. Contact the utility companies for their review/approval requirements and/or procedures for site development and existing easement vacation/removal.
- L. Pay all applicable Public Works development fees associated with the project, including but not limited to, utility frontage and/or connection fees and off-site improvement plan check and inspection fees.

- M. This project shall comply with all Public Works/Engineering standard conditions of approval.
- N. The project shall submit a traffic control plan for any work in the public right-of-way, short and/or long-term. This plan must be submitted with the Encroachment Permit application and must be reviewed and approved by the Transportation and Traffic Division prior to issuance of the Permit. A traffic control plan typically show any potential closure of sidewalks, crossings, and/or travel lanes during the project construction. It also show the on-site location that would be dedicated for storage of construction materials, equipments, and construction related parking. Following to the MUTCD, temporary warning devices, potential provision of flagman, etc. must be shown on the plan. Truck routes to and from the site also need to be described.
- O. Provide the Public Works Department with a detailed estimate of water consumption in gallons per day and peak water demand in gallons per minute, and estimate of sanitary sewer generation in gallons per day.
- P. All proposed on-site drainage, sanitary sewer systems, water, and irrigation shall be privately owned and maintained unless otherwise approved by the City as public system. The fire and domestic water systems shall be privately owned and maintained beyond the meter.
- Q. This project shall not cause any negative impact on the drainage pattern for adjacent properties.
- R. Adequate drainage/erosion control shall be provided at all times during each phase of the development.

E. **SIGNS**

- A. No new signs are approved as part of this project.
- B. All existing/new signs shall be in conformance with Sunnyvale Municipal Code Section 19.44.
- C. The existing Master Sign Program (File Number 8030) shall be modified to include all existing and new tenants. Obtain a separate sign permit from the Planning and Building Divisions.

**18. UNDERGROUND UTILITIES**

- A. All proposed utilities shall be undergrounded.

- B. Applicant shall provide a copy of an agreement with affected utility companies for undergrounding of existing overhead utilities which are on-site or within adjoining rights-of-way prior to issuance of a Building Permit or a deposit in an amount sufficient to cover the cost of undergrounding shall be made with the City.
- C. If any additional poles are proposed to be added, developer shall have PG&E submit the preliminary plan to Public Works Department for review. City Council shall make the decision if any additional poles are acceptable or not. Under no circumstances shall additional poles be permitted along the frontage of this development.
- D. Install conduits along frontage for Cable TV, electrical and telephone lines in accordance with standards required by utility companies, prior to occupancy. Submit conduit plan to Planning Division prior to issuance of a Building Permit.
- E. Conduit sizing and locations shall be included on street improvement plans. Submit one copy to the Planning Division.
- F. Improvement plans showing conduits for future undergrounding of existing overhead utilities shall be submitted to the Planning Division for review and approval prior to issuance of a Building Permit. Complete installation of conduits prior to occupancy.
- G. Any additional poles are proposed to be added, developer shall have PG&E submit the preliminary plans to the Director of Public Works Department for review. City Council shall make the decision if any additional poles are acceptable or not. Under no circumstances shall additional poles be permitted along the frontage of this development.
- H. A copy of an agreement with affected utilities companies for existing overhead utilities which are on-site or within adjoining rights-of-way shall be provided to the Director of Community Development prior to issuance of a Building Permit or a deposit or bond in an amount sufficient to cover the cost of undergrounding shall be made with the City.
- I. All existing utility lines and/or their appurtenances not serving the project and/or have conflicts with the project, shall be capped, abandoned, removed, relocated and/or disposed to the satisfaction of the City.

**19. STORMWATER**

- A. An Impervious Surface Calculation worksheet for each phase and the final project is required to be completed and submitted for the California Regional Water Quality Control Board and a copy provided to the city prior to issuance of a building permit.
- B. Prior to the issuance of a grading permit, a "Blueprint for a Clean Bay" shall be submitted and approved by the City.
- C. A final Stormwater Management Plan is subject to the review of the Director of Community Development prior to issuance of a building permit in conformance with 12.60 of the Sunnyvale Municipal Code, including third party certification of the final plan.
- D. Certified Stormwater plans must be recorded with the property deed. The owner is responsible for maintaining the Stormwater Best Management Practices (BMPs).
- E. Final Certified Stormwater plan needs to indicate no conflict with civil, landscape and tree protection plan.



PLANNING DIVISION  
 CITY OF SUNNYVALE  
 P.O. BOX 3707  
 SUNNYVALE, CALIFORNIA 94088-3707

File Number: 2008-0456 &  
 2008-0457  
 No.08-013

NOTICE OF INTENT TO ADOPT  
 NEGATIVE DECLARATION

E-14918

This form is provided as a notification of an intent to adopt a 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:**

Application for a Special Development Permit by Johnson Lyman Architects.

**PROJECT DESCRIPTION AND LOCATION (APN):**

2008-0456 – Johnson Lyman Architects [Applicant] Pacific Data No 2 [Owner]: Application for a Special Development Permit to allow demolition of an existing building (Firestone Tires) and construction of two new retail buildings, for a total of 18,339 square feet. The property is located at 112 East El Camino Real (at Sunnyvale-Saratoga Rd.) in a C-2/ECR (Highway Business/Planned Development) Zoning District. (Negative Declaration) (APN: 211-17-001) NC

2008-0457 - Johnson Lyman Architects [Applicant] Pacific Data No 2 [Owner]: Application for a Special Development Permit to allow demolition of an existing 113,120 square foot retail space (Pak 'N' Save, Shoe Pavilion, and Drug Barn) and the construction of a new grocery store (Safeway) and retail buildings for a total of 110,025 square feet. The property is located at 150 E. El Camino Real (at Cezanne Dr.) in a C-2/ECR (Highway Business/Planned Development) Zoning District. (Negative Declaration) (APN: 211-17-003) NC

**WHERE TO VIEW THIS DOCUMENT:**

The Negative Declaration, its supporting documentation and details relating to the project are on file and available for review and comment in the Office of the Secretary of the Planning Commission, City Hall, 456 West Olive Avenue, Sunnyvale.

This Negative Declaration may be protested in writing by any person prior to 5:00 p.m. on Monday, July 28, 2008. Protest shall be filed in the Department of Community Development, 456 W. Olive Avenue, Sunnyvale and shall include a written statement specifying anticipated environmental effects which may be significant. A protest of a Negative Declaration will be considered by the adopting authority, whose action on the protest may be appealed.

**HEARING INFORMATION:**

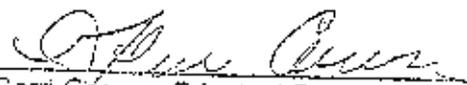
A public hearing on the project is scheduled for:

Monday, July 28, 2008 at 8:00 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 July 3, 2008

Signed:   
 Garri Caruso, Principal Planner

City of Sunnyvale  
Department of Community Development  
Planning Division  
P.O.Box 3707  
Sunnyvale, CA 94088-3707

INITIAL STUDY  
ENVIRONMENTAL CHECKLIST FORM  
Appendix G, CEQA Guidelines  
Project #: 2008-0456, 2008-0457 SDP  
Project Address: 112 & 150 E. El Camino Real  
Applicant: Johnson Lyman Architects

E-14918

1. Project Title: Special Development Permit for 112 & 150 E. El Camino Real
2. Lead Agency Name and Address: City of Sunnyvale, Community Development Department, Planning Division
3. Contact Person and Phone Number: Noren Caliva, Assistant Planner (408) 730-7637
4. Project Location: 112 & 150 E. El Camino Real, Sunnyvale CA 94087
5. Project Sponsor's Name and Address: Johnson Lyman Architects - Robert Lyman  
1375 Locust St. #202  
Walnut Creek, CA 94596
6. General Plan Designation: Commercial General Business
7. Zoning: C-2/ECR (Highway Business/El Camino Real Precise Plan)
8. Description of the Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary)  

2008-0456, 2008-0457 - The project involves two separate Special Development Permits to allow the redevelopment of an existing 19-acre shopping center that is currently developed with multiple buildings. The projects involve the demolition of an existing 4,525 square foot building currently used for automotive services, and construction of two retail buildings totaling 18,339 square feet (13,814 square foot increase in building area). The primary building in the shopping center, which includes multiple tenants, will be partially demolished and re-constructed. This existing retail building is 113,120 square feet in area, and will be reduced to 110,030 square feet (3,090 square foot decrease in building area). In total, the project would result in a shopping center with three retail buildings totaling 128,369 square feet, with a net increase of 10,724 square feet.

The project also involves improvements to the parking lot area, existing driveways and standard right-of-way improvements. As the subject property is located on a state route (SR82), additional improvements may be required by the regional transportation authorities (Caltrans and Valley Transportation Authority (VTA)). The applicant will be required to obtain all necessary building and public works permits, as well as any permits required by Caltrans and VTA subsequent to planning approval of the projects.
9. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings) The site is currently developed as a shopping center with two buildings, and is located within an existing suburban community. Existing uses on the site include retail and automotive services. Surrounding uses include retail shopping centers to the north, east and west. Directly south

City of Sunnyvale  
Department of Community Development  
Planning Division  
P.O.Box 3707  
Sunnyvale, CA 94088-3707

INITIAL STUDY  
ENVIRONMENTAL CHECKLIST FORM  
Appendix G, CEQA Guidelines

Project #: 2008-0456, 2008-0457 SDP  
Project Address: 112 & 150 E. El Camino Real  
Applicant: Johnson Lyman Architects  
of the project site is residential development.

- 10. Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement).

Building Safety Division, City of Sunnyvale  
Public Works Department, City of Sunnyvale  
Caltrans/Valley Transportation Authority (may have some  
decision-making authority over SR32)

E-14916

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

Appendix G, CEQA Guidelines  
City of Sunnyvale, Department of Community Development, Planning Division

Project #: 2008-0456, 2008-0457 SDP

Project Address: 112 & 150 East El Camino Real, Sunnyvale, California

Applicant: Robert Lyman Architects

E-14916

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.

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

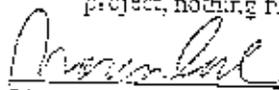
I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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 revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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 "potential significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) 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. 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, because all potentially significant effects (a) have been analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Signature

7/03/08  
Date

Noren Coliva, Assistant Planner

For the City of Sunnyvale  
(Lead Agency)

Project #: 2008-0456, 2008-0457 SDP

Project Address: 112 &amp; 150 East El Camino Real, Sunnyvale, California

Applicant: Robert Lyman Architects

E-14916

## EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (c). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Project #: 2008-0456, 2008-0457 SDP

Project Address: 112 & 150 East El Camino Real, Sunnyvale, California

Applicant: Robert Lyman Architects

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Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
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Planning Division Checklist (4 of 8)

I. AESTHETICS. Would the project:

a. Have a substantial adverse effect on a scenic vista?	0	0	0	X	2, 94
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	0	0	0	X	2, 94
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	0	0	0	X	2, 94, 101
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	0	0	0	X	2, 94

II. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?	0	0	0	X	3, 97, 100
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	0	0	0	X	3, 97, 100, 111
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	0	0	X	0	Discussion at end of checklist
d. Expose sensitive receptors to substantial pollutant concentrations?	0	0	0	X	62, 63, 111, 112
e. Create objectionable odors affecting a substantial number of people?	0	0	0	X	111, 112

Project #: 2008-0456, 2008-0457 EDP

Project Address: 112 & 150 East El Camino Real, Sunnyvale, California

Applicant: Robert Lyman Architects

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Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
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Planning Division Checklist (5 of 8)

III. BIOLOGICAL RESOURCES:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	0	0	0	X	2, 94, 111
b. Have a substantially adverse impact 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 Wildlife Service?	0	0	0	X	2, 94, 109
c. Have a substantial adverse effect 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?	0	0	0	X	2, 94, 109, 111
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	0	0	0	X	2, 94, 109, 111
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	0	0	0	X	2, 41
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?	0	0	0	X	2, 41, 94, 111

IV. CULTURAL RESOURCES. Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	0	0	0	X	2, 59-61, 94
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	0	0	0	X	10, 43, 94

