



**CITY OF SUNNYVALE
REPORT
Planning Commission**

August 11, 2008

SUBJECT: **2008-0457 - Johnson Lyman Architects** [Applicant]
Pacific Dsla No 2 [Owner]: Application for a property located
at **150 E. El Camino Real** (at Cezanne Dr.) in a C-2/ECR
(Highway Business/Planned Development) Zoning District.

Motion 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 new total of
110,025 square feet.

REPORT IN BRIEF

Existing Site Conditions Retail building within an existing shopping center

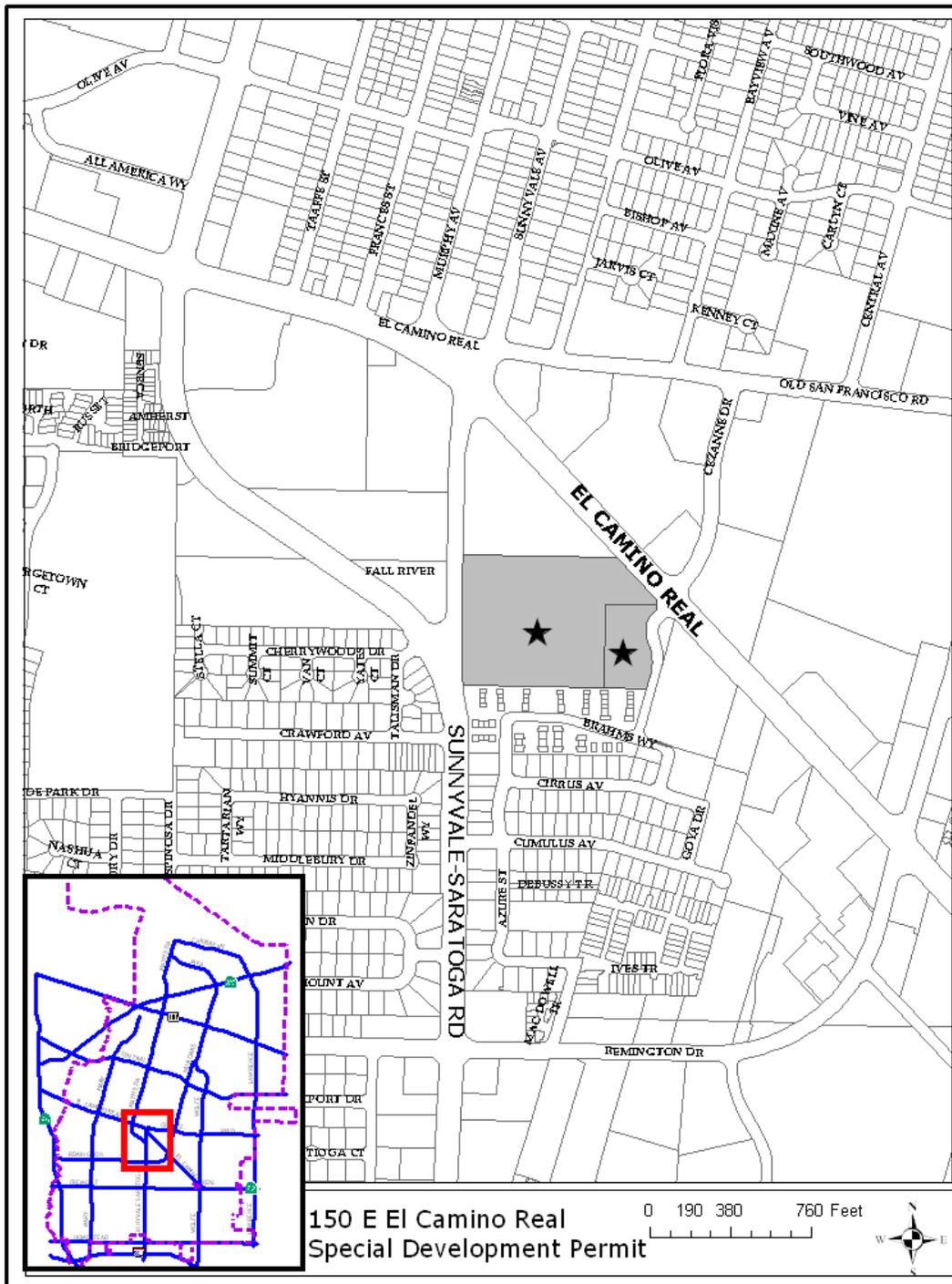
Surrounding Land Uses

North	Shopping Center
South	Residential Development
East	Shopping Center
West	Shopping Center

Issues Landscaping, building height 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

	EXISTING	PROPOSED	REQUIRED/ PERMITTED
General Plan	Commercial General Business	Same	Commercial General Business
Zoning District	C-2/ECR	Same	C-2/ECR
Lot Size (s.f.) (Pak N Save/Pep Boys)	728,837 (836,278 total)	Same	None
Gross Floor Area (s.f.)	207,947	204,927 (223,266 total)*	255,093 max. (292,697 total)
Lot Coverage (%)	25.4%	26.7%*	35% max.
No. of Buildings On- Site	2 (3 total)	2 (4 total)	---
Distance Between Buildings	210' (to Toys R Us building)	Same	20' min.
Building Height (ft.)	24'	20-33'	30' max. (if within 75' of 2-story homes)
No. of Stories	1	1	8 max.
Setbacks			
Front (El Camino Real)	100' (Pep Boys)- 740' (new retail)	Same	Per Precise Plan Node Concept
Front (Sunnyvale- Saratoga Rd.)	190'	Same	Per Precise Plan Node Concept
Rear (adjacent to residential)	200' (Pep Boys)- 90' (Pak N Save)	200' (Pep Boys)- 60' (new retail)	10' minimum
Landscaping			
Total Landscaping	54,369 (7.4%)	51,169 (7%)**	145,767 (20%) min.
Frontage Width (ft.)	6-20'	Same	15 ft. min.
Buffer (ft.) Adjacent to Residential	10'	Same	10 ft. min.
Parking Lot Area Shading (%)	40%	40%**	50% min. in 15 years



	EXISTING	PROPOSED	REQUIRED/ PERMITTED
Water Conserving Plants (%)	Unknown	70%	70% min.
Parking (total shopping center)			
Total Spaces	936	994	992 min.
Standard Spaces	Unknown	914	893 min.
Compact Spaces/ % of Total	Unknown	80 (8%)	99 (10%) max.
Accessible Spaces	Unknown	28	21 min.
Bicycle Parking	Unknown	34 (6 Class I, 28 Class II)	34 min. (6 Class I, 28 Class II)
Stormwater (total shopping center)			
Impervious Surface Area (s.f.)	761,479	759,146	---
Impervious Surface (%)	91%	90.7%	---

★ Starred items indicate deviations from Sunnyvale Municipal Code requirements.

* Includes pending Special Development Permit 2008-0456, which includes redevelopment of the Firestone property, parking lot and landscaping areas.

**An approval of Special Development Permits 2008-0457 (subject property) and 2008-0456 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. Additionally, approval of the two projects would result in 41.2% of the shopping center to be shaded within 15 years, where 50% minimum is required.

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

several buildings being occupied by a variety of tenants and a mix of uses. The proposed project involves the demolition of over half of the main building within the shopping center, and reconstruction of new retail tenant spaces. The following table provides overall site status information for the entire shopping center:

Tenants:	Status:
Pep Boys (25,109 sq. ft.)	No change
Petco (30,288 sq. ft.)	Façade modifications
Pak N Save, Drug Barn, Shoe Pavillion (113,120 sq. ft.)	2008-0457: Proposed Safeway and new retail tenant spaces (110,030 sq. ft.)
Toys R Us (39,500 sq. ft.)	No change
Firestone Tires (4,525 sq. ft.)	2008-0456: Proposed retail (18,339 sq. ft.)

The subject application for the Safeway area includes deviations from the following requirements, which may be considered by the Planning Commission through a Special Development Permit: building height, total landscaping, frontage width and parking lot shading.

A separate Special Development Permit for this shopping center is also being considered under a separate application (2008-0456), 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.

File Number	Brief Description	Hearing/Decision	Date
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

File Number	Brief Description	Hearing/Decision	Date
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. The most recent modifications to the existing landscaping area for this portion of the shopping center was approved in 1994, in conjunction with the approved SDP for Pep Boys.

Environmental Review

A Negative Declaration for the entire shopping center (in conjunction with Special Development Permit application 2008-0456) 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.

Special Development Permit

Detailed Description of Use: The shopping center is currently developed with three buildings. A separate Special Development Permit (2008-0456) addresses the redevelopment of the corner building, which is currently occupied by Firestone Tires (automotive repair). A second building is located just south of

Firestone Tires, along Sunnyvale-Saratoga Road, and is currently occupied by Toys R Us and Babies R Us (retail). 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 main building is currently used by retail and automotive repair uses, which include Pep Boys, Petco, (former) Shoe Pavillion, (former) Drug Barn and Pak N Save. The proposed project will retain the existing Pep Boys and Petco uses, and will create five new retail tenant spaces. The largest tenant space will be occupied by Safeway, and will be reoriented to face El Camino Real. The new Safeway store will provide the standard grocery store amenities, plus food service and dining areas.

Uses for the remaining four tenant spaces have not been identified by the applicant. 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, 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. However, per SMC 19.20.030, other uses, such as recreational facilities (including gyms) and educational uses do require 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 issue is that 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. The application must, however, conform to other aspects of the Precise Plan.

Site Layout: The proposed project is for the demolition of over half of the existing main building within the shopping center. The tenant spaces occupied by Pak N Save, (former) Drug Barn and (former) Shoe Pavillion will be demolished. The tenant spaces occupied by Petco and Pep Boys will be retained, with upgrades proposed to the Petco building façade. New tenant spaces will be reconstructed in place of the demolished area, and will be

generally located within the same building envelope. The total size of the main building will be reduced by approximately 3,000 square feet. Landscaping and parking lot areas are dispersed throughout the parking lot, and are mostly located in front of the main building. Minor changes will be made to the existing parking lot and landscaping areas.

