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

File Number: 2013-7258
No. 13-23

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

This form is provided as a notification of an intent to adopt a Mitigated Negative Declaration which has been prepared in compliance with the provisions of the California Environmental Quality Act of 1970, as amended, and Resolution #118-04.

PROJECT TITLE:

Application for a **Special Development Permit** and **Vesting Tentative Map** filed by **The Sobrato Organization**.

PROJECT DESCRIPTION AND LOCATION (APN):

FILE #:	**2013-7258**
Location:	**1095 W. El Camino Real** (APN: 161-41-008)
Proposed Project:	**SPECIAL DEVELOPMENT PERMIT** to allow a mixed-use project with 156 residential apartment units in a four-story building and an approximately 41,000 square foot three-story office building. **VESTING TENTATIVE MAP** for condominium purposes.
Applicant / Owner:	The Sobrato Organization / Sobrato Interests 2
Environmental Review:	Mitigated Negative Declaration
Staff Contact:	Shaunn Mendrin, (408) 730-7429, Smendrin@sunnyvale.ca.gov

WHERE TO VIEW THIS DOCUMENT:

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

This **Mitigated Negative Declaration** may be protested in writing by any person prior to 5:00 p.m. on **Monday, November 25, 2013**. 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 **Mitigated Negative Declaration** will be considered by the adopting authority, whose action on the protest may be appealed.

HEARING INFORMATION:

A public hearing on the project is scheduled for:

Monday, November 25, 2013 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 November 1, 2013

Signed: _____
Gerri Caruso, Principal Planner

Project Title	Special Development Permit for 156 apartment units and 40,554 square feet of office uses and Tentative for condominium purposes.
Lead Agency Name and Address	City of Sunnyvale P.O. Box 3707, Sunnyvale, CA 94088-3707
Contact Person	Shaunn Mendrin
Phone Number	408-730-7429
Project Location	1095 W. El Camino Real
Applicant's Name	The Sobrato Organization / Rich Truempler
Project Address	1095 W. El Camino Real, Sunnyvale CA
Zoning	C-2/ECR
General Plan	General Business
Other Public Agencies whose approval is required	None

DESCRIPTION OF THE PROJECT:

The proposed project is aSpecial Development Permit to allow development of 156 apartment units and a 40,554 square foot nonresidential building for office uses and Tentative Map for condominium purposes.

DETAILED PROJECT DESCRIPTION:

On-site Development: Currently, the project area is comprised of a lot totaling 4.12 acres that has historically been used for auto sales uses. There are several buildings on the site totaling approximately 24,509 square feet of the floor area. These buildings were constructed in 1968 and are approximately 45 years old. The remaining site is paved with asphalt and concrete for parking and circulation, with minimal landscaping. The landscaping includes some trees adjacent to the front of the existing building and also has perimeter landscaping with mature trees on both West El Camino Real and W. Olive Avenue.

The project includes full demolition of the entire site and construction of two buildings, one containing residential units and the other for medical office uses. The project includes 20-foot building setbacks along the perimeter of the site, which includes frontages along W. El Camino Real and W. Olive Avenue. The buildings would be constructed above two levels of below grade parking. A total of 439 parking spaces are provided as part of the project with a combination of below grade parking and at grade parking spaces for visitors (residential and medical) and drop-off. A 36-foot wide pedestrian and emergency vehicle access is also provided at the western border of the site. Access to the site is provided via two driveways along El Camino Real and one driveway providing access to the residential units from W. Olive Avenue.

The residential building will vary between three and four stories in height (47-56 ft. in height) and will contain 156 apartment units, including 82 1-bedroom units and 74 2-bedroom units. The units will range in size from 740 to 1,098 square ft. This building will front onto both W. El Camino Real and W. Olive Avenue and is centered around an open space courtyard with amenities, including a pool. The primary drive entrance to the building and the residential leasing office will be located on the ground floor fronting W. El Camino Real, with residential units above. This portion of the building will be four stories in height. The portion of the residential building directly adjacent to Olive Avenue will be limited to three stories in height and has a view of the open space through a grand staircase providing residents pedestrian access along W. Olive Avenue. A secondary vehicular access is provided via a driveway along the Olive Avenue frontage.