Project #: 2008-0456, 2008-0457 SDP  
Project Address: 112 & 150 East El Camino Real, Sunnyvale, California  
Applicant: Robert Lyman Architects

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Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
<b>Planning Division Checklist (6 of 8)</b>					
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	θ	θ	θ	X	10, 42, 94, 111
d. Disturb any human remains, including those interred outside of formal cemeteries?	θ	θ	θ	X	2, 111, 112
<b>V. LAND USE AND PLANNING. Would the project:</b>					
a. Physically divide an established community?	θ	θ	θ	X	2, 11, 12, 21, 28
b. Conflict with an 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?	θ	θ	θ	X	28, 31, 112
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	θ	θ	θ	X	2, 94
<b>VI. MINERAL RESOURCES. Would the project:</b>					
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?	θ	θ	θ	X	2, 94
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?	θ	θ	θ	X	2, 94
<b>VII. NOISE. Would the project result in:</b>					
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	θ	θ	X	θ	2, 16, 26, 94
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	θ	θ	θ	X	2, 16, 26, 94
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	θ	θ	θ	X	2, 16, 26, 94,

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Project #: 2008-0456, 2008-0457 SDP

Project Address: 112 & 150 East El Camino Real, Sunnyvale, California

Applicant: Robert Lyman Architects

E-14918

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
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**Planning Division Checklist (7 of 8)**

d. A substantially temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	0	0	X	0	Discussion at end of checklist
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 area to excessive noise levels?	0	0	0	X	2, 26, 26, 94
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	0	0	0	X	94

**VIII. POPULATION AND HOUSING.** Would the project:

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)?	0	0	0	X	2, 11, 12
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	0	0	0	X	2, 11, 111, 112
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	0	0	0	X	2, 11, 111, 112

**IX. PUBLIC SERVICES.** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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:

a. Schools?	0	0	0	X	94
b. Other public facilities?	0	0	0	X	2, 94

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Project #: 2008-0456, 2008-0457 SDP

Project Address: 112 & 150 East El Camino Real, Sunnyvale, California

Applicant: Robert Lyman Architects

E-14916

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
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Planning Division Checklist (8 of 8)

**X. MANDATORY FINDINGS OF SIGNIFICANCE**

<p>a. Does the project have the potential to degrade the 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?</p>	0	0	0	X	2, 3, 12, 80, 94, 96, 97, 109, 110
<p>b. Does the project 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 the past projects, the effects of other current projects, and the effects of probable future projects)?</p>	0	0	0	X	2, 3, 12, 80, 83, 94, 96, 97, 110
<p>c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	0	0	0	X	94, 111

Project #: 2003-0436, 2008-0437 SDP

Project Address: 112 & 150 East El Camino Real, Sunnyvale, California

Applicant: Robert Lyman Architects

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Issues and Supporting Information	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Source
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Building & Safety Division Checklist (1 of 1)

XI. GEOLOGY AND SOILS. Would the project:

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? Refer to Division of Mines and Geology Special Publication 42.	0	0	0	X	2.19, 94, 102, 104, 107, LFC, UMC
(ii) Strong seismic ground shaking?	0	0	X	0	Discussion at end of checklist
(iii) Seismic-related ground failure, including liquefaction?	0	0	0	X	2.19, 94, 102, 104, 107, LFC, UMC
(iv) Landslides?	0	0	0	X	2.19, 94, 102, 104, 107, LFC, UMC
b) Result in substantial soil erosion or the loss of topsoil?	0	0	0	X	2.19, 94, 102, 104, 107, LFC, UMC
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?	0	0	0	X	2.19, 94, 102, 104, 107, LFC, UMC
d) Be located on expansive soil, as defined in Table 18-a-B of the Uniform Building Code (1994), creating substantial risks to life or property?	0	0	0	X	2.19, 94, 102, 104, 107, LFC, UMC

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Applicant: Robert Lyman Architects

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Issues and Supporting Information	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Source
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?	0	0	0	X	<u>2.16</u> <u>94.103</u> <u>104</u> <u>122</u> <u>LPC</u> <u>LMC</u>

Project #: 2008-0456, 2008-0457 SDP

Project Address: 112 & 158 East El Camino Real, Sunnyvale, California

Applicant: Robert Lyman Architects

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Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
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Public Works Department Checklist (1 of 1)

XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	0	0	0	X	2, 20, 24, 87, 88, 89, 90, 111, 112
b) Require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	0	0	0	X	2, 20, 24, 87, 88, 89, 111, 112
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?	0	0	X	0	Discussion at end of checklist
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	0	0	0	X	2, 20, 24, 87, 88, 89, 111, 112
e) Result in a determination by the wastewater treatment provider which services or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	0	0	0	X	2, 20, 24, 87, 88, 89, 90, 111, 112
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	0	0	0	X	2, 22, 90, 111, 112
g) Comply with federal, state, and local statutes and regulations related to solid waste?	0	0	0	X	22, 90, 111, 112

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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Applicant: Robert Lyman Architects

E-14916

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
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Traffic Division Public Works Department Checklist (1 of 1)

**XIII. TRANSPORTATION/TRAFFIC.** Would the project:

a) Cause an increase in the traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	0	0	X	0	2, 12, 75, 81
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	0	0	0	X	75, 81, 82
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?	0	0	0	X	3, 8, 12, 13
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	0	0	0	X	71, 74
e) Result in inadequate emergency access?	0	0	0	X	8, 12, 13
f) Result in inadequate parking capacity?	0	0	0	X	12, 57, 43
g) Conflict with adopted policies or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	0	0	0	X	12, 81, 85

Project #: 2008-0456, 2008-0457 SDP

Project Address: 112 & 150 East El Camino Real, Sunnyvale, California

Applicant: Robert Lyman Architects

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Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
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**Traffic Division Public Works Department Checklist (1 of 1)**

**XIII. TRANSPORTATION/TRAFFIC.** Would the project:

a) Cause an increase in the traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	0	0	X	0	2, 12, 75, 81
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	0	0	0	X	75, 81, 82
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?	0	0	0	X	3, 8, 12, 13
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	0	0	0	X	71, 74
e) Result in inadequate emergency access?	0	0	0	X	8, 12, 13
f) Result in inadequate parking capacity?	0	0	0	X	12, 37, 43
g) Conflict with adopted policies or programs supporting alternative transportation (e.g., bus routings, bicycle racks)?	0	0	0	X	12, 81, 85

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Applicant: Robert Lyman Architects

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Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
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**Fire Division Public Safety Department Checklist (1 of 2)**

**XIV. HAZARDS AND HAZARDOUS MATERIALS. Would the project?**

e) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	0	0	0	X	UFC/ UBC/ SVMC
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	0	0	0	X	UFC/ UBC/ SVMC /
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	0	0	0	X	UFC/ UBC/ SVMC
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?	0	0	0	X	UFC/ UBC/ SVMC
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 area?	0	0	0	X	UFC/ UBC/ SVMC
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 area?	0	0	0	X	UFC/ UBC/ SVMC
g) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	0	0	0	X	UFC/ UBC/ SVMC
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	0	0	0	X	UFC/ UBC/ SVMC

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Project #: 2008-0456, 2008-0457 SDP

Project Address: 112 & 150 East El Camino Real, Sunnyvale, California

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Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
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Fire Division Public Safety Department Checklist (2 of 2)

XV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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:

a) Fire protection?	0	0	0	X	8, 65, 103, 104, 111
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Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
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**Parks & Recreation Department Checklist (1 of 1)**

**XVII. RECREATION**

- |    |  |   |   |   |   |             |
|----|--|---|---|---|---|-------------|
| a) | Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | 0 | 0 | 0 | X | 17, 18, 111 |
| b) | Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                       | 0 | 0 | 0 | X | 17, 18, 111 |

**XVIII. PUBLIC SERVICES.** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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:

- |    |        |   |   |   |   |             |
|----|--------|---|---|---|---|-------------|
| a) | Parks? | 0 | 0 | 0 | X | 17, 18, 111 |
|----|--------|---|---|---|---|-------------|

Source: Open Space and Recreation Sub-elements

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant impact	No Impact	Source
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Street Trees & Landscape Division Parks & Recreation Department Checklist (1 of 1)

XIX. AGRICULTURE RESOURCES: in determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project?

a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?	0	0	0	X	94
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	0	0	0	X	91
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	0	0	0	X	94

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Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
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Environmental Division Public Works Department Checklist (1 of 1)

HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements?	0	0	0	X	24, 25, 111, 112
b) Substantially degrade 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)?	0	0	0	X	2, 24, 25, 111, 112
c) Substantially alter the existing drainage pattern 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?	0	0	X	0	Discussion at end of checklist
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 surface runoff in a manner which would result in flooding on- or off site?	0	0	0	X	24, 25, 87, 111, 112
e) Create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	0	0	0	X	2, 24, 25, 87, 111, 112
f) Otherwise substantially degrade water quality?	0	0	0	X	24, 25, 87, 112
g) Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	0	0	0	X	2, 56
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	0	0	0	X	2, 56, 111, 112
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?	0	0	0	X	2, 56, 111, 112
j) Inundation by seiche, tsunami, or mudflow?	0	0	0	X	2, 18, 24, 25, 111

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Applicant: Robert Lyman Architects

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**DISCUSSION OF IMPACTS THAT ARE LESS THAN SIGNIFICANT**

**AIR QUALITY c)** The proposed project could result in impacts to air quality due to emissions of criteria pollutants resulting from grading, demolition, construction activities and from the generation of additional vehicle trips on local regional roadways. Mitigation efforts can be used during the construction phase to reduce the impact on air quality. The development of sites along the El Camino Real corridor have been accounted for in the General Plan and in the Air Quality sub-element of the General Plan.

**NOISE a)** The new loading dock area will be sited in the same general location as the existing, and would be located approximately 60 feet from the property line that is adjacent to existing residential development. Additionally, the new loading docks have been designed with sound attenuation features, including concrete walls and an interior loading area. Through the City's implementation of the Municipal Code noise regulations and operating standards, this impact will be less than significant.

**d)** Although, the site is already developed, the project will introduce short-term and temporary additional sources of noise to the project area during construction. Through the City's implementation of the Municipal Code noise regulations, this impact will be lessened to a less than significant level during construction.

**GEOLOGY AND SOILS (ii)** The project site is not located in an area with any active faults, but may experience strong seismic ground shaking in the event of an earthquake. Through the City's implementation of the Uniform Building Code requirements for areas with potential for seismic activity this aspect of the project will be reduced to a less than significant level.

**UTILITY AND SERVICE SYSTEMS c)** The proposed project includes stormwater run-off treatment Best Management Practices, as now required by the Santa Clara Valley Urban Runoff Pollution Prevention Program.

**TRANSPORTATION AND TRAFFIC a)** A traffic analysis was conducted by Fehr and Peers, dated May 22, 2008, which found that the project would result in a net increase of 7 AM peak hour trips and 34 PM peak hour trips. The projected increase in trips is less than significant.

**HYDROLOGY AND WATER QUALITY c)** The proposed project construction shall result in a change in drainage pattern for the site. However, a project includes a stormwater management plan with Best Management Practices to reduce the level of pollutants in the runoff. The impact of run-off during construction is addressed as a standard mitigation in construction site management requirements.