Setbacks: An existing two-story townhome development is located directly to south (rear) of the main building. Currently, the rear setback varies from 200 feet (from Pep Boys) to 90 feet (from Pak N Save). While the rear setback from Pep Boys will not be modified, the new tenant spaces will be approximately 60 feet from the rear property line, where a minimum of 10 feet is required. Setbacks along the Sunnyvale-Saratoga and El Camino Real frontage for the main building will not be modified, which range from 100 feet to 740 feet.

Height: The existing building is approximately 24 feet in height. The reconstructed building will vary in height from 20 feet to 33 feet, where 30 feet is the maximum height permitted. Staff finds that the 3 feet being requested over the height limit is not justified. Therefore, staff recommends that the total height be reduced to not exceed 30 feet (Attachment B, Recommended Conditions of Approval).

Fences: The adjacent townhomes are graded almost 4 feet higher than the shopping center property. An existing masonry wall separates the two uses, which is approximately 8 feet in height on the residential properties and 11 feet in height on the shopping center property. No modifications are proposed to the existing masonry wall.

Loading Docks: No modifications are proposed for the loading dock areas that serve Petco and Pep Boys. The existing loading docks, which serve the remaining building, will be modified and incorporated into the architecture of the building. The loading docks will run parallel to the rear property line and will be designed with screening walls to reduce the visual impact and noise from the adjacent residential development. Additionally, the area has been designed to allow delivery trucks to back up into the docks into a sealed-off platform, which will allow the materials to be loaded into the building. As conditioned, the applicants shall work with an acoustical consultant to determine the appropriate structural design of the wall to meet the City's noise standards (Attachment B, Recommended Conditions of Approval).

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). Staff finds that the scope of the proposed project is not proportional to this substantial upgrade.

Therefore, staff finds that waiving this requirement is justified. Significant redevelopment of this property may trigger this requirement in the future. The companion application (2008-0456) is required to improve the corner pedestrian realm, as there is a direct connection to the proposed development.

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 project will not conflict with the existing PG&E easement, and all utilities will be placed underground per SMC 19.38. The existing high voltage PG&E lines will not be required to be placed underground, since they exceed the 34.5KV threshold for that requirement. 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 (Attachment B, Recommended Conditions of Approval).

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

Precise Plan for El Camino Real Design Guidelines (Site Layout)	Comments
<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>	The building entries will be oriented towards the two street frontages, which contributes to the streetscape of Sunnyvale-Saratoga Road and El Camino Real.
<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>	The site is encumbered by an existing PG&E easement that runs across the front of the property, which limits siting of main building towards the back of the property. As such, the parking lot is sited towards the front of the lot.

Architecture: The new retail tenant spaces and exterior remodel of Petco is designed with Mediterranean-style features, with stuccoed wall surfaces, stone veneers and trim and metal elements. Combinations of roof forms are

proposed, including varying flat roofs with decorative cornices and trim and rounded tower elements. Entries to the buildings are oriented towards the two street frontages, with arcade, metal trellises and awnings that provide shelter for pedestrians. Additional covered areas are proposed in front of Safeway, in order to accommodate outdoor dining areas. The entries are recessed from the face of the wall, with aluminum and glass storefronts. Varying wall planes help to break up the visual mass of the building along the street frontages.

The proposed architecture has been designed to be compatible with the existing Pep Boys elevation, which will not be modified (Attachment F, Elevation Showing Existing Pep Boys Building). The Pep Boys building elevations have similar architectural features, and the color hues will be compatible with the new building elevations. As conditioned by staff, the transition between the existing and new elevations shall be seamless (Attachment B, Recommended Conditions of Approval)

The applicant has been working with staff and the City's architectural consultant on the proposed architectural design. The City's architectural consultant is 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 corner lot. The consultant's main concern is that the rear elevation is plain and is not consistent with the structure's primary entry facades. As such, the consultant recommends that the project architect continue to work with staff on a final design of the rear elevation that meets the Precise Plan for El Camino Real Design Guidelines. The consultant recommends additional conditions of approval that ensure that the final plan is designed at the pedestrian scale, which are contained in Attachment B.

Roof-mounted Equipment: The buildings have been designed to consider future roof-mounted equipment. Section drawings have been provided on Sheet A-8 of the site and architectural drawings (see Attachment D), which show the line of site from the adjacent residential development to the south. The proposed parapet walls and roof plan provide adequate room for roof-mounted that is fully screened on all sides.

Trash Facilities: Three new trash facilities are proposed. One trash room is proposed along the rear elevation, and is designed to be part of the building. The trash room will be located 60 feet from the rear property line, and will service Safeway and one of the retail tenants facing Sunnyvale-Saratoga Road. The third trash facility is a trash compactor that is located directly in back of the Safeway store and is integrated into the building. Staff finds that this is an appropriate location, as it located in back of the loading dock area and screening wall and its visual and noise impacts will be minimized.

The third trash enclosure is proposed within the parking lot area facing Sunnyvale-Saratoga Road, which will be approximately 40 feet away from the front property line. The proposed design is inconsistent with the Precise Plan for El Camino Real Design Guidelines, which encourages trash facilities to be incorporated into the building envelope. As such, staff recommends that trash enclosure be removed from the parking lot area and be incorporated into the building envelope. The applicant shall work with staff to determine the appropriate wall treatment of the trash facility, to ensure that it will be compatible with the architectural design of the building. The applicant shall also work with the City’s Solid Waste Coordinator to ensure that that the trash enclosures are sufficient for all future tenants and meet the City standards (Attachment B, Recommended Conditions of Approval).

Cart Storage Facilities: Cart storage facilities have also been designed into the project, and are located within the parking lot with landscaping around the perimeter. Additional cart storage is proposed in front of Safeway, with a stone veneer screening wall that will be integrated into the architectural design of the building.

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.

Precise Plan for El Camino Real Design Guidelines (Architecture)	Comments
<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 street frontages, and will be designed for pedestrian scale.
<i>4.2.2 Integrate the design of all project buildings.</i>	The new portion of the main building will be compatible with the remaining building, the recently-remodeled Toys R Us building and the two proposed corner retail buildings.
<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: Existing landscaping is dispersed throughout the parking lot and along the street frontage. The existing shopping center is currently deficient with landscaping, frontage width and parking lot shading. These deficiencies are retained with the proposed project.

This portion of the shopping center (excluding corner retail development) has 54,369 square feet (7.4%) of landscaping area. The proposed project will remove approximately 4,400 square feet of landscaping, which is mostly adjacent to the existing Pak N Save building. Approximately 1,200 square feet of groundcover and trees will be added into the parking lot, resulting in a net loss of approximately 3,200 square feet of landscaping. Approximately 51,159 square feet, or 7%, of this portion of the shopping center will be landscaped. A minimum of 145,767 square feet, or 20%, is required. Therefore, the project exacerbates the existing total landscaping deficiency.

Although new trees will be added to the project site, the project will result in 40% of the parking lot to be shaded within 15 years, where 50% is the minimum required. The existing frontage landscaping is approximately 6 feet in width along Sunnyvale-Saratoga Road and El Camino Real, where 15 feet is the minimum required. No modifications are proposed for the existing frontage landscaping. These are existing deficiencies that will not be further increased.

An approval of Special Development Permits 2008-0456 (subject property) and 2008-0457 (pending corner retail project) 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. Additionally, an approval of the two projects would result in 41.2% of the shopping center to be shaded within 15 years, where 50% minimum is required.

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, 17 trees are proposed for removal. Three of the trees

for removal are considered protected trees. “Protected trees” are trees that have trunks that are at least 38 inches in circumference, as measured 4 feet from the ground.

The applicants have worked with staff to identify areas where landscaping could be added. All areas not used for building area, walkways and parking spaces are designed with landscaping. However, staff finds that the required number of required parking spaces and existing parking lot configuration limits options for additional landscaping. Therefore, staff finds that the proposed landscaping deficiency is reasonable, and that requiring extensive parking lot modifications is not proportional to the remodel being proposed.

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

Precise Plan for El Camino Real Design Guidelines (Landscaping)	Comments
4.1.5 <i>Provide well organized and landscaped parking lots.</i>	Landscaping is provided in areas not used for buildings, walkways and parking spaces. Landscaping is well-kept and dispersed throughout the parking lot.

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.

Minimal changes to the existing parking lot are proposed, including the addition of pedestrian walkways and cart storage facilities. The rear portion of the building will be striped with additional parking spaces. As conditioned by staff, these parking spaces shall be marked for employee parking.

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. As conditioned, the driveways that do not meet current City standards will be upgraded (Attachment B, Recommended Conditions of Approval). 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. Staff finds that the added walkways through the parking lot area will improve the pedestrian circulation of the site.

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

Precise Plan for El Camino Real Design Guidelines (Parking)	Comments
4.1.4 Provide well-defined and designed pedestrian circulation.	The project provides a direct connection to the Toys R Us building and both street frontages, and helps improve pedestrian circulation on-site.
4.1.5 Provide well organized and landscaped parking lots.	Although the project results in a net loss of landscaping area, all areas not occupied by buildings, walkways and parking are landscaped.

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. 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 some of the development standards for the C-2/ECR Zoning District, including lot coverage, setbacks and parking. However, the project will result in deficiencies for building height, total landscaping, shading and frontage landscaping. These deficiencies are existing conditions of the site. Staff finds

that these deficiencies are reasonable and proportional to the scope of work that is proposed, which is a remodel of a shopping center.

Precise Plan for El Camino Real: 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 buildings and facilities have been designed to address the visual and noise impacts to the adjacent residential development to the south.

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

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

Community Outreach Meeting – May 8, 2008: Staff attended a community outreach meeting that was held by the applicants on May 8th, 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:

- Circulation of delivery trucks.
- Noise impacts of loading docks and delivery trucks.
- There is an existing “dip” in the existing driveway entrances along El Camino Real, which is dangerous for vehicles entering and leaving the shopping center.
- Architectural relationship between all buildings within shopping center.

- Impact of construction on existing uses and shopping center circulation.

As conditioned by staff, the applicant will address all of these issues. The loading docks have been designed to reduce noise and visual impacts to the adjacent residential development, and are conditioned to be designed with an acoustical consultant to ensure that City noise regulations are met.