The office building will be three stories (49 ft. 8 inches in height) and will contain approximately 41,000 square feet of medical office uses. This building fronts directly onto W. El Camino Real and will share primary access with the apartments via the main driveway along W. El Camino Real. A secondary driveway from El Camino Real is proposed for this building along the eastern project boundary.

Construction Activities and Schedule: Construction activities include full demolition of all existing buildings and hardscape on the subject properties and construction of two new buildings and associated site improvements. The project will be subject to the Sunnyvale Municipal Code requirements for noise and hours of construction contained in Chapters 19.42.0.0 and 16.08.030.

Construction of the proposed project is likely to occur over a period of 18 months. The initial building construction and site preparation would take place over a period of approximately 12 months, with site preparation and grading of the site occurring during the two months. The remaining time would include the light construction and interior finish work.

Surrounding Uses and Setting: The subject property is located on the north side of W. El Camino Real, between Grape Avenue and S. Mary Avenue, in an area that contains retail commercial and auto sales related uses. The site is bounded to the north by Olive Avenue. This portion of Olive Avenue primarily includes low-scale multi-family uses. The site is bordered along the west property lines by a shopping center, including a market directly adjacent to the site and by auto sales and commercial uses to the east.

Off-site Improvements: A new sidewalk will be installed along the entire project frontage on both W. El Camino Real and W. Olive Avenue, which can be accommodated within the public right-of-way. Standard water, sewer, right-of-way and utility upgrades will be provided as required by the Municipal Code. This will also include the planting of street trees along both frontages.

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:
6. Earlier Analysis Used. Identify and state where they are available for review.
7. 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.
8. 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
9. 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.

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.

☐ Aesthetics	☐ Hazards & Hazardous Materials	☐ Public Services
☐ Agricultural Resources	☐ Hydrology/Water Quality	☐ Recreation
☐ Air Quality	☐ Land Use/Planning	☐ Transportation/Traffic
☐ Biological Resources	☐ Mineral Resources	☐ Utilities/Service Systems
☐ Cultural Resources	☐ Noise	☐ Mandatory Findings of Significance
☐ Geology/Soils	☐ Population/Housing	

MANDATORY FINDINGS OF SIGNIFICANCE (see checklist for further information):

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?	☐ Yes ☒ No
Mandatory Findings of Significance? 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)?	☐ Yes ☒ No
Mandatory Findings of Significance? Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐ Yes ☒ No

DETERMINATION:
On the basis of this initial evaluation:

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

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☒

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

I find that the proposed project MAY have a "potential significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐

Checklist Planner Name: Shaunn Mendrin, AICP Date: 11/1/13

Title: Senior Planner City of Sunnyvale

Signature:

Planning	**Potentially Significant Impact**	**Less than Sig. With Mitigation**	**Less Than Significant**	**No Impact**	**Source Other Than Project Description and Plans**
1. Aesthetics -Substantially damage scenic resources, including, but not limited to trees, historic buildings?	☐	☐	☐	☒	• Sunnyvale General Plan Map • Community Character and Land Use and Transportation Chapters of the Sunnyvale General Plan www.sunnyvaleplanning.com • SMC 19.90 Tree Preservation Ordinance Sunnyvale Inventory of Heritage Trees • Precise Plan for El Camino Real
2. Aesthetics -Substantially degrade the existing visual character or quality of the site and its surroundings including significant adverse visual changes to neighborhood character	☐	☐	☐	☒	• Sunnyvale General Plan Map • Community Character and Land Use Chapters of the Sunnyvale General Plan
3. Aesthetics -Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒	• General Plan Map • Community Character, Land Use and Transportation Chapters of the Sunnyvale General Plan • City-Wide Design Guidelines
4. Population and Housing - 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) in a way that is inconsistent with the Sunnyvale General Plan?	☐	☐	☒	☐	• Land Use and Transportation Chapter of the Sunnyvale General Plan • General Plan Map www.sunnyvaleplanning.com • City of Sunnyvale General Plan Housing and Community Revitalization Sub-element
5. Population and Housing - Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	• Housing Chapter, Land Use and Transportation Chapter of the Sunnyvale General Plan • General Plan Map www.sunnyvaleplanning.com
6. Population and Housing - Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	• City of Sunnyvale General Plan, Housing Chapter www.sunnyvaleplanning.com,
7. Land Use Planning - Physically divide an established community?	☐	☐	☐	☒	• Sunnyvale General Plan Map • www.sunnyvaleplanning.com