**Environmental Checklist Form**

E-14916

Project #: 2008-0456, 2008-0457

Project Address: 112 & 150 E. El Camino  
Real

Applicant: Johnson Lyman Architects

**ATTACHMENT** C

Page 23 of 24

**City of Sunnyvale General Plan:**

- 2. Map
- 3. Air Quality Sub-Element
- 4. Community Design Sub-Element
- 5. Community Participation Sub-Element
- 6. Cultural Arts Sub-Element
- 7. Executive Summary
- 8. Fire Services Sub-Element
- 9. Fiscal Sub-Element
- 10. Heritage Preservation Sub-Element
- 11. Housing & Community Revitalization Sub-Element
- 12. Land Use & Transportation Sub-Element
- 13. Law Enforcement Sub-Element
- 14. Legislative Management Sub-Element
- 15. Library Sub-Element
- 16. Noise Sub-Element
- 17. Open Space Sub-Element
- 18. Recreation Sub-Element
- 19. Safety & Seismic Safety Sub-Element
- 20. Sanitary Sewer System Sub-Element
- 21. Socio-Economic Sub-Element
- 22. Solid Waste Management Sub-Element
- 23. Support Services Sub-Element
- 24. Surface Run-off Sub-Element
- 25. Water Resources Sub-Element

**City of Sunnyvale Municipal Code:**

- 27. Chapter 10
  - 28. Zoning Map
  - 29. Chapter 19.42. Operating Standards
  - 30. Chapter 19.28. Downtown Specific Plan District
  - 31. Chapter 19.18. Residential Zoning Districts
  - 32. Chapter 19.20. Commercial Zoning Districts
  - 33. Chapter 19.22. Industrial Zoning Districts
  - 34. Chapter 19.24. Office Zoning Districts
  - 35. Chapter 19.26. Combining Zoning Districts
  - 36. Chapter 19.28. Downtown Specific Plan
  - 37. Chapter 19.45. Off-Street Parking & Loading
  - 38. Chapter 19.66. Solar Access
  - 39. Chapter 19.66. Affordable Housing
  - 40. Chapter 19.72. Conversion of Mobile Home Parks to Other Uses
  - 41. Chapter 19.94. Tree Preservation
  - 42. Chapter 19.96. Heritage Preservation
- Specific Plans**
- 43. El Camino Real Precise Plan
  - 44. Lockwood Site Master Use Permit
  - 45. Moffett Field Comprehensive Use Plan
  - 46. 101 & Lawrence Site Specific Plan
  - 47. Southern Pacific Corridor Plan

**Environmental Impact Reports**

- 48. Futures Study Environmental Impact Report
- 49. Lockwood Site Master Use Permit Environmental Impact Report
- 50. Tasman Corridor LRT Environmental Impact Study (supplemental)

- 51. Kaiser Permanente Medical Center Replacement Center Environmental Impact Report (City of Santa Clara)
- 52. Downtown Development Program Environmental Impact Report
- 53. Caribbean-Moffett Park Environmental Impact Report
- 54. Southern Pacific Corridor Plan Environmental Impact Report

**Maps**

- 55. City of Sunnyvale Aerial Maps
- 56. Flood Insurance Rate Maps (FEMA)
- 57. Santa Clara County Assessors Parcel
- 58. Utility Maps (50 scale)

**Lists/Inventories**

- 59. Sunnyvale Cultural Resources Inventory List
- 60. Heritage Landmark Designation List
- 61. Santa Clara County Heritage Resource Inventory
- 62. Hazardous Waste & Substances Sites List (State of California)
- 63. List of Known Contaminants in Sunnyvale

**Legislation/Acts/Bills/Codes**

- 64. Subdivision Map Act
- 65. Uniform Fire Code, including amendments per SMC adoption
- 66. National Fire Code (National Fire Protection Association)
- 67. Title 19 California Administrative Code
- 68. California Assembly Bill 2185/2167 (Water Bill)
- 69. California Assembly Bill 3777 (La Follette Bill)
- 70. Superfund Amendments & Reauthorization Act (SARA) Title III

**Transportation**

- 71. California Department of Transportation Highway Design Manual
- 72. California Department of Transportation Traffic Manual
- 73. California Department of Transportation Standard Plan
- 74. California Department of Transportation Standard Specification
- 75. Institute of Transportation Engineers - Trip Generation
- 76. Institute of Transportation Engineers Transportation and Traffic Engineering Handbook
- 77. U.S. Dept. of Transportation Federal Highway Admin. Manual on Uniform Traffic Control Devices for Street and Highways
- 78. California Vehicle Code
- 79. Traffic Engineering Theory & Practice by L. J. Pachter
- 80. Santa Clara County Congestion Management Program and Technical Guidelines

**Environmental Checklist Form**

Project #: 2008-0456, 2008-0457  
Project Address: 112 & 150 E. El Carmine  
Real  
Applicant: Johnson Lyman Architects

E-14916  
**ATTACHMENT C**  
Page 24 of 24

- 81. Santa Clara County Transportation Agency Short Range Transit Plan
- 82. Santa Clara County Transportation Plan
- 83. Traffic Volume Studies, City of Sunnyvale Public works Department of Traffic Engineering Division
- 84. Santa Clara County Sub-Regional Deficiency Plan
- 85. Bicycle Plan

**Public Works**

- 86. Standard Specifications and Details of the Department of Public Works
- 87. Storm Drain Master Plan
- 88. Sanitary Sewer Master Plan
- 89. Water Master Plan
- 90. Solid Waste Management Plan of Santa Clara County
- 91. Geotechnical Investigation Reports
- 92. Engineering Division Project Files
- 93. Subdivision and Parcel Map Files

**Miscellaneous**

- 94. Field Inspection
- 95. Environmental Information Form
- 96. Annual Summary of Containment Excesses (BAAQMD)
- 97. Current Air Quality Data
- 98. Chemical Emergency Preparedness Program (EPA Interim Document in 1985?)

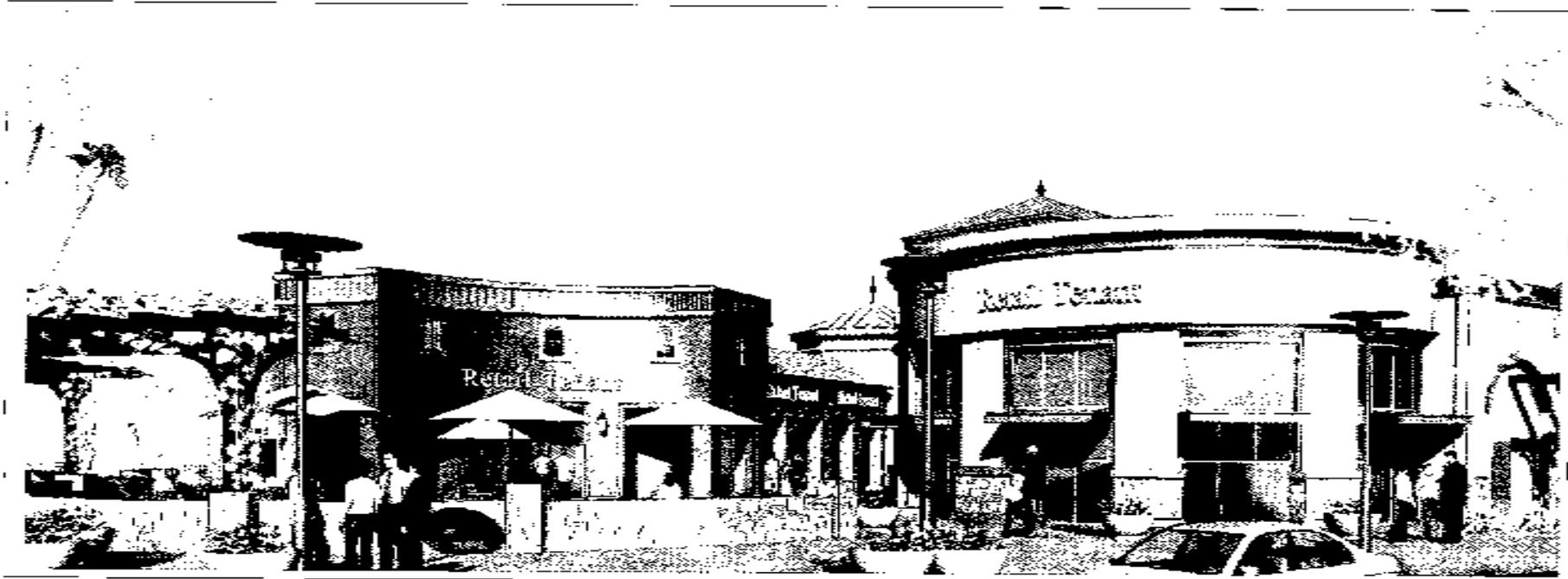
- 99. Association of Bay Area Governments (ABAG) Population Projections
- 100. Bay Area Clean Air Plan
- 101. City-wide Design Guidelines
- 102. Industrial Design Guidelines

**Building Safety**

- 103. Uniform Building Code, Volume 1, (Including the California Building Code, Volume 1)
- 104. Uniform Building Code, Volume 2, (Including the California Building Code, Volume 2)
- 105. Uniform Plumbing Code, (Including the California Plumbing Code)
- 106. Uniform Mechanical Code, (Including the California Mechanical Code)
- 107. National Electrical Code (Including California Electrical Code)
- 108. Title 16 of the Sunnyvale Municipal Code

**Additional References**

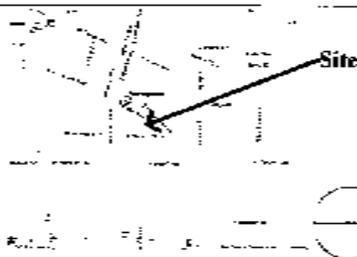
- 109. USFWS/CA Dept. F&G Special Status Lists
- 110. Project Traffic Impact Analysis
- 111. Project Description
- 112. Project Development Plans
- 113. Santa Clara County Airport Land Use Plan
- 114. Federal Aviation Administration
- 115. Acoustical Analysis by Hulingsworth & Rockin, 2006



View from Intersection to Plaza

# SUNNYVALE

## VICINITY MAP



## PROJECT TEAM

### Developer

Pacific Development Group  
41 Corporate Plaza  
2nd Floor  
Newport Beach, CA 92660

### Civil Engineer

BCE Engineers  
2672 Wilcox Road, #250  
Folsom, CA 95630

### Architect

Johnson Lyman Architects  
1575 Locust St., #200  
Walnut Creek, CA 94596  
925 952 9992  
925 952 9975 fax

### Landscape Architect

Thomas Rank & Associates  
1520 Main Street  
Walnut Creek, CA 94596  
925 932 2243  
925 550 9225

## SHEET INDEX

A1	Cover Sheet	A11	Roof Plan
A2	Aerial Photo	C1	Landscape Plan
A3	Existing Site Plan	L2	Shading Plan
A4	Proposed Site Plan	SE1	Site Elect. Footcans
A5	Condition Plan	SE2	Site Elect. Plan
A6	Elevations - Pod A	SES	Photometric Plan
A7	Elevations - Pod B, Podc	C3	Existing Conditions
A8	Site Sections	C1	Proposed Grading Plan
A9	Site Details	C2	Proposed Utility Plan
		C3	ALTA Survey