The existing design of El Camino Real contributes to the “dip” that is experience 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.

Planning Commission Study Session – July 14, 2008: The Planning Commission reviewed the proposal at the Study Session of July 14th, 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 rear elevations are flat and need additional detailing.
- The trash enclosure facing Sunnyvale-Saratoga Road will result in an adverse visual impact to the streetscape.
- Noise impacts of loading docks and trash compactor.
- Employee parking should be designated at the rear of the building.
- Increase landscaping areas.
- There is inadequate pedestrian circulation between all buildings within the shopping center.
- Explore green building techniques.
- Consider mixed use development.

The report addresses many of these concerns, including revised architectural plans, added pedestrian walkways, trash enclosure location and how the back of the building will operate. Although staff has encouraged the applicant to explore green building techniques with the applicant, the project has not been designed to meet Leadership in Energy and Environmental Design (LEED) certification. The applicant has submitted a letter addressing the comments from the Planning Commission in Attachment G.

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.

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

Conclusion

Discussion: As conditioned, and considering site and leasing constraints, staff finds that the proposed remodel 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 the building height, total landscaping, parking lot shading 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

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

Alternative 1.

Prepared by:

Noren Caliva
Project Planner

Reviewed by:

Andrew Miner
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. Elevation Showing Existing Pep Boys Building
- G. Letter from the Applicant
- H. 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.*

1. 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. As conditioned and considering site and leasing constraints, the project meets the Precise Plan for El Camino Real Design Guidelines.

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. *(Finding Met)*

The proposed project will improve the streetscape of El Camino Real by remodeling an older building within a shopping center, and incorporating high quality architectural design. The remodel 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 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.

- J. 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.
- K. Temporary seasonal sale area in the parking lot is limited to use at four times per year for no more than 30 consecutive days. Removal of debris and merchandise is required within 48 hours of end of the use.
- L. The hours of operation are limited to 6:00 am to midnight for standard hours of operation, excluding short duration sales events which may have extended hours. Hours extending beyond midnight shall require approval of the Director of Community Development through a Miscellaneous Plan Permit.
- M. Submit a merchandise plan for outdoor sales prior to issuance of building permits for staff review and approval that designates display areas and adequate clearance for pedestrians. Outdoor display of items along the front walkway is permitted throughout the year and seasonal display is permitted as designated on the plan in accordance with the approved merchandise plan and regular upkeep to maintain tidiness and cleanliness at all times. Habitual violation of this requirement shall revoke outdoor display privileges at the discretion of the Director of Community Development.

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.

3. ART IN PRIVATE DEVELOPMENT

- d. Comply with the art in private development requirements as noted in Sunnyvale Municipal Code Section 19.52.
- e. Provide publicly visible artworks along El Camino Real and Sunnyvale-Saratoga Avenue.

- f. 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.
- g. 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 total height of the proposed remodeled building shall not exceed 30 feet.
- B. The applicant shall work with an acoustical consultant to determine the appropriate structural design of the wall, to meet the City's noise standards.
- C. The project architect shall work with the Director of Community Development and the City's architectural consultant to include the following into the final architectural design:
 - A. The project architect shall continue to work with staff on a final design of the rear elevation that meets the Precise Plan for El Camino Real Design Guidelines.
 - B. The transition between the existing building to remain and the new remodel shall be visually seamless.
 - C. The glazing areas shall be transparent, unless otherwise approved by the Director of Community Development.
 - D. The awning features shall be designed at the pedestrian scale, and shall provide adequate shelter for pedestrians.

- E. All trash enclosure shall be incorporated into the building envelope.
- D. The final architectural design is subject to review and approval by the Director of Community Development, prior to issuance of a building permit.
- E. 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.
- F. 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 project will not conflict with the existing PG&E easement that runs through the property.

7. EXTERIOR EQUIPMENT

- h. All future roof-mounted equipment shall be fully screened behind the parapet wall.
- i. Any modification or expansion of unenclosed uses shall require approval from the Director of Community Development.
- j. 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. 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.
- F. All existing frontage trees and landscaping shall be preserved.
- G. Any new landscaping proposed within a public utility easement is subject to approval by the Director of Public Works and Director of Community Development.
- H. All landscaping shall be installed in accordance with the approved landscape plan and shall thereafter be maintained in a neat, clean, and healthful condition.
- I. Prepare a landscape maintenance plan subject for review and approval by the Director of Community Development
- J. 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.
- K. Of new trees installed, 10% shall be 24-inch box size or larger and no tree shall be less than 15-gallon size.
- L. 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.

- M. 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.
- N. Ground cover shall be planted so as to ensure full coverage eighteen months after installation.
- O. All areas not required for parking, driveways or structures shall be landscaped.
- P. 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. The parking spaces located to the rear of the building within the remodeled area shall be marked for employee parking.
- E. 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.
- F. 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.

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. 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.
- C. Remove and replace 1 driveway approach along El Camino Real and 3 driveway approaches along Sunnyvale Saratoga Road.

- D. 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.
- E. Install a new double check detector assembly along the southern portion of the project.
- F. 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.
- G. 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.
- H. Contact the utility companies for their review/approval requirements and/or procedures for site development and existing easement vacation/removal.
- I. 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.
- J. This project shall comply with all Public Works/Engineering standard conditions of approval.
- K. 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.

- L. 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.
- M. 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.
- N. This project shall not cause any negative impact on the drainage pattern for adjacent properties.
- O. Adequate drainage/erosion control shall be provided at all times during each phase of the development.

G. **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

ATTACHMENT C
Page 1 of 23

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

**NOTICE OF INTENT TO ADOPT
NEGATIVE DECLARATION**

E-14916

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 Dsla 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 Dsla 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:

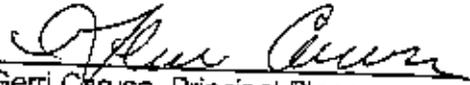
A public hearing on the project is scheduled for:

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: 
Gerri 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-14916

- 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

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. X

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. θ

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

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. θ

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. θ

Noren Caliva
Signature

7/03/08
Date

Noren Caliva, Assistant Planner

For the City of Sunnyvale
(Lead Agency)

Project #: 2008-0456, 2008-0457 SDP
Project Address: 112 & 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) (d). 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 source 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?	θ	θ	θ	X	2, 94
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	θ	θ	θ	X	2, 94
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	θ	θ	θ	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?	θ	θ	θ	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?	θ	θ	θ	X	3, 97, 100
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	θ	θ	θ	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)?	θ	θ	X	θ	Discussion at end of checklist
d. Expose sensitive receptors to substantial pollutant concentrations?	θ	θ	θ	X	62, 63, 111, 112
e. Create objectionable odors affecting a substantial number of people?	θ	θ	θ	X	111, 112

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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?	θ	θ	θ	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?	θ	θ	θ	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?	θ	θ	θ	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?	θ	θ	θ	X	2, 94, 109, 111
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	θ	θ	θ	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?	θ	θ	θ	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?	θ	θ	θ	X	2, 59-61, 94
b. Cause a substantial adverse change in the significance of an archaeological resources pursuant to Section 15064.5?	θ	θ	θ	X	10, 42, 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
Planning Division Checklist (6 of 8)					
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
V. LAND USE AND PLANNING. Would the project:					
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, 111
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	θ	θ	θ	X	2, 94
VI. MINERAL RESOURCES. Would the project:					
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
VII. NOISE. Would the project result in:					
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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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 (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, 16, 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

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

Appendix G, CEQA Guidelines

City of Sunnyvale, Department of Community Development, Planning Division

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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 (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

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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, 94.103, 104, 107, UPC, LMC
(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, 94.103, 104, 107, UPC, LMC
(iv) Landslides?	0	0	0	X	2.19, 94.103, 104, 107, UPC, LMC
b) Result in substantial soil erosion or the loss of topsoil?	0	0	0	X	2.19, 94.103, 104, 107, UPC, LMC
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, 94.103, 104, 107, UPC, LMC
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, 94.103, 104, 107, UPC, LMC

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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	2.19, 94.103, 104, 107, LPC, LMC

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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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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?	θ	θ	θ	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?	θ	θ	θ	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?	θ	θ	X	θ	Discus- sion at end of check- list
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	θ	θ	θ	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?	θ	θ	θ	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?	θ	θ	θ	X	2, 22, 90, 111, 112
g) Comply with federal, state, and local statutes and regulations related to solid waste?	θ	θ	θ	X	22, 90, 111, 112

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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 turnouts, 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?

- | | | | | | |
|--|---|---|---|---|------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? | θ | θ | θ | 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? | θ | θ | θ | 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? | θ | θ | θ | 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? | θ | θ | θ | 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? | θ | θ | θ | 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? | θ | θ | θ | X | UFC/
UBC/
SVMC |
| g) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan? | θ | θ | θ | 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? | θ | θ | θ | X | UFC/
UBC/
SVMC |

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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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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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Parks & Recreation Department Checklist (I 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? | θ | θ | θ | 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? | θ | θ | θ | 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? | θ | θ | θ | X | 17, 18, 111 |
|-----------|---|---|---|---|-------------|

Source: Open Space and Recreation Sub-elements

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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, 19, 24, 25, 111

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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

ATTACHMENT C
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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

26. **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 19.46. Off-Street Parking & Loading
38. Chapter 19.56. 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. Lockheed 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. Lockheed 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 2185/2187 (Waters 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. Pagnataro
80. Santa Clara County Congestion Management Program and Technical Guidelines

Environmental Checklist Form

ATTACHMENT C

Page 23 of 23

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

E-14916

- 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 Illingsworth & Rodkin, 2006

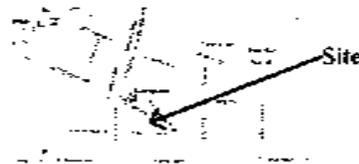


View looking Southwest to Safeway

SUNNYVALE

ATTACHMENT D
 Page 1 of 20

VICINITY MAP



PROJECT TEAM

Developer

Safeway Stores
 9918 Stoneridge Mall Rd
 Fremont, CA 94538

Architect

Johanson Lyman Architects
 1375 Locust St., #205
 Walnut Creek, CA 94596
 925 939-9692
 925 939-9025 fax