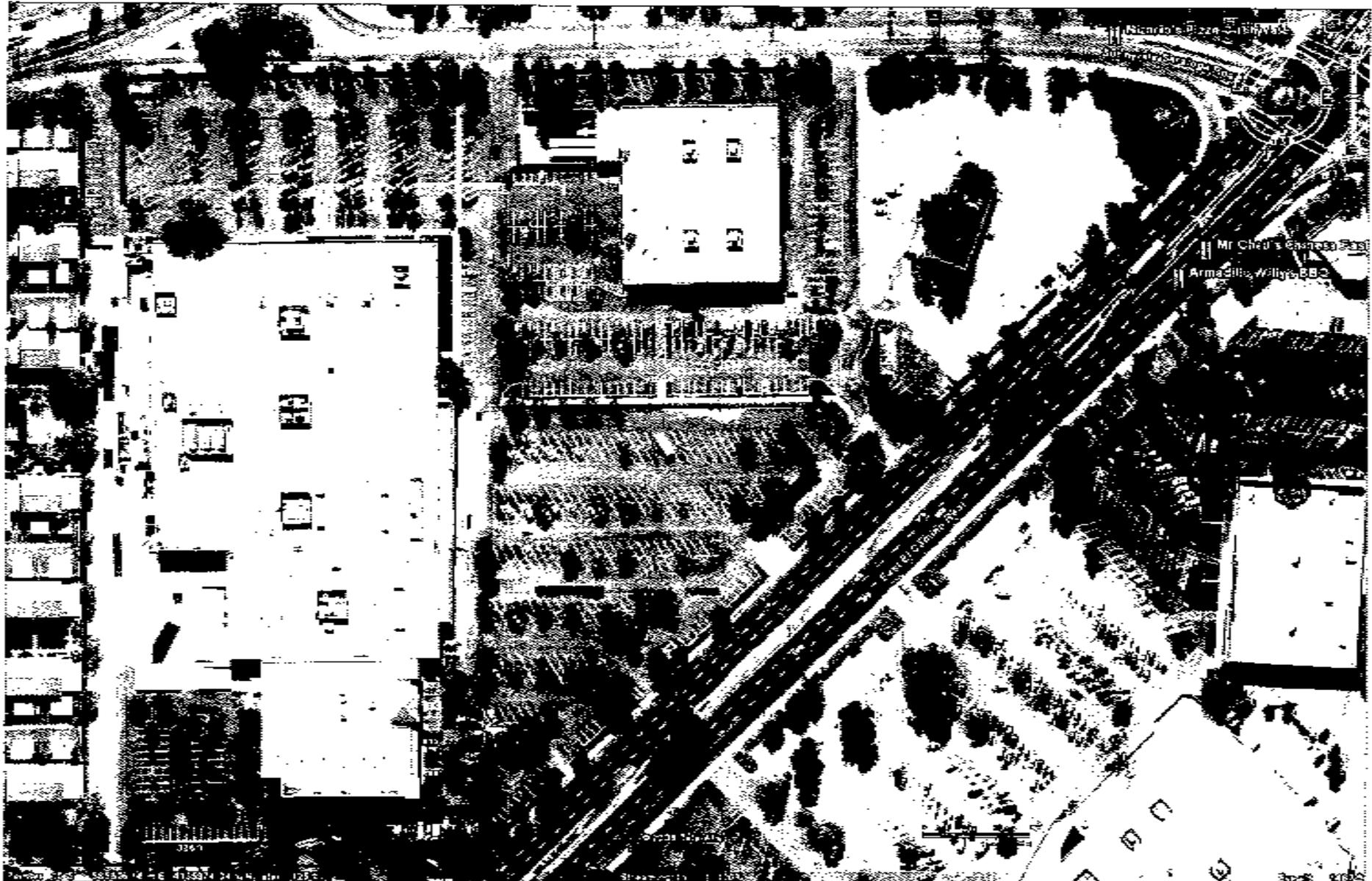
ALL

8.1.08

ATTACHMENT D

PC 8/10





# SUNNYVALE

A-2

SUNNYVALE SARACOGA ROAD

TOWERUS

PRESTONE

PAC N SALT

CRUC BARN

SPRINKLING

FEND

REF BOTS

**BUILDING SUMMARY**

PAC N SALT	2500 SF
CRUC BARN	2100 SF
SPRINKLING	2000 SF
FEND	1000 SF
REF BOTS	1000 SF
TOWERUS	2400 SF
PRESTONE	4000 SF
<b>TOTAL</b>	<b>15000 SF</b>

**PARKING SUMMARY**

EXISTING PARKING	3000 SPACES
NEW PARKING	1000 SPACES

**EXISTING  
SITE PLAN**



DEKANE DRIVE

**SUNNYVALE**



**A-3**

10/18

ATTACHMENT D



SUNNYVALE BRATTON ROAD

ST. MART  
EXISTING 200' x 150'

NEW PAVED  
COURT  
70' x 100'

FRENCH'S SENAY COURT  
40' x 60'

EXISTING 200' x 150'

NEW PAVED  
EXISTING PER 90'S  
70' x 100'

LEGEND

——— AVAILABLE PARKING SPACES  
——— NEW PAVED DRIVEWAYS  
——— DRIVE AND REVERSE DRIVEWAYS  
——— LIGHT AND DARK CURBS

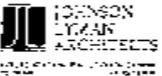
CIRCULATION PLAN



SUNNYVALE

A-5

1/24/08



ATTACHMENT D  
Page 2 of 19



NORTH ELEVATION

1/14/12 1/14/12



EAST ELEVATION

1/14/12 1/14/12



SOUTH ELEVATION

1/14/12 1/14/12



WEST ELEVATION

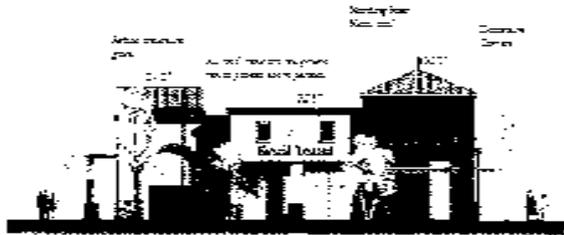
1/14/12 1/14/12

ATTACHMENT 2  
Page 6 of 10



**NORTH ELEVATION**

7-1-12 7-1-12



**SOUTH ELEVATION**

7-1-12 7-1-12



**WEST ELEVATION**

7-1-12 7-1-12



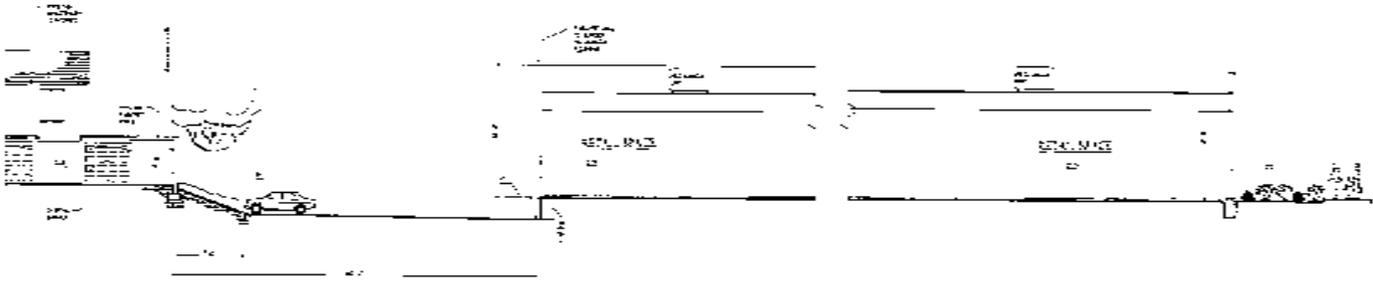
**EAST ELEVATION**

7-1-12 7-1-12

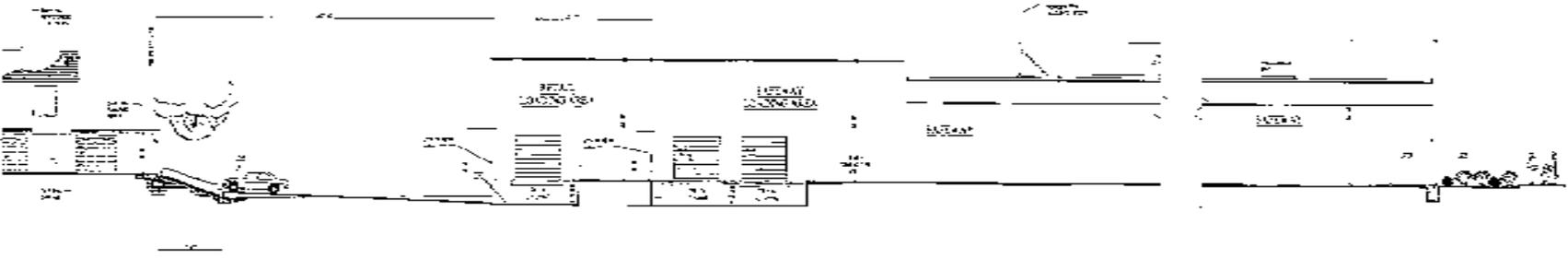


**NORTH ELEVATION**

7-1-12 7-1-12

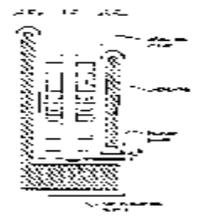
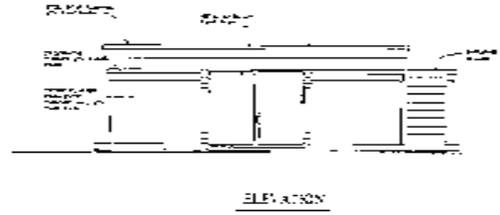
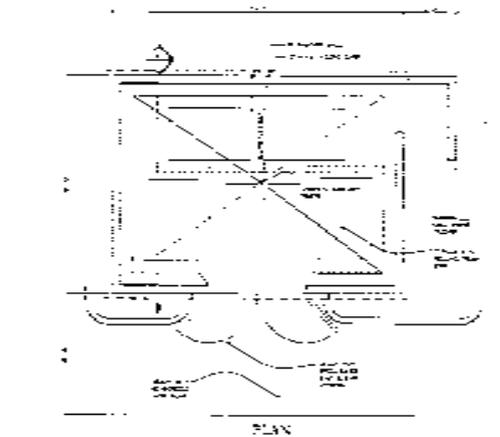


SECTION A - THROUGH RETAIL SPACE



SECTION B - THROUGH SAFEWAY LOADING DOCK

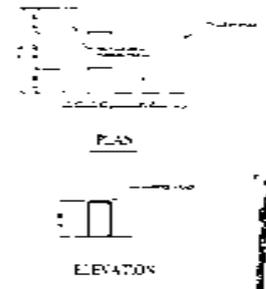
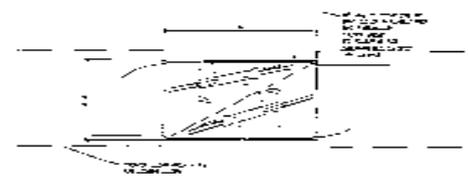
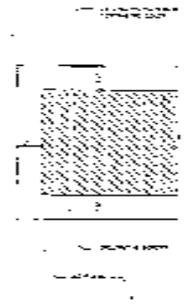
SUNNYVALE