Civil Engineer

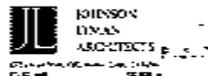
SECF Engineers
 677 Wilbur Road, #200
 Fremont, CA 94538

Landscape Architect

Thomas Stark & Associates
 1629 Main Street
 Walnut Creek, CA 94596
 925 931-2185
 925 930-9023

SHEET INDEX

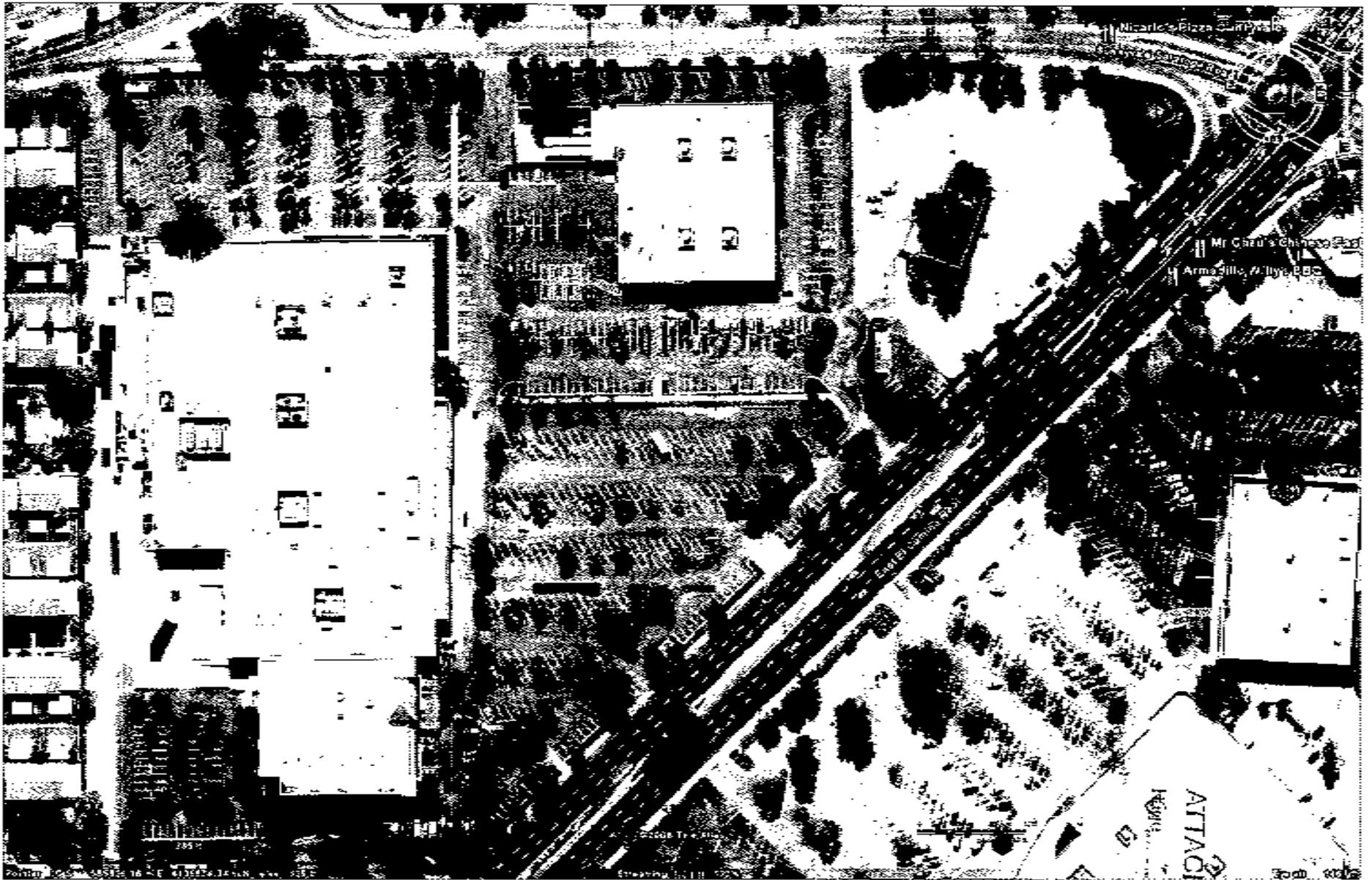
A1	Cover Sheet	A16	Floor Plan
A2	Aerial Photo	A17	Roof Plan
A3	Existing Site Plan	L1	Landscape Plan
A4	Proposed Site Plan	L2	Swaling Plan
A5	Circulation Plan	SE1	Site Elev. Features
A6	Elevation - Safeway Major	SE2	Site Elev. Plan
A7	Elevation - Safeway Stores Major	SE3	Placemats Plan
A8	Site Sections	CE	Existing Conditions
A9	Site Details	C1	Proposed Grading Plan
		C2	Proposed Utility Plan
		C3	ASPA Signs



A1

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pc plan



**GENSON
LYMAN
ARCHITECTS**
20000 RAYBURN DRIVE
SUNNYVALE, CA 94088
TEL: (415) 335-1100
WWW.GENSONLYMAN.COM

SUNNYVALE

ATTACHMENT
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D

A-2

10/08

SUNNYVALE SARATOGA ROAD

TOYS R US

PANTRY

TRUCK BAY

BOILER ROOM

PETCO

REF BOLS
TOOL
STORAGE

BUILDING SUMMARY

PANTRY	11,200 SF
TRUCK BAY	11,200 SF
BOILER ROOM	11,200 SF
PETCO	11,200 SF
TOYS R US	11,200 SF
TOILETS	11,200 SF
STORAGE	11,200 SF
TOTAL	78,400 SF

PARKING SUMMARY

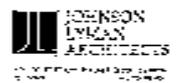
EXISTING PARKING 20 SPACES @ 1000

EXISTING SITE PLAN



CERANNE DRIVE

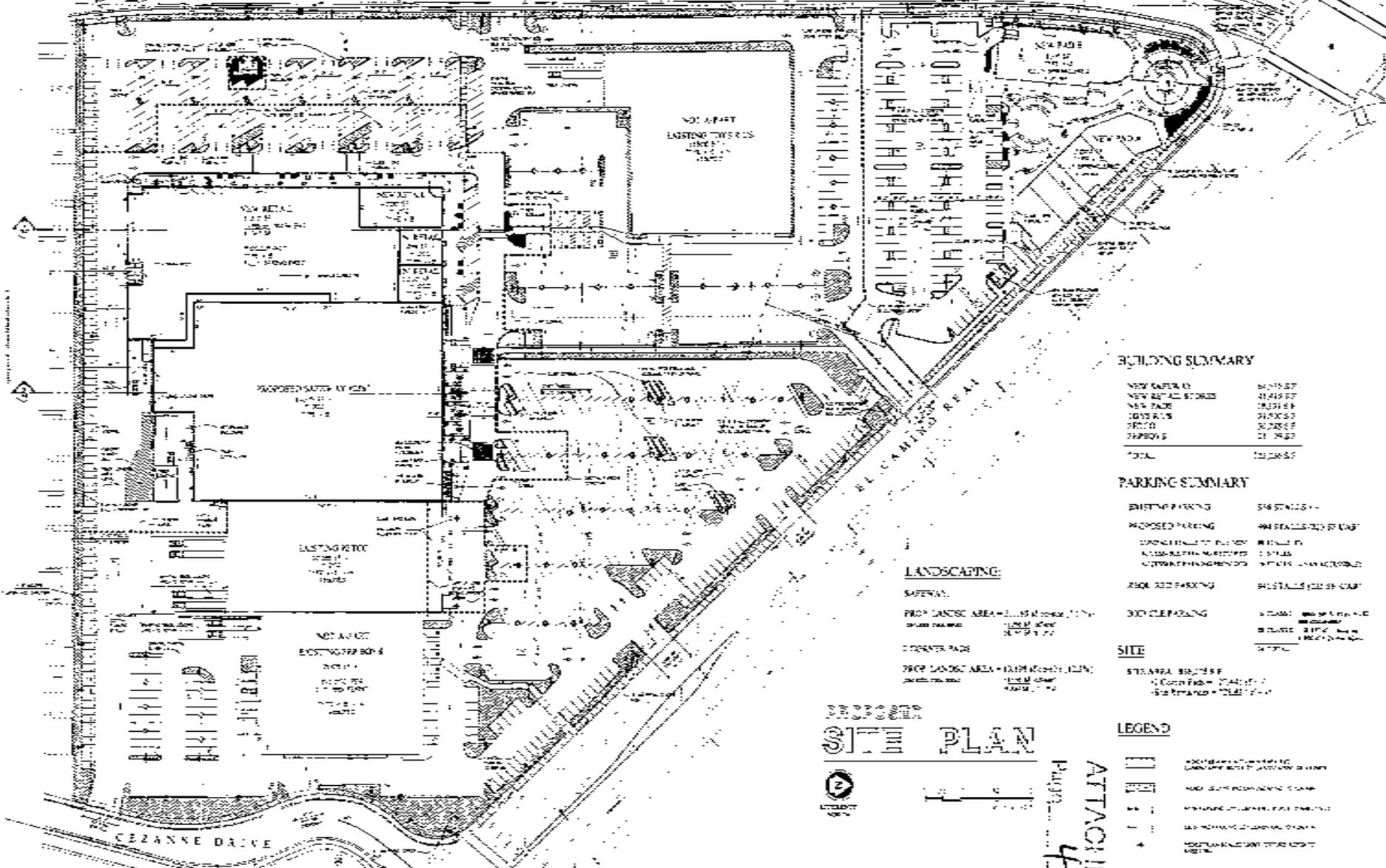
SUNNYVALE



ATTACHMENT 1
Page 3 of 20

A-3
1/12

SUNNYVALE SHASTA ROAD



BUILDING SUMMARY

NEW GARAGE	64,115 SF
NEW RETAIL STORES	41,419 SF
NEW OFFICE	18,331 SF
NEW R.V.	31,930 SF
EXIST	30,255 SF
TOTAL	186,050 SF

PARKING SUMMARY

EXISTING PARKING	54 STALLS
PROPOSED PARKING	94 STALLS (250' X 10')
LANDSCAPED TO BE OPEN	1 STALL
LANDSCAPED TO BE OPEN	1 STALL
LANDSCAPED TO BE OPEN	1 STALL
TOTAL	150 STALLS

LANDSCAPING:

SAFETY:
 PROP LANDSC AREA = 1,111,111 SQ FT
 EXISTING LANDSC AREA = 1,111,111 SQ FT
 EXISTING LANDSC AREA = 1,111,111 SQ FT
 EXISTING LANDSC AREA = 1,111,111 SQ FT

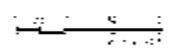
SITE

ST. AREA 18,331 SF
 (1 Corner Pad = 18,331 SF)
 (2 Corner Pads = 36,662 SF)

LEGEND

- EXISTING BUILDING FOOTPRINT
- PROPOSED BUILDING FOOTPRINT
- PROPOSED PARKING STALLS
- PROPOSED LANDSCAPED TO BE OPEN
- PROPOSED LANDSCAPED TO BE OPEN
- PROPOSED LANDSCAPED TO BE OPEN

SITE PLAN



SUNNYVALE

ATTACHMENT D
Page 4 of 20

A-4

SCALE



SOUTH ELEVATION
 1/12/08
 1/12/08



NORTH ELEVATION
 1/12/08
 1/12/08



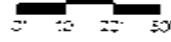
WEST ELEVATION



NORTH ELEVATION

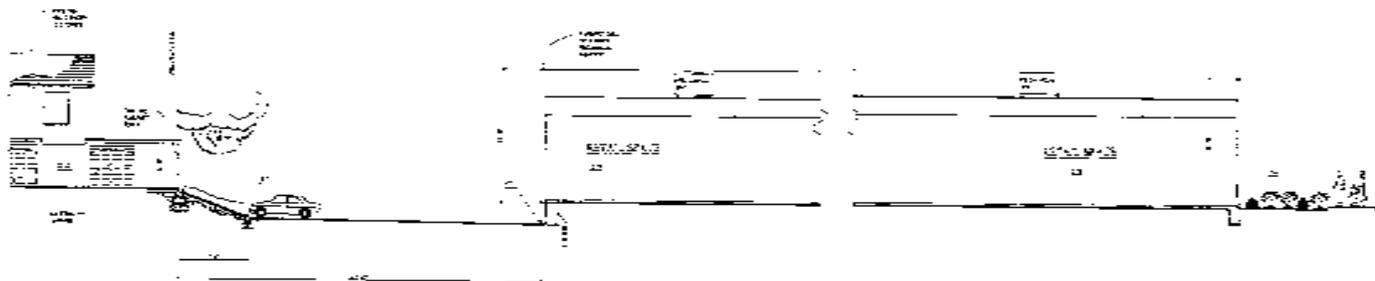
SUNNYVALE

JOHNSON
LIMAS
ARCHITECTS, LLC
271 Lakeside Drive, Suite 200
Sunnyvale, CA 94085

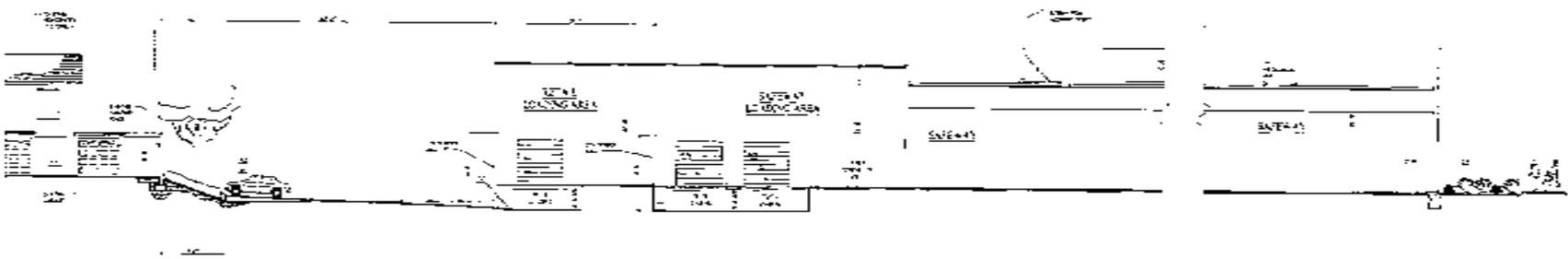


ATTACHMENT
PAGE 7 of 11
D
20

A7
8-08

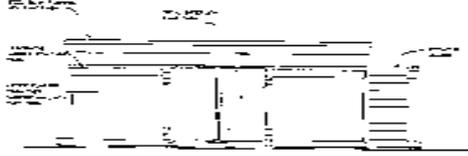
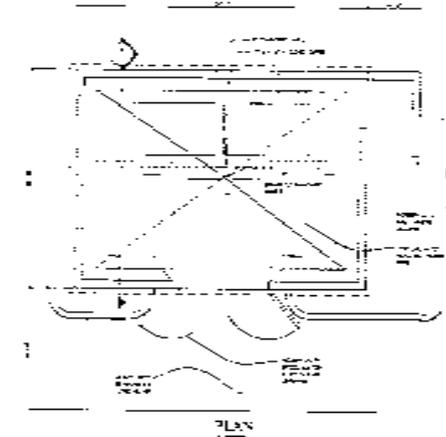
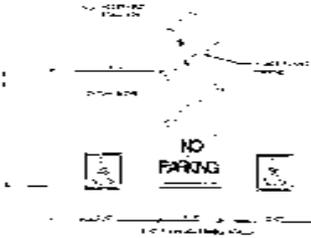


SECTION A - THROUGH RETAIL SPACE

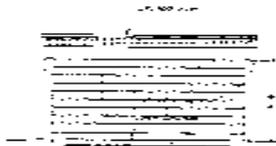


SECTION B - THROUGH SAFEWAY LOADING DOCK

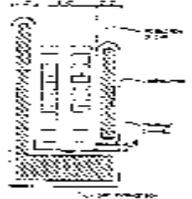
SUNNYVALE



ELEVATION



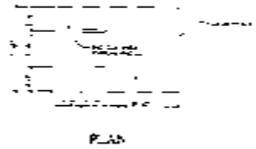
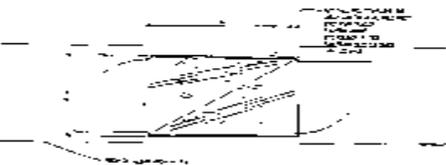
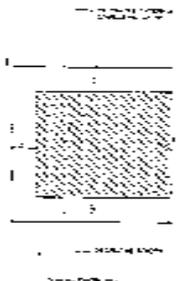
SECTION A