15 ACCESSIBLE PARKING STALL

55 TRASH ENCLOSURE

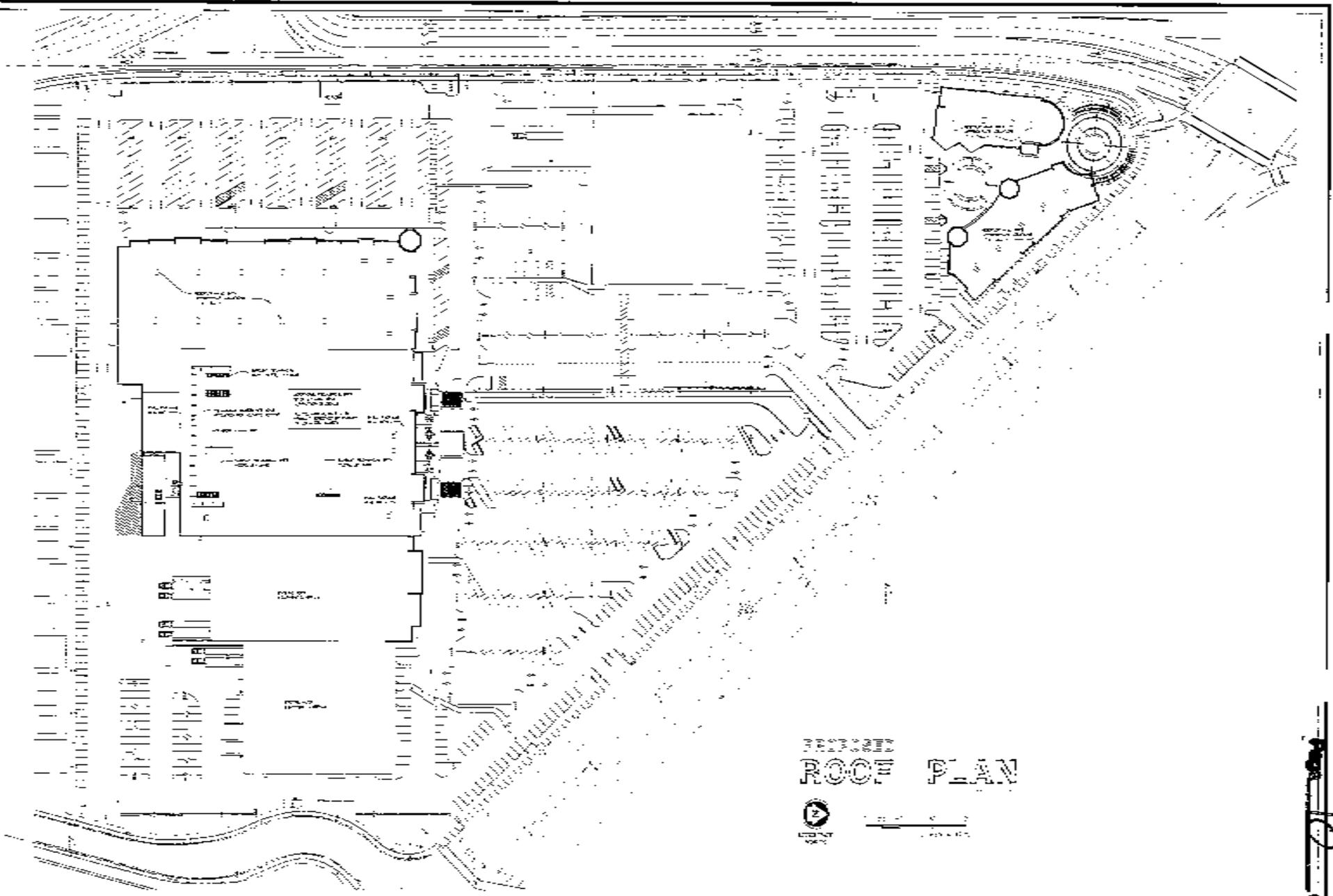
95 CART CORRAL



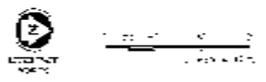
59 DECORATIVE CROSSWALK

79 BIKE LOCKER

99 BIKE RACK



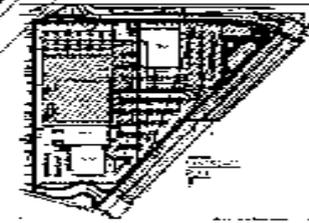
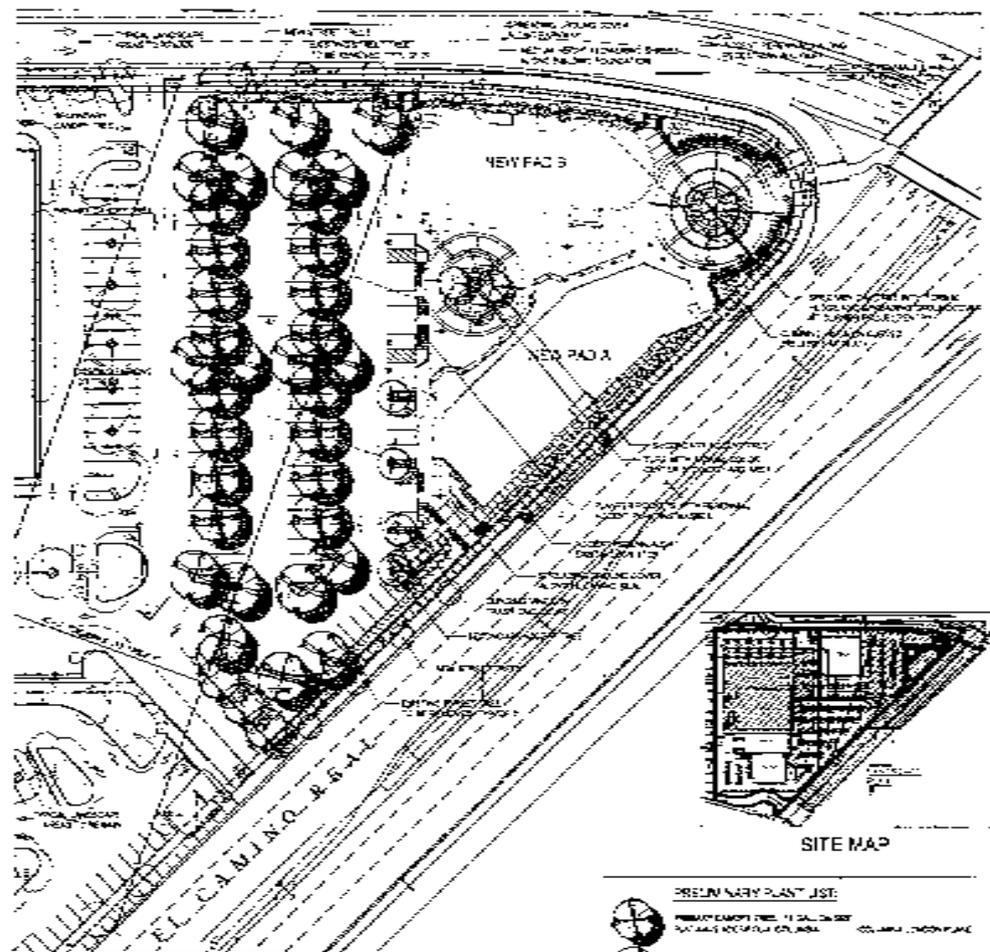
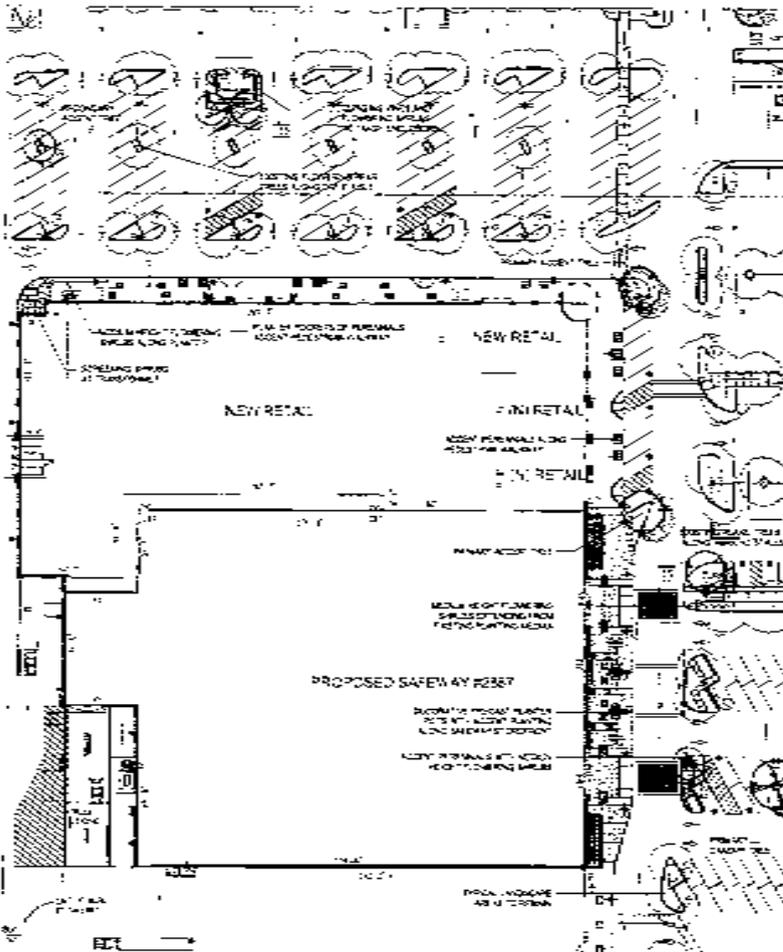
PROJECT  
ROOM PLAN



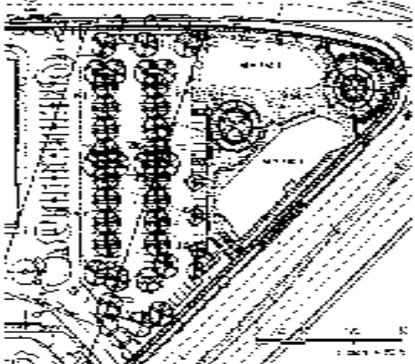
SUNNYVALE

A-10

SCALE



SITE MAP



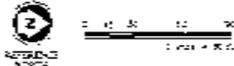
**SHADE CREDIT**

1. 10' x 10' 1.00  
 2. 12' x 12' 1.50  
 3. 14' x 14' 2.00

**TREES COUNTED & SHADE CALCULATION**

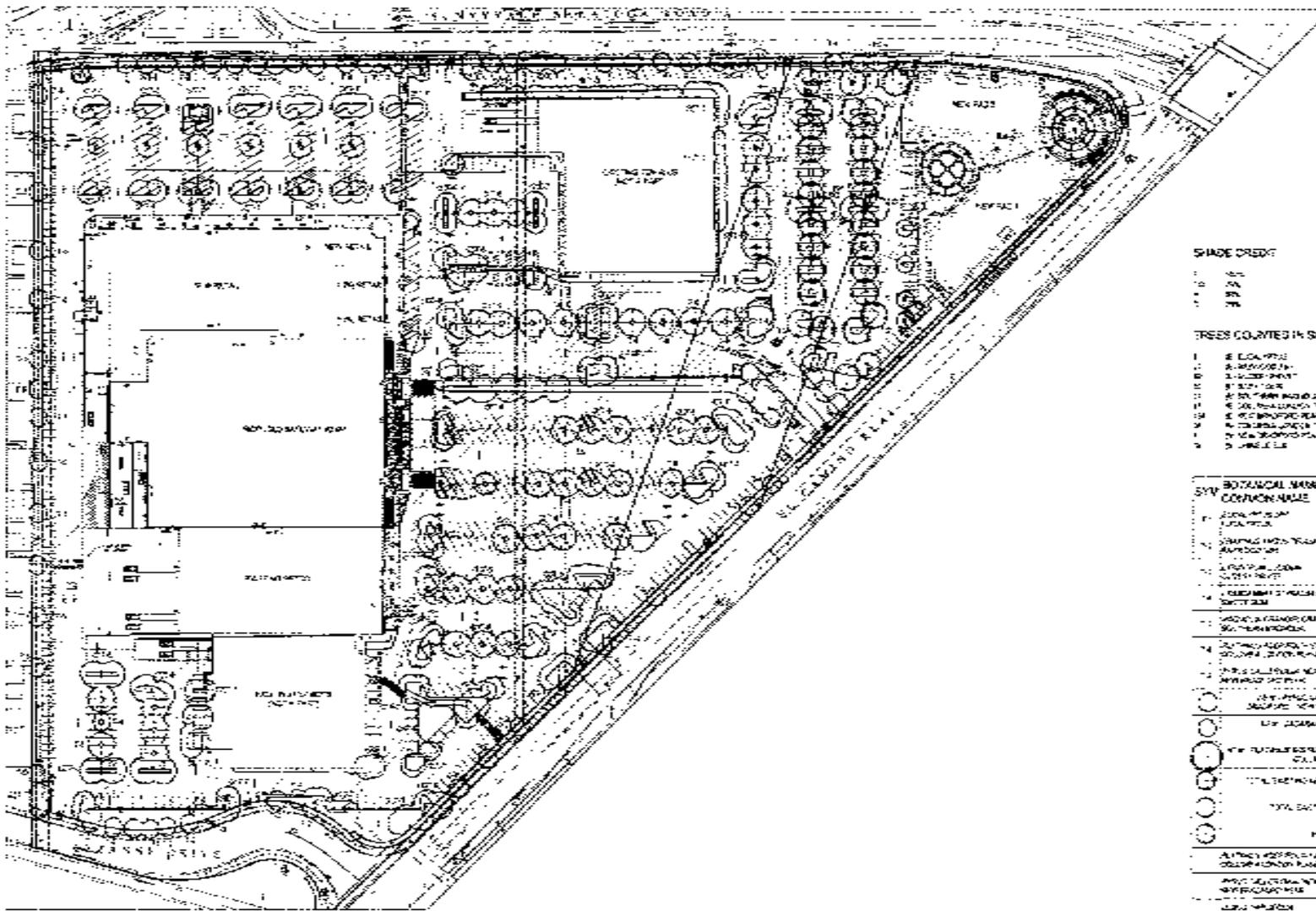
BOTANICAL NAME	FULL	3/4	HALF	1/4	TOTAL
COMMON NAME	SF.	SF.	SF.	SF.	SF.
1. 10' x 10' NEW PAC BUILDING A	10				10.00
2. 12' x 12' NEW PAC BUILDING B	12				12.00
3. 14' x 14' NEW PAC BUILDING C	14				14.00
TOTAL	36	0	0	0	60.00