15 ACCESSIBLE PARK'G STALL

35 TRASH ENCLOSURE

95 CAST CORRAL

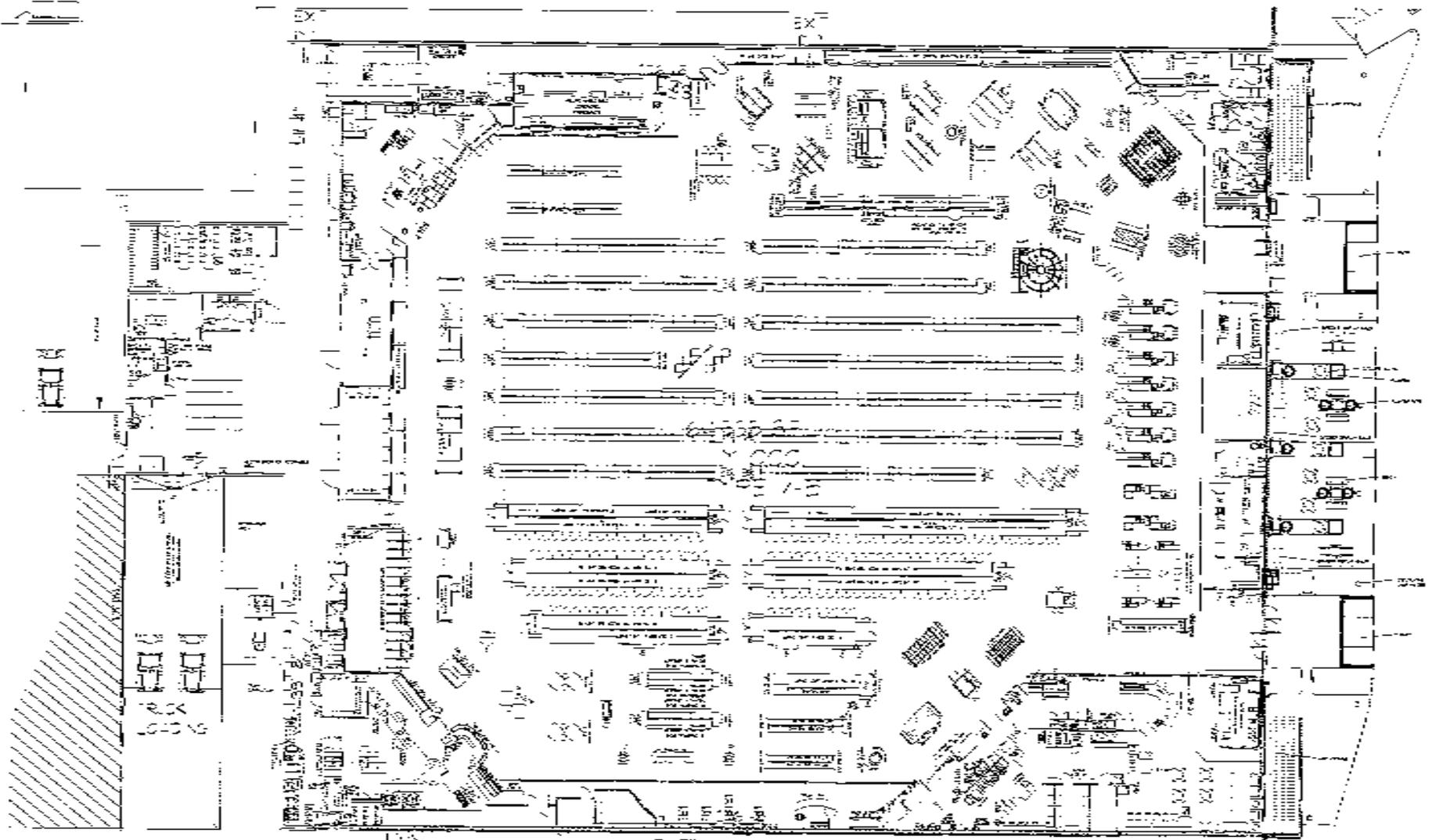


ELEVATION

59 DECORATIVE CROSSWALK

79 BIKE LOCKER

99 BIKE RACK



FIXTURE/FLATWORK PLAN

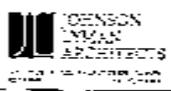
SUNNYVALE

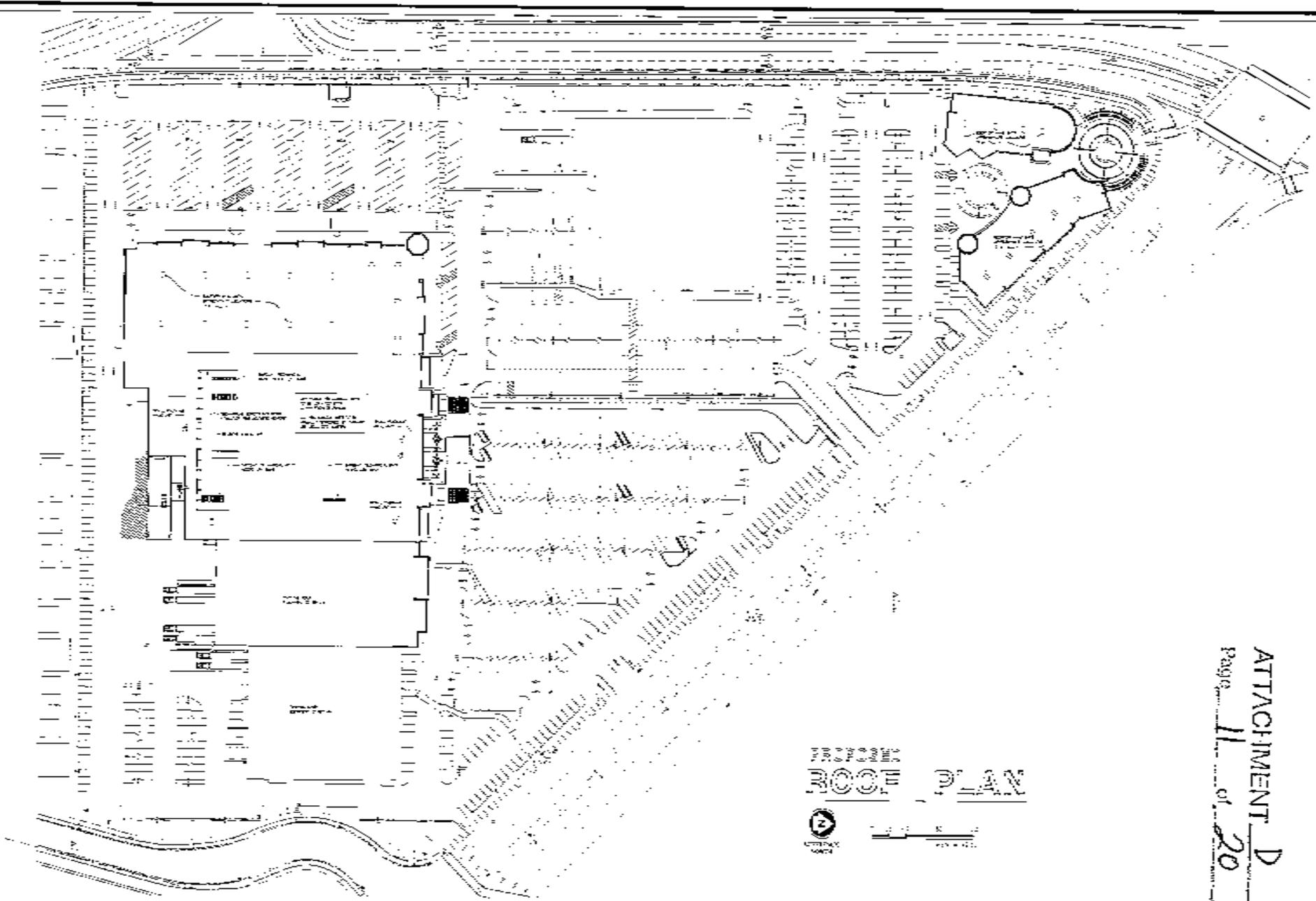
SCALE 1/8" = 1'-0"

ATTACHMENT
 Page 10 of 20

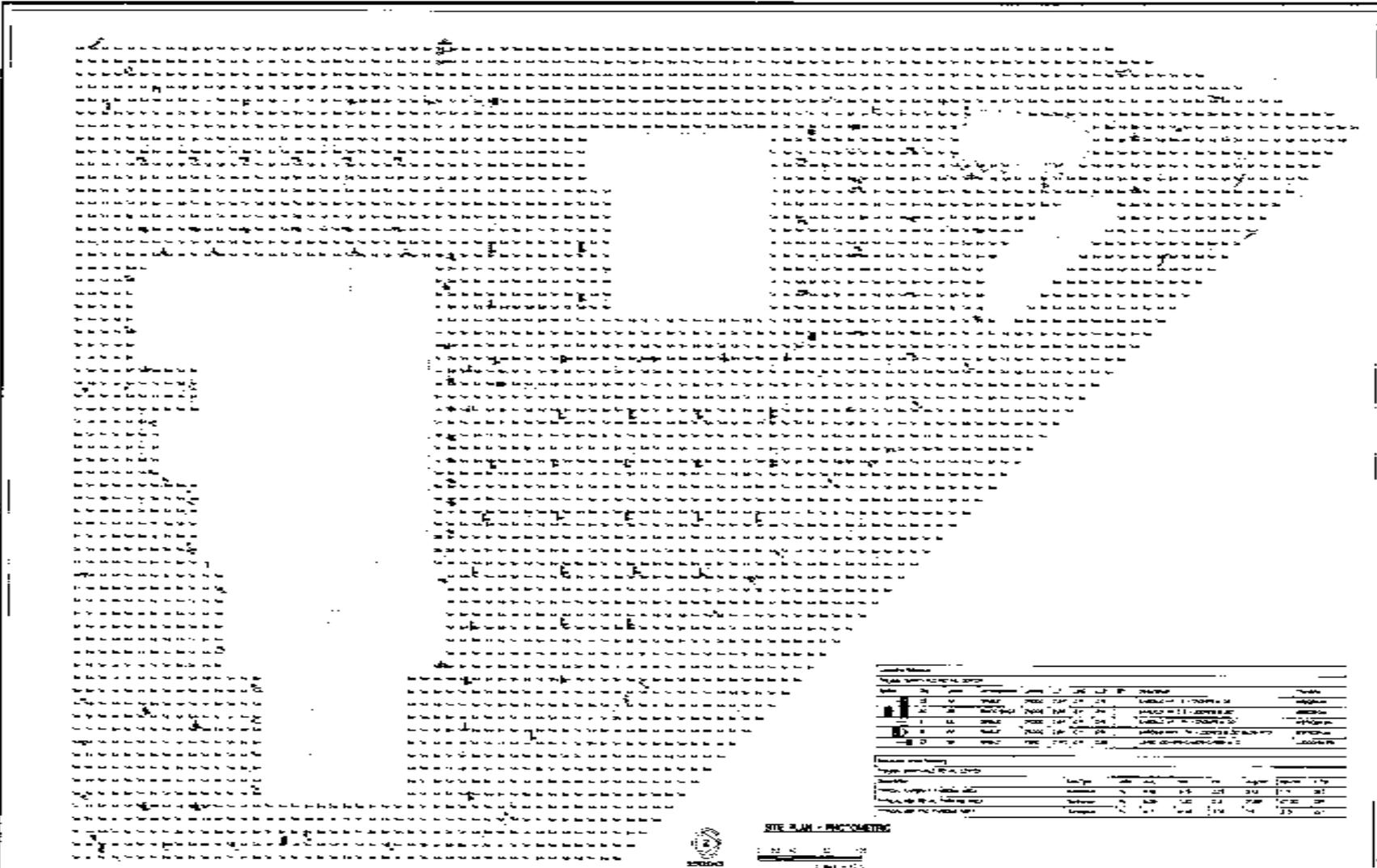
A-10

10/22





SUNNYVALE



Property Information	
Map No. 100-100-100-100	
Parcel No.	100-100-100-100
Area	100.00
Volume	100.00
Owner	100-100-100-100
Address	100-100-100-100
City	100-100-100-100
County	100-100-100-100
State	100-100-100-100
Zip	100-100-100-100
Property Description	
Use	100-100-100-100
Area	100.00
Volume	100.00
Owner	100-100-100-100
Address	100-100-100-100
City	100-100-100-100
County	100-100-100-100
State	100-100-100-100
Zip	100-100-100-100

1" = 100' SCALE



H HENSON
LIMAS
ARCHITECTS

BELDEN
ENGINEERS

SUNNYVALE

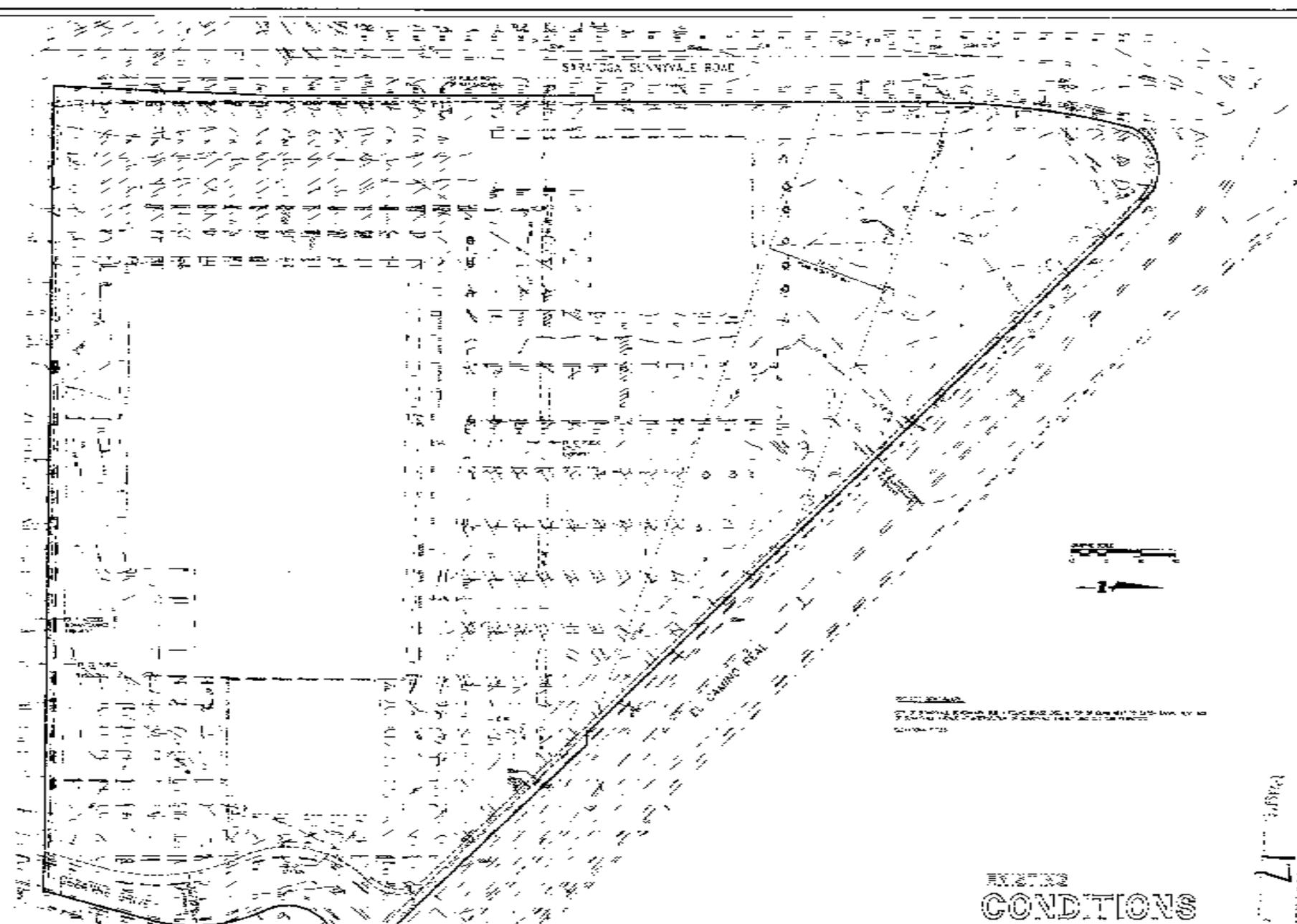
SE-3

3/2/08

CO

SYSTEMS
CONDITIONS

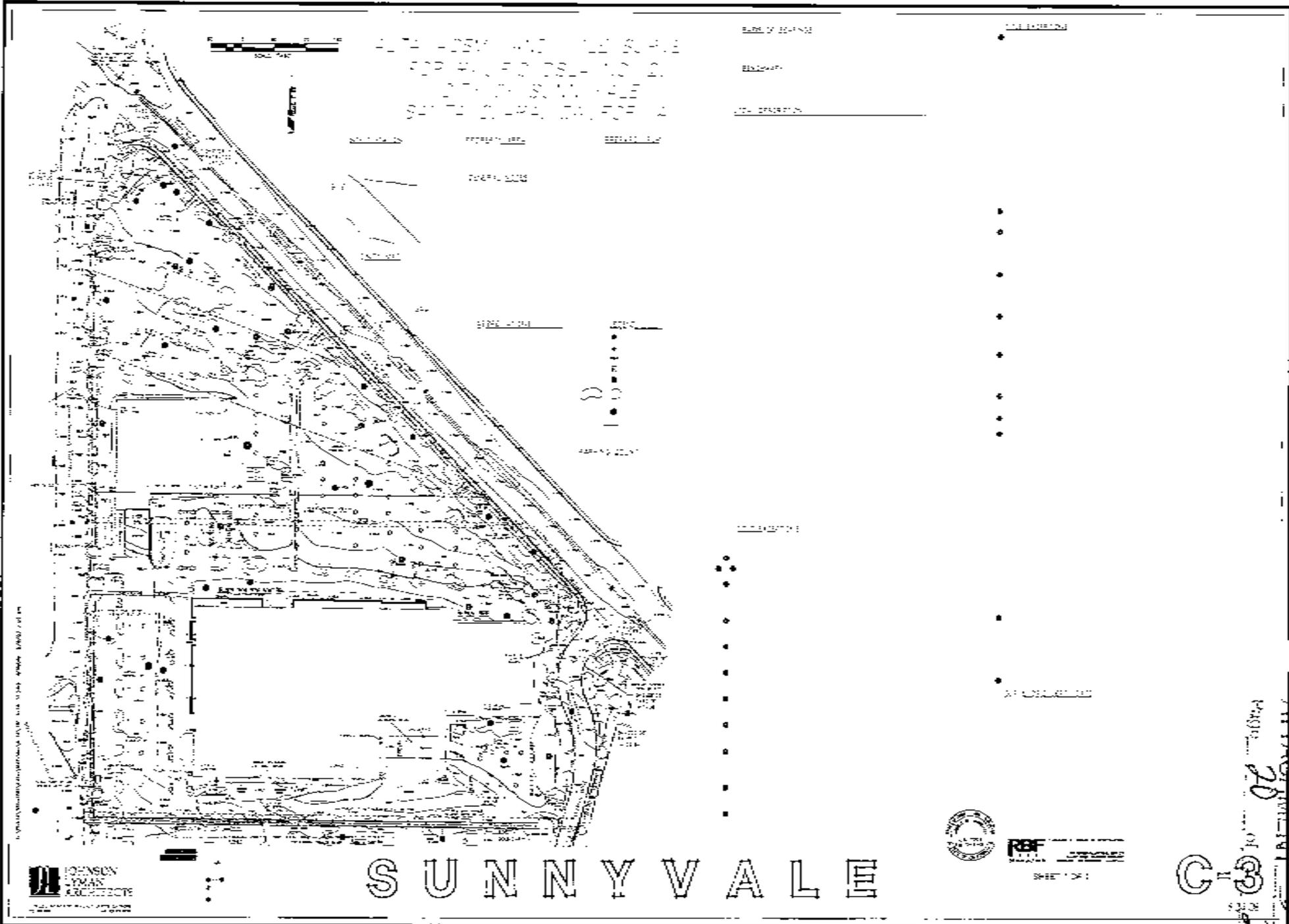
ST. ZEPHYRUS RAIL CORRIDOR PROJECT
STATIONING FROM 0+00 TO 0+1000
SECTION 17



SUNNYVALE

**JOHNSON
LYMAN
ARCHITECTS**
1000 PAVAN DRIVE
SUNNYVALE, CA 94086
TEL: 415.335.1200
WWW.JLARCHITECTS.COM

BKF
BENTON & BOWLES
KIMBLE FRENCH
2000 BAYVIEW DRIVE
SUNNYVALE, CA 94086
TEL: 415.335.1200
WWW.BKF.COM



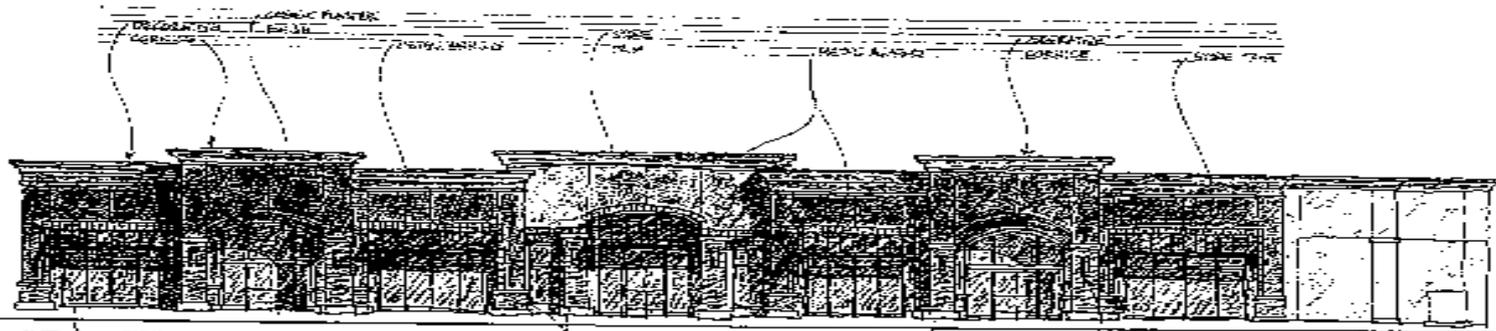
JOHNSON
LYMAN
ARCHITECTS
 2000 UNIVERSITY AVENUE
 SUITE 100
 SAN FRANCISCO, CA 94133
 TEL: 415.774.1000
 FAX: 415.774.1001
 WWW.JLARCHITECTS.COM

SUNNYVALE



SEE PLAN
 10/15/00

C



WEST ELEVATION

1" = 12'

West

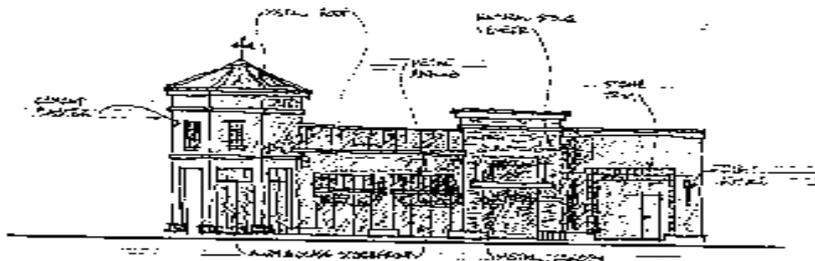


NORTH ELEVATION

1" = 10'