1. 14' x 14' 2.00  
 2. 12' x 12' 1.50  
 3. 10' x 10' 1.00



- PRELIMINARY PLANT LIST:**
- 1. 10' x 10' NEW PAC BUILDING A
  - 2. 12' x 12' NEW PAC BUILDING B
  - 3. 14' x 14' NEW PAC BUILDING C
  - 4. 16' x 16' NEW PAC BUILDING D
  - 5. 18' x 18' NEW PAC BUILDING E
  - 6. 20' x 20' NEW PAC BUILDING F
  - 7. 22' x 22' NEW PAC BUILDING G
  - 8. 24' x 24' NEW PAC BUILDING H
  - 9. 26' x 26' NEW PAC BUILDING I
  - 10. 28' x 28' NEW PAC BUILDING J
  - 11. 30' x 30' NEW PAC BUILDING K
  - 12. 32' x 32' NEW PAC BUILDING L
  - 13. 34' x 34' NEW PAC BUILDING M
  - 14. 36' x 36' NEW PAC BUILDING N
  - 15. 38' x 38' NEW PAC BUILDING O
  - 16. 40' x 40' NEW PAC BUILDING P
  - 17. 42' x 42' NEW PAC BUILDING Q
  - 18. 44' x 44' NEW PAC BUILDING R
  - 19. 46' x 46' NEW PAC BUILDING S
  - 20. 48' x 48' NEW PAC BUILDING T
  - 21. 50' x 50' NEW PAC BUILDING U
  - 22. 52' x 52' NEW PAC BUILDING V
  - 23. 54' x 54' NEW PAC BUILDING W
  - 24. 56' x 56' NEW PAC BUILDING X
  - 25. 58' x 58' NEW PAC BUILDING Y
  - 26. 60' x 60' NEW PAC BUILDING Z

NEW PAC BUILDINGS A & B PARKING LOT SHADE PLAN



SHADE CREDIT

- 100% 100%
- 75% 75%
- 50% 50%
- 25% 25%
- 0% 0%

TREES COUNTED IN SHADE CALCULATION

- 1 10' EUCALYPTUS
- 2 12' EUCALYPTUS
- 3 14' EUCALYPTUS
- 4 16' EUCALYPTUS
- 5 18' EUCALYPTUS
- 6 20' EUCALYPTUS
- 7 22' EUCALYPTUS
- 8 24' EUCALYPTUS
- 9 26' EUCALYPTUS
- 10 28' EUCALYPTUS
- 11 30' EUCALYPTUS
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- 92 192' EUCALYPTUS
- 93 194' EUCALYPTUS
- 94 196' EUCALYPTUS
- 95 198' EUCALYPTUS
- 96 200' EUCALYPTUS
- 97 202' EUCALYPTUS
- 98 204' EUCALYPTUS
- 99 206' EUCALYPTUS
- 100 208' EUCALYPTUS

SYN	BOTANICAL NAME	FULL SP	1/4 HALF SP	1/4 SP	TOTAL SP
1	ACACIA SPINOSA	100			100
2	ALBIZIA JULIBRISSE	100			100
3	ALBIZIA JULIBRISSE	100			100
4	ALBIZIA JULIBRISSE	100			100
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77	ALBIZIA JULIBRISSE	100			100
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81	ALBIZIA JULIBRISSE	100			100
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98	ALBIZIA JULIBRISSE	100			100
99	ALBIZIA JULIBRISSE	100			100
100	ALBIZIA JULIBRISSE	100			100

TOTAL TREE SHADE: 100%  
 TOTAL TREE SHADE: 100%  
 TOTAL TREE SHADE: 100%

### 3 FIXTURE SCHEDULE

SYMBOL	DESCRIPTION	QUANTITY	UNIT
1	1/2" DIA. FLUORESCENT LIGHT FIXTURE	1	EA
2	1/2" DIA. FLUORESCENT LIGHT FIXTURE	1	EA
3	1/2" DIA. FLUORESCENT LIGHT FIXTURE	1	EA
4	1/2" DIA. FLUORESCENT LIGHT FIXTURE	1	EA

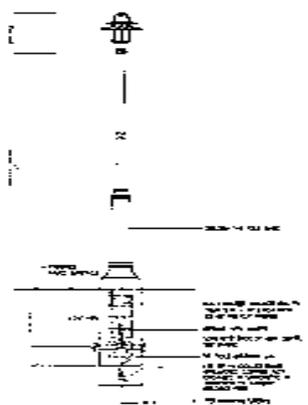
- ### 4 FIXTURE SCHEDULE NOTES
1. ALL FIXTURES TO BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
  2. ALL FIXTURES TO BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC).
  3. ALL FIXTURES TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  4. ALL FIXTURES TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  5. ALL FIXTURES TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  6. ALL FIXTURES TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  7. ALL FIXTURES TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  8. ALL FIXTURES TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.

- ### 1 SYMBOLS
- 1. ALL SYMBOLS TO BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
  - 2. ALL SYMBOLS TO BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC).
  - 3. ALL SYMBOLS TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  - 4. ALL SYMBOLS TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  - 5. ALL SYMBOLS TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  - 6. ALL SYMBOLS TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  - 7. ALL SYMBOLS TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  - 8. ALL SYMBOLS TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.

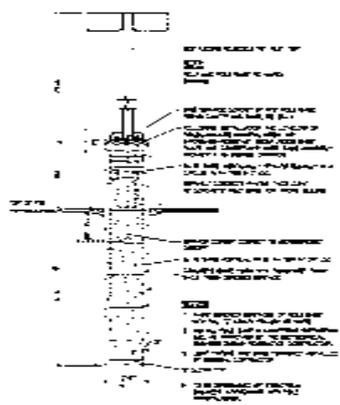
- ### 2 ELECTRICAL NOTES
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  3. ALL ELECTRICAL WORK TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  4. ALL ELECTRICAL WORK TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  5. ALL ELECTRICAL WORK TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  6. ALL ELECTRICAL WORK TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  7. ALL ELECTRICAL WORK TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  8. ALL ELECTRICAL WORK TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.

- ### 5 KEYED NOTES
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  2. ALL KEYED NOTES TO BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC).
  3. ALL KEYED NOTES TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  4. ALL KEYED NOTES TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  5. ALL KEYED NOTES TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
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  7. ALL KEYED NOTES TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.
  8. ALL KEYED NOTES TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.

- ### 8 NOEL OF OP-ANGE
- 1. ALL NOEL OF OP-ANGE TO BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
  - 2. ALL NOEL OF OP-ANGE TO BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC).
  - 3. ALL NOEL OF OP-ANGE TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL ELECTRICAL CODES.