North

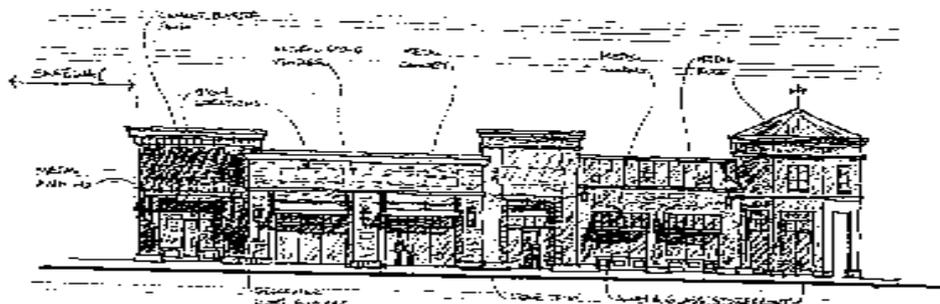
SUNNYVALE



WEST ELEVATION

1" = 12'

Scale



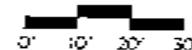
NORTH ELEVATION

1" = 12'

Scale

SUNNYVALE

JOHNSON
LEWIS
ARCHITECTS, LLC
1711 LINDEN BLVD., SUITE 200, FORT WORTH, TX 76104
817.335.7272



A7

ATTACHMENT E
Page 2 of 2



NORTH ELEVATION

FACE 1 FACE 2



SOUTH ELEVATION

FACE 1 FACE 2



WEST ELEVATION

FACE 1 FACE 2



EAST ELEVATION

FACE 1 FACE 2



NORTH ELEVATION

FACE 1 FACE 2

ATTACHMENT F
Page 1 of 1



Safeway #2887 and Retail 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.

Pacific Development Group Application (not a part):

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. 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. See separate application for this work by Pacific Development Group.

Safeway Application:

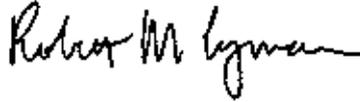
Work includes demolition of 113,320 sf of building (Pak 'N Save, Drug Barn and Shoe Pavilion) and replacement with a 64,535 sf Safeway and 45,495 sf building for future retail/commercial spaces (tenants to be determined) for a total of 111,030 sf. The reconstruction will result in 2,290 less square footage of retail space.

The site changes to accommodate the new Safeway and retail buildings will include the following:

1. Parking modifications to provide code compliant accessible parking including new stall locations, new signage, striping and possibly grading modifications at asphalt paving to provide the required 2% maximum slope and path of travel. New cart storage areas will be provided in the parking area in front of Safeway.
2. Exterior sidewalks will be replaced with new concrete walks and curbs in front of the Safeway and new retail stores.
3. The service area for Pak 'N Save with open loading dock will be removed to allow for retail building expansion. There will be a new truck loading area at the rear of the project serving the new retail spaces. Loading area will be visually and acoustically screened with a masonry wall. New trash enclosure will be constructed within the envelope of the new retail building. A second trash enclosure will be constructed in the parking lot opposite the large retail store. This will serve the new smaller retail buildings.
4. The new Safeway will have a double truck loading space that will be visually and acoustically screened with a masonry wall. Trash will be handled with a compactor and materials for recycling will occur in the "returnables yard" next to the truck dock. Trucks will enter the site either from the middle driveway on Sunnyvale Saratoga Road or from the southern driveway on Cezanne. Trucks are proposed to exit out the southern driveway on Cezanne or the southern driveway on Sunnyvale Saratoga.
5. The existing utilities will be modified as required to provide for the new buildings. The transformer location will likely remain as existing. 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 "C" drawings.

The proposed Safeway and new Retail buildings will total approximately 111,030 sf and are a maximum of 33' high. 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.

By



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

The subject site cannot accommodate a mixed use development because the Property Owner has long term contractual obligations with Toys R Us, Pep Boys, Safeway, and Petco which define and obligate the owner to preserve the existing parking configuration and availability. A mixed use project would require complete demolition of the site. The proposed development includes only that portion of the shopping center in which the Property Owner and Safeway are able to gain control. Another limiting factor on this site is the 140 foot PG&E easement.

Safeway Green / Sustainable Design Environment Policy

Proposed 2-29-07

ATTACHMENT G

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Safeway's Sustainable Environment Policy:

"It is Safeway's policy to apply green/sustainable development concepts in the planning, design, construction, environmental management, operation, maintenance, and disposal of buildings and infrastructure projects, consistent with our budget and project requirements."

The policy statement includes the definition of a green/sustainable building as one that 'achieves optimum resource efficiency and constructability while minimizing adverse impacts to the built and natural environments through all phases of its life cycle.'

Sustainable development concepts will benefit Safeway by creating high-performance buildings with long term value. They are to be integrated into the development process and balanced with all other design criteria to achieve best value for Safeway.

Safeway's objectives toward sustainable design are to avoid resource depletion of energy, water, and raw materials; prevent environmental degradation caused by building and infrastructure throughout their life cycle; and to create built environments that are livable, comfortable, safe and productive and to strive for clean, diversified energy, greenhouse gas emission reduction, energy efficiency, and to reduce production of solid waste.

Definition of Sustainability in Buildings:

Whether it's termed "Sustainable", "High Performance", "Green", or "Environmentally-friendly", people have varied notions about what sustainable building means. Some think it means saving energy. Others think it means protecting the environment. While these are important aspects of sustainability, they are not sufficient to describe it, because sustainability has a human dimension as well.

Sustainable buildings can provide improvements in lifestyle, comfort, satisfaction, and health along with protecting ecosystems and saving energy and resources. It integrates the project designing, planning, and engineering, in order to work with, not against nature. Sustainable building practices incorporate nature's "free" services (wind, sun, thermal properties, greenhouse principles, light, etc.) to create a high quality indoor environment while circumventing as much damage to the ambient environment as possible.

Commitment to LEED:

Safeway has adopted the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) as a tool to apply sustainable design principles, and subsequently as a metric to measure the sustainability achieved through the design and building process. The Prototype and Criteria Documentation process and program shall be capable of achieving LEED certification.

Safeway Takes Great Leadership Role in Energy

Safeway Inc., October 11, 2006, 09:01:48

ATTACHMENT G
Page 5 of 6

Oakland Tribune

WHENEVER a large corporation takes the initiative in energy conservation, we think the company should be congratulated. That's the kind of proactive and immediate action needed to address the environmental crisis.

Safeway Inc., the grocery giant, based in Pleasanton, recently reaffirmed its commitment to renewable energy. Safeway officials announced they will purchase an additional 174,000 megawatt-hours of wind energy, more than twice the amount the company purchased last year. The company says the purchase makes it California's largest corporate consumer of green wind energy.

Last year the company entered a partnership with the Environmental Protection Agency and purchased 78 million kilowatt-hours of wind power that supplied all of its fuel stations in the United States, the corporate campuses in Walnut Creek and Pleasanton and 15 San Francisco stores.

That purchase prevented the release of more than 38,500 tons of carbon dioxide that would have resulted from using fossil fuel, equivalent to the environmental benefit of planting 10,500 acres of trees.

As a result, the company received the Green Power Leadership Award for 2005.

So this year it continues, taking a larger leadership role. The new purchase will supply the fuel stations, corporate campuses and stores for two years. The company estimates it will remove another 110,000 tons of carbon dioxide from the atmosphere.

Safeway joined the Chicago Climate Exchange, a greenhouse gas emission reduction program. It also announced plans to cut back the amount of energy used in refrigeration and lighting. Further, it will recycle nearly 500,000 tons of cardboard and plastic each year -- imagine six football fields stacked 35 feet high with the materials.

Safeway corporate officials said the company and its customers are serious about renewable energy and conservation. Their actions speak louder than their words.

A company the size of Safeway can make a substantial difference in recycling, the use of renewable energy and the reduction of carbon dioxide emissions. Safeway has stepped up to the front of the line in exercising corporate leadership.

Kudos

Safeway Inc.

SUNNYVALE SAFEWAY - RECYCLING AND ENERGY EFFICIENCY

Safeway is considered an industry leader in the recycling of waste generated by its stores and has been recycling increasing portions of its waste stream for over 30 years. Company policies aim at recycling at least 80% of all waste throughout the store system, and most stores achieve between 85%-90%. Safeway operates its own recycling center in Tracy California, which handles everything except meat rendering, from all Northern California Safeway stores. Safeway also incorporates the use of reusable plastic shipping containers such as plastic pallets, plastic melon bins, plastic shipping containers for products including health and beauty, bread, meat, and milk. The existing Pack-N-Save recycles approximately 91% of its trash currently, leaving only 9% of waste being sent to local landfills. The new SAFEWAY store would meet or exceed these levels.

The new development would incorporate the latest, state-of-the-art mechanical systems greatly reducing the current energy consumption used by the existing outdated equipment. The new mechanical systems will operate more efficiently and much quieter than what is currently in use, also reducing noise pollution. The buildings will be a completely new structure meeting all current codes in terms of insulation and building construction, again creating a more efficient building. Installing the latest low-flow plumbing systems and drought resistant landscaping species will reduce water consumption.

Attached are three documents that reflect SAFEWAY environmental, energy and "Green Building", LEEDS, commitment. The new building will incorporate sustainable design principals that will allow for LEEDS certification.



USE PERMIT/SPECIAL DEVELOPMENT PERMIT JUSTIFICATIONS for Safeway and Retail Stores

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 proposed new Safeway and retail building will provide improved appearance for all users of the project. In addition, the adjacent residences to the south will benefit from views to an aesthetically improved facade.
 2. The proposed design will enclose the truck loading functions within the building envelope. The existing Pak 'N Save provides loading from the truck outside the rear of the building, which creates potential noise and appearance problems for the adjacent residents. The new buildings will also provide truck loading areas screened with a masonry wall, this will help mitigate truck noise as well as providing a visual screen.
 3. All HVAC equipment on new buildings will be reviewed and modified with acoustic screens as required to provide noise mitigation for the benefit of the adjacent residents. All mechanical equipment will also be visually screened from the adjacent residences.

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