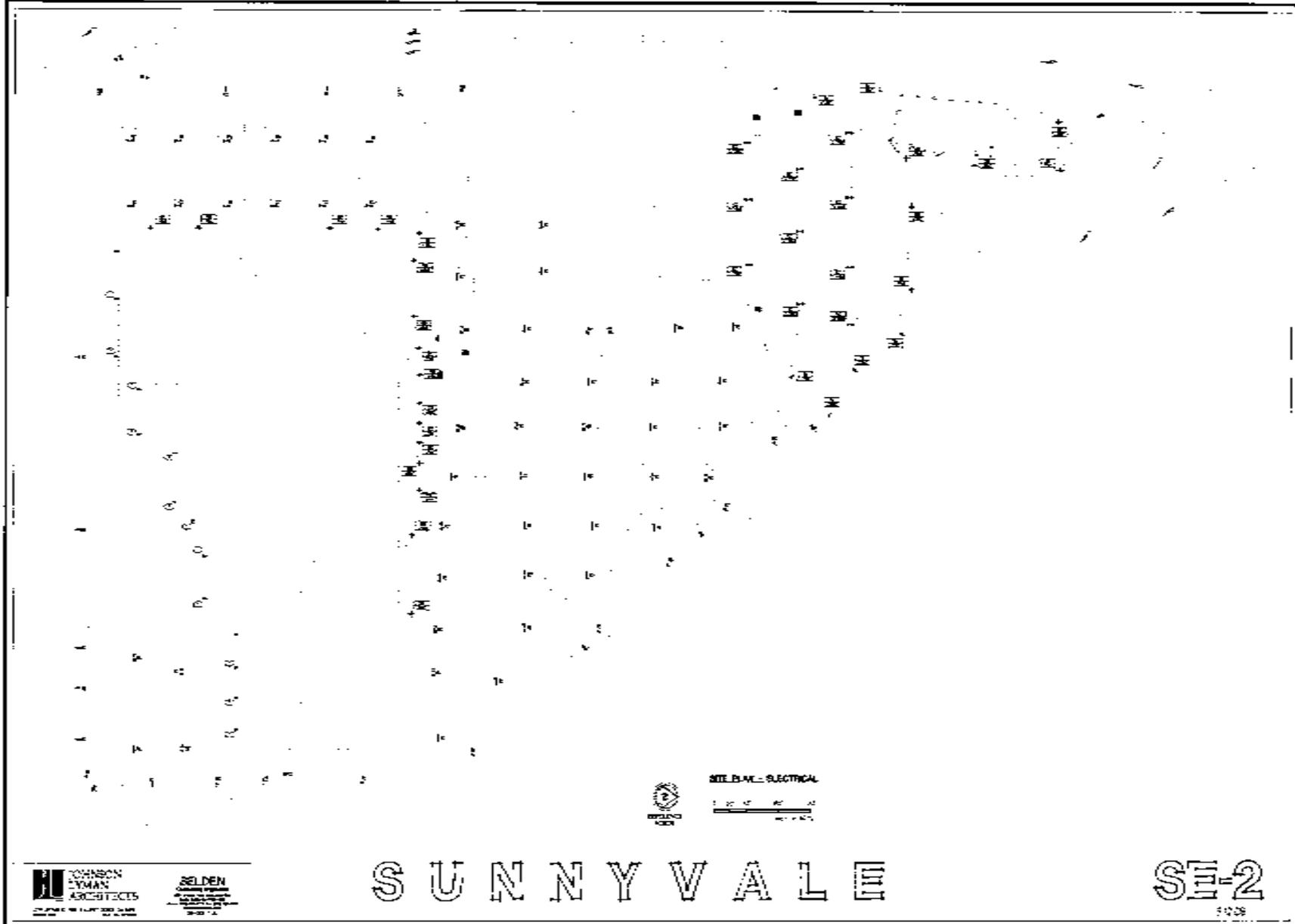


7 COORDINATE LAMPING '00



6 BASE FOR LIGHT STANDARD

ATTACHMENT - D  
Page 13 of 19



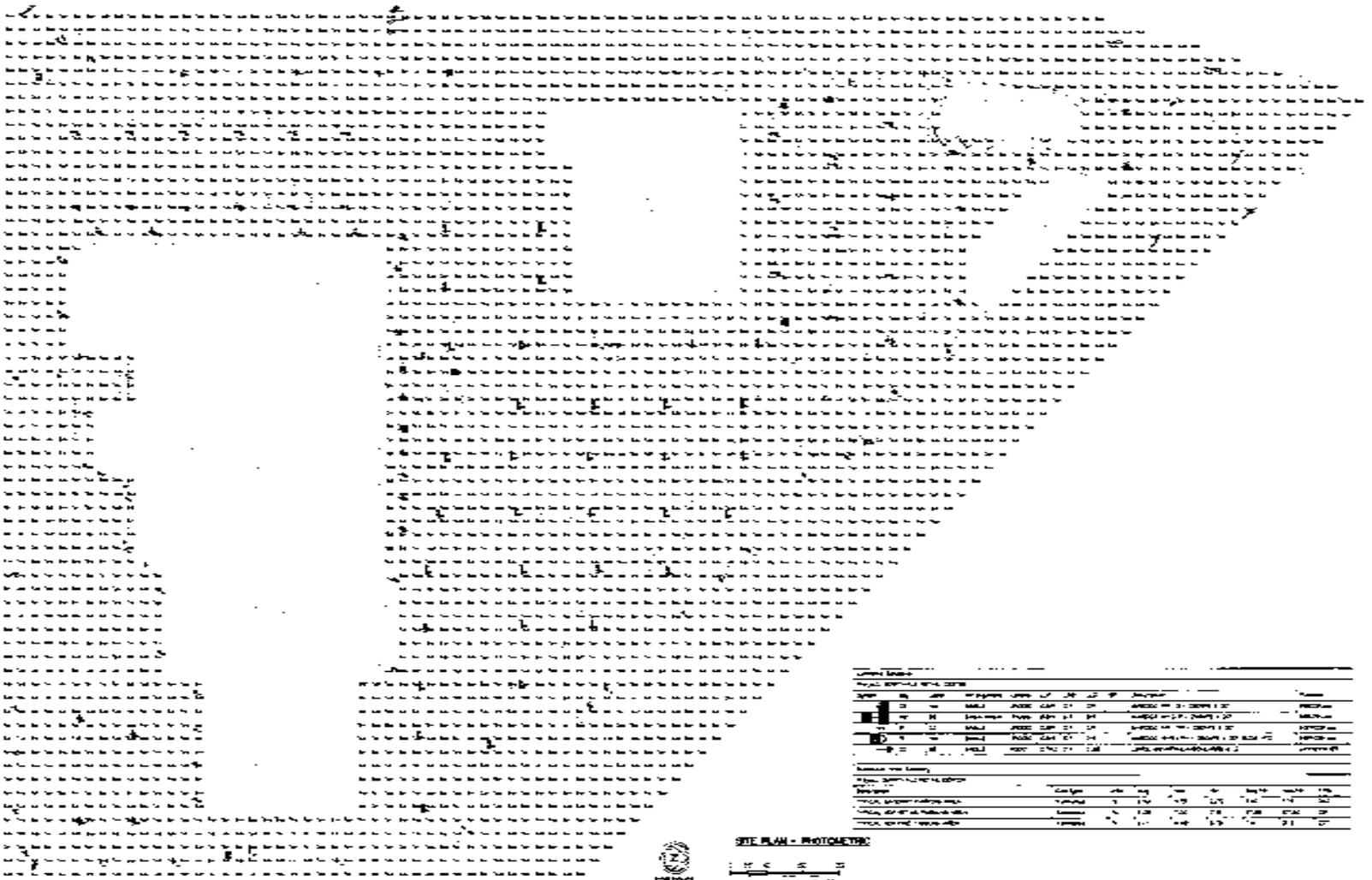
**JOHNSON  
LYMAN  
ARCHITECTS**  
2000 W. 15th Street  
San Francisco, CA 94115  
415.774.1000

**SELDEN**  
ARCHITECTS  
1000 Market Street  
San Francisco, CA 94102  
415.774.1000

# SUNNYVALE

**SE-2**  
1000

DATE: 10/15/2010 10:00 AM



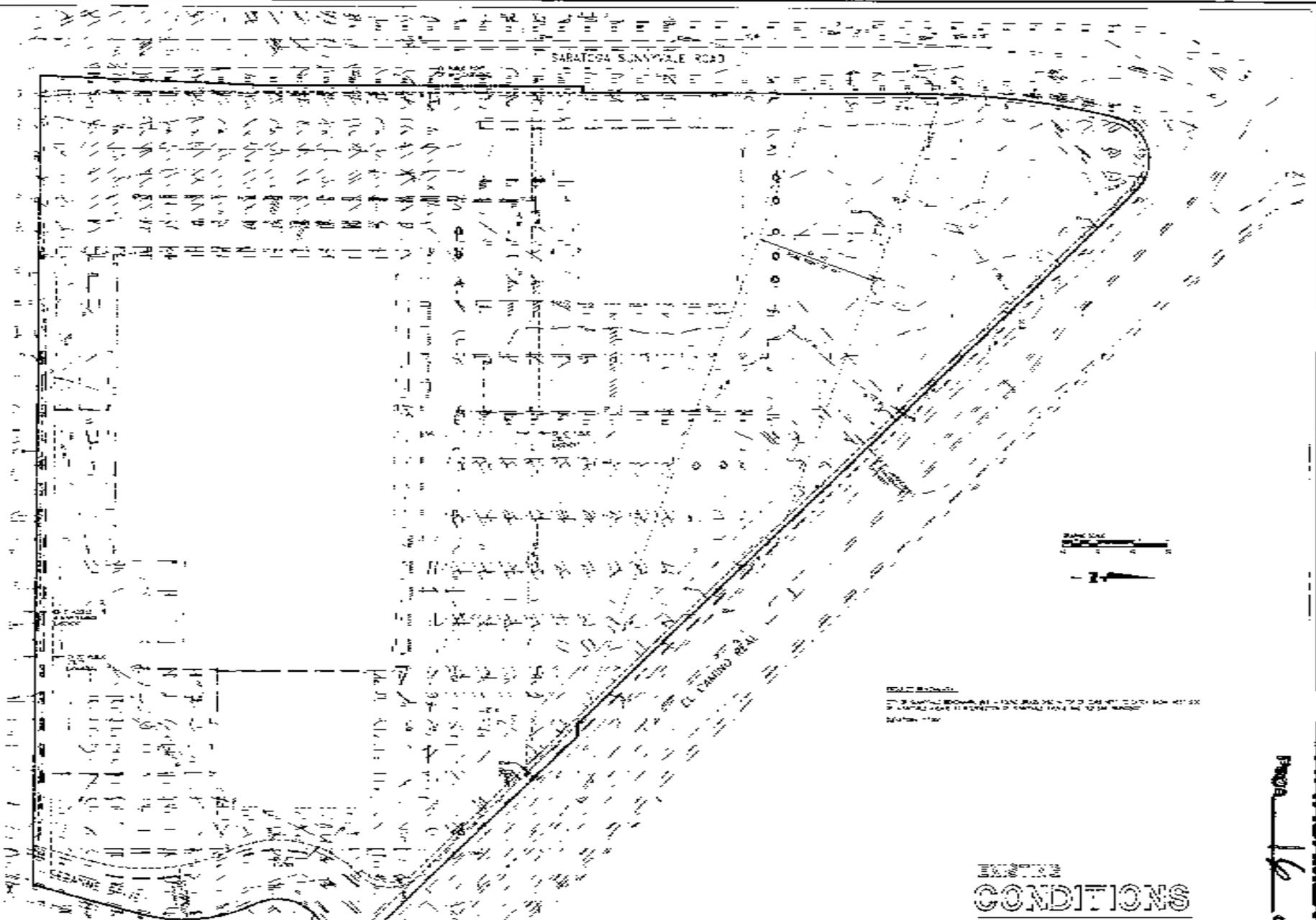
NO.	DATE	BY	DESCRIPTION
1	10/15/08	MLL	PRELIMINARY SITE PLAN
2	10/22/08	MLL	REVISIONS TO PRELIMINARY SITE PLAN
3	11/05/08	MLL	FINAL SITE PLAN
4	11/12/08	MLL	REVISIONS TO FINAL SITE PLAN
5	11/19/08	MLL	FINAL SITE PLAN

SITE PLAN - PHOTOGRAPHIC  
 1" = 100'

**JOHNSON LYMAN ARCHITECTS**  
 100 WEST 10TH STREET, SUITE 200  
 BLDG 100  
 BLDEN, NJ 07004  
 TEL: 908.426.1000  
 FAX: 908.426.1001  
 WWW.JLARCHITECTS.COM

# SUNNYVALE

**SI-3**  
 11/12/08



EXISTING  
CONDITIONS

CO

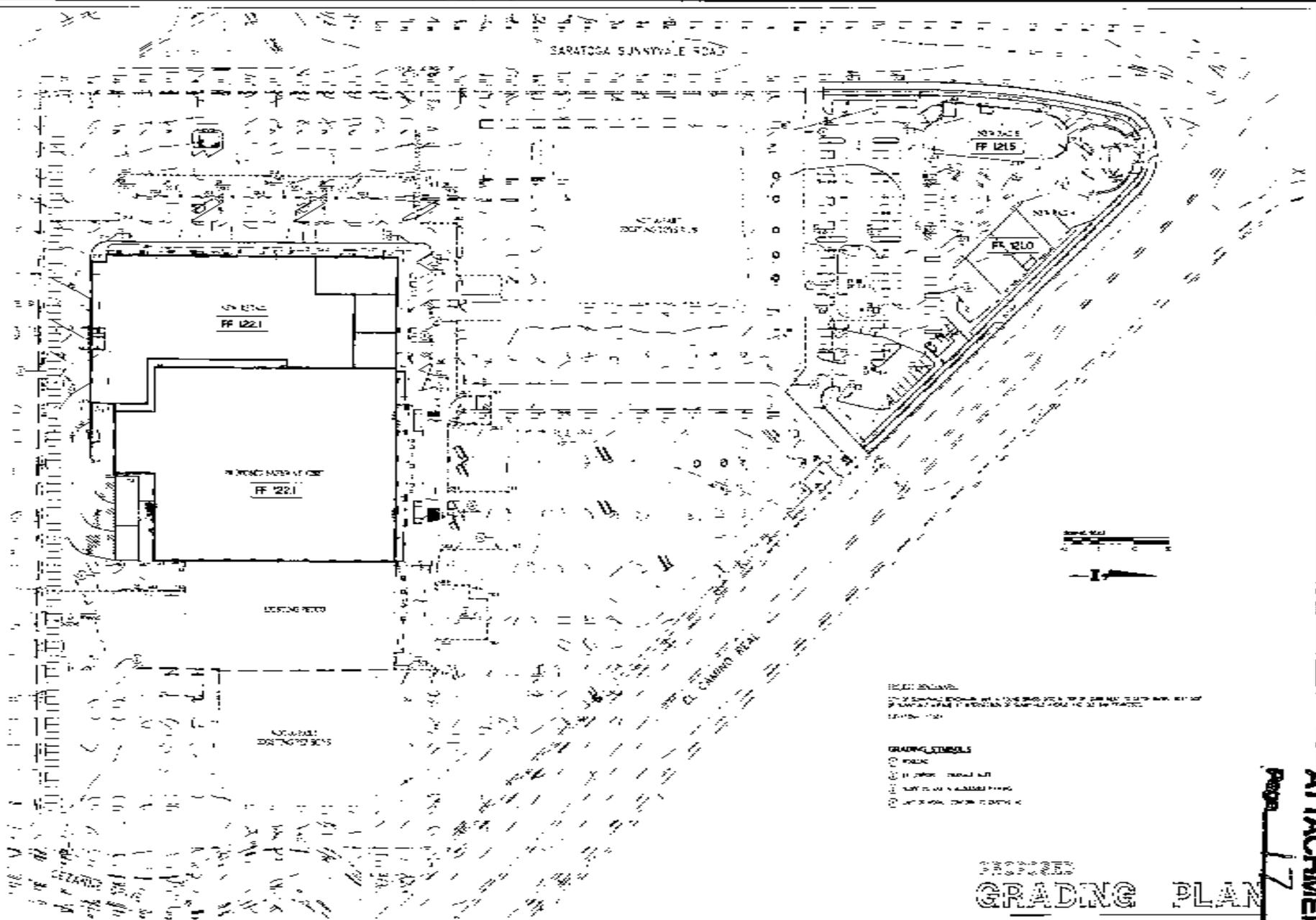
SUNNYVALE

JOHNSON  
LYMAN  
ARCHITECTS

BKF  
BKF & ASSOCIATES  
ARCHITECTS

# PROPOSED GRADING PLAN

## C1



**PROJECT GENERAL:**  
 THIS GRADING PLAN IS TO BE USED IN CONJUNCTION WITH THE PROPOSED GRADING PLAN FOR THE PROJECT AND SHALL BE USED TO DETERMINE THE PROPOSED GRADING FOR THE PROJECT.

- GRADING SYMBOLS**
- FINISH
  - EXISTING
  - CUT TO BE MAINTAINED
  - FILL TO BE MAINTAINED
  - CUT TO BE MAINTAINED

**JOHNSON LYMAN ARCHITECTS**  
 10000 SUNNYVALE ROAD  
 SUITE 100  
 SUNNYVALE, CA 94086  
 TEL: 415.335.1234  
 FAX: 415.335.1235  
 WWW: JLYMAN.COM

**BKF**  
 BRUNNEN  
 10000 SUNNYVALE ROAD  
 SUITE 100  
 SUNNYVALE, CA 94086  
 TEL: 415.335.1234  
 FAX: 415.335.1235  
 WWW: BKF.COM

# SUNNYVALE

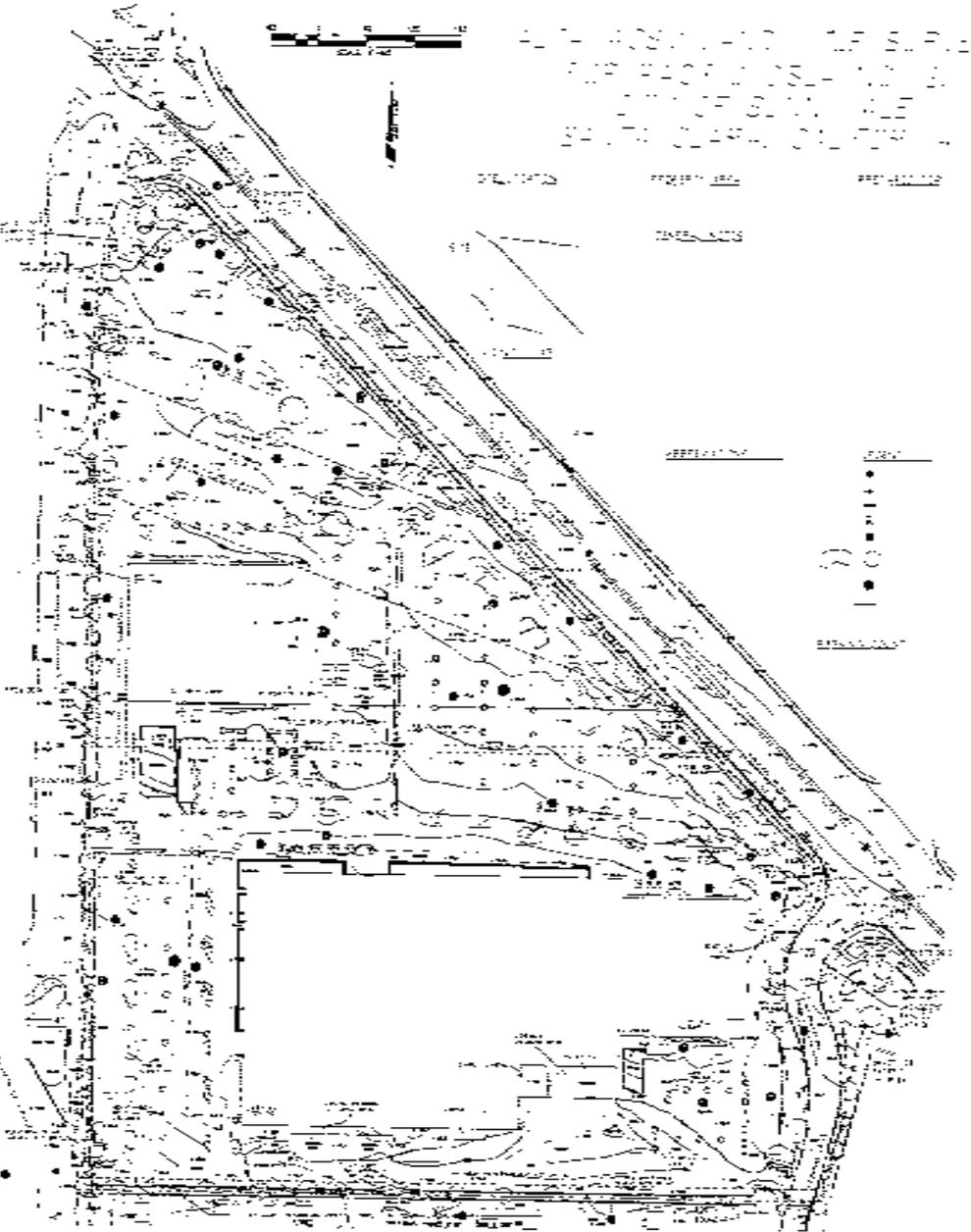


C-19



REB  
REGISTERED PROFESSIONAL ENGINEER  
SHEET 1 OF 1

# SUNNYVALE

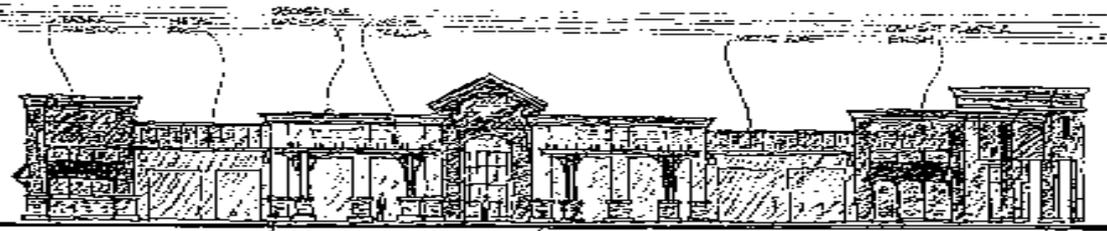


PROPOSED	EXISTING
REMOVED	REMOVED
REMOVED	REMOVED

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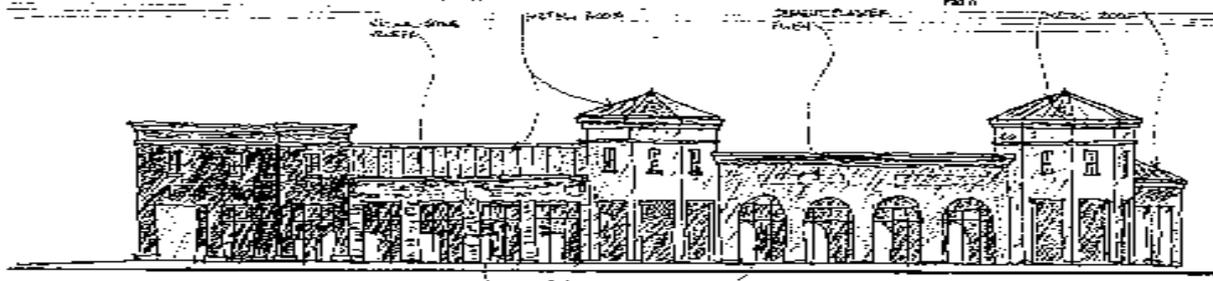
EAST ELEVATION

1" = 10' Pd.A



SOUTH ELEVATION

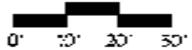
1" = 10' Pd.A



WEST ELEVATION

1" = 10' Pd.A

SUNNYVALE



A6

JOHNSON  
LYMAN  
ARCHITECTS, LLC  
1417 Lincoln Street, 4th Floor, Denver, CO 80202  
303.733.1100

ATTACHMENT E  
2 of 2



## Sunnyvale Pad Buildings

El Camino Real & Sunnyvale Saratoga Roads, Sunnyvale

### Project Description

6/4/08

This project provides for the renovation of much of the existing shopping center at the south-east corner of El Camino Real and Sunnyvale Saratoga Road. The existing buildings include a mixture of retail tenants: Pak 'N Save, Drug Barn (vacant), Shoe Pavilion, Petco, Pep Boys, Toys R Us and Firestone. The center will be remodeled per two separate planning applications. Pep Boys and Toys R Us buildings are not included in the proposed renovations.

#### **Safeway Application (not a part):**

Work includes demolition of 113,320 sf of building (Pak 'N Save, Drug Barn and Shoe Pavilion) and replacement with a 64,535 sf Safeway and 45,495 sf of retail (tenants to be determined). See separate application for this work by Safeway.

#### **Pacific Development Group Application:**

Work includes demolition of the existing 4,525 sf Firestone and replacement with two corner pads totaling 18,339 sf +/- of new retail/commercial space. An existing PG&E tower easement through the site restricts positioning of the new retail buildings to the corner of the site as shown. In addition, the façade of the existing Petco space will be remodeled to provide for a more consistent architectural treatment with the new adjacent Safeway façade.

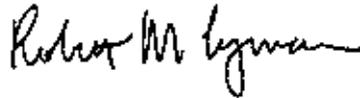
The site changes to accommodate the two new pad buildings will include the following items:

1. Parking modifications to provide new 90 degree parking stalls and required accessible stalls, new landscaped planters and trees to provide the required 50% shading of the parking.
2. Building and site improvements will require removal and replacement of most of the existing landscaping at the project perimeter. We are assuming that there will be all new landscaping at the project perimeter where adjacent to the new buildings. See site plan for proposed extent. New landscaping and trees will be provided at the new parking area. Trees will be provided in sufficient size and quantity to provide the required 50% shading of the new parking area. Two existing driveways that served the Firestone building will be removed and replaced with sidewalk and landscaping.
3. The facing pad buildings will form a new pedestrian plaza. The corner of site remains open to provide additional pedestrian areas with an opportunity for outdoor seating. The curved seat walls and metal trellises provide a sense of enclosure and pedestrian scale at the corner plaza.
4. The existing utilities will be modified as required to provide for the new pad buildings. The transformer location will need to be confirmed with PG&E, a suggested location has been shown on the site plan. Grading modifications will be minimal as the site is relatively flat. Storm water filtration solutions will be provided by the Civil Engineer. Please refer to the civil "C" sheets.
5. Trash area for Pad A will be located near the El Camino Real frontage, however it is separated by 20' of landscaping from the back of sidewalk. The enclosure will be masonry construction with a roof. The trash area for Stores B will be located within the building envelope.

The proposed pad buildings will total approximately 18,339 sf and will be speculative multi-tenant retail/commercial. The new buildings will feature a variety of interesting architectural forms to provide pedestrian scale and visual relief.

Exterior materials include: natural stone veneer, plaster, curved metal canopies, fabric awnings and metal trellises. The pad buildings are a maximum of 32' high and will provide a minimum 15' landscaped setback from back of the existing city sidewalk on both street frontages.

By



Robert M. Lyman, AIA C19,215  
JOHNSON LYMAN ARCHITECTS



# USE PERMIT/SPECIAL DEVELOPMENT PERMIT JUSTIFICATIONS for corner Pad Buildings

One of the two following findings must be made in order to approve a Use Permit or Special Development Permit application.

---

The Sunnyvale Municipal code states that at least one of the following two justifications must be met before granting the Use Permit or Special Development Permit. Please provide us information on how your project meets **at least one** of the following criteria.

1. The proposed use attains the objectives and purposes of the General Plan of the City of Sunnyvale as the project ...

OR

2. The proposed use ensures that the general appearance of proposed structures, or the uses to be made of the property to which the application refers, will not impair either the orderly development of, or the existing uses being made of, adjacent properties as ...

1. The two corner commercial pad buildings are not adjacent to any sensitive properties. The buildings are bordered by El Camino Real, Sunnyvale Saratoga Road and the remainder of the project site to the south.
2. The new pad buildings will comply with all city zoning requirements and therefore should not impair development of any adjacent property.
3. New uses will provide an increased diversity of commercial services provided to the residents and improvement of the projects aesthetics.

If you need assistance in answering either of these justifications, contact the Planning Division staff at the One-Stop Permit Center.