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
8. Land Use Planning – Conflict with the Sunnyvale General Plan, Zoning Ordinance, San Francisco Bay Conservation and Development Commission (BCDC) area or related specific plan adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒	• Land Use and Transportation Chapter of the Sunnyvale General Plan • Title 19 (Zoning) of the Sunnyvale Municipal Code http://qcode.us/codes/sunnyvale/view.php?topic=19&frames=off
9. Transportation and Traffic - Result in inadequate parking capacity?	☐	☐	☒	☐	• Parking Requirements (Section 19.46) in the Sunnyvale Municipal Code http://qcode.us/codes/sunnyvale/view.php?topic=19-4-19_46&frames=off • TIA dated 9/20/13
10. For a project located within the Moffett Field AICUZ or 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?	☐	☐	☐	☒	• Moffett Field Air Installations Compatible Use Zones (AICUZ) • Sunnyvale Zoning Map • Sunnyvale General Plan Map • www.sunnyvaleplanning.com
11. 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?	☐	☐	☐	☒	• There are no private airstrips in or in the vicinity of Sunnyvale
12. For a project within the vicinity of Moffett Federal Airfield, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	• Moffett Field Air Installations Compatible Use Zones (AICUZ) Study Map
13. Agricultural Resources - Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	• Sunnyvale Zoning Map • www.sunnyvaleplanning.com
14. Noise - Exposure of persons to or generation of noise levels in excess of standards established in the Noise Sub-Element, Noise limits in the Sunnyvale Municipal Code, or applicable standards of the California Building Code?	☐	☒	☐	☐	• Safety and Noise Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com • 19.42 Noise Ordinance • http://qcode.us/codes/sunnyvale/view.php?topic=19&frames=off • Site Noise Assessment • Project Noise Study dated 6/12/13
15. Noise - Exposure of persons to or generation of excessive groundborne vibration?	☐	☐	☒	☐	• Safety and Noise Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com • Project Description

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
16. Noise - A substantial permanent or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒	• Safety and Noise Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com • Project Noise Study dated 6/12/13
17. Biological Resources - 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 Wildlife or U.S Wildlife Service?	☐	☐	☐	☒	• General Plan Map • Project Description
18. Biological Resources - 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?	☐	☐	☐	☒	• General Plan Map • Project Description
19. Biological Resources - 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?	☐	☐	☐	☒	• General Plan Map • Project Description
20. Biological Resources - Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐	• SMC 19.90 Tree Preservation Ordinance Sunnyvale Inventory of Heritage Trees • Tree Inventory dated 4/13/13
21. Biological Resources - Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	• General Plan Map • Project Description
22. Historic and Cultural Resources - Cause a substantial adverse change in the significance of a historical resource or a substantial adverse change in an archeological resource?	☐	☒	☐	☐	• Community Character Chapter of the Sunnyvale General Plan • Sunnyvale Inventory or Heritage Resources • The United States Secretary of the Interior's "Guidelines for Rehabilitation" • Criteria of the National Register of Historic Places

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
					• CHRIS Historic and Archaeological Records Search-7/12/13
23. Historic and Cultural Resources - Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐	• Project Description • CHRIS Historic and Archaeological Records Search-7/12/13
24. Public Services - Would the project result in substantial adverse physical impacts associated with the provision of new or expanded public schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives?	☐	☐	☒	☐	The following public school districts are located in the City of Sunnyvale: Fremont Union High School District, Sunnyvale Elementary School District, Cupertino Union School District and Santa Clara Unified School District.
25. Air Quality - Conflict with or obstruct implementation of the BAAQMD air quality plan? How close is the use to a major road, hwy. or freeway?	☐	☐	☐	☒	• BAAQMD CEQA Guidelines • Sunnyvale General Plan Map • www.sunnyvaleplanning.com • BAAQMD Screening Analysis Tables - Advanced Screening for Mobile Hazardous Sources within 1,000 feet of Project Site • AQ/GHG Study dated 9/17/13
26. Air Quality - Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	• BAAQMD CEQA Guidelines • Air Quality and GHG Studies • AQ/GHG Study dated 9/17/13
27. Air Quality - Would the project conflict with any applicable plan, policy or regulation of any agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒	• BAAQMD CEQA Guidelines • AB 32 • AQ/GHG Study dated 9/17/13
28. Air Quality - Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	☐	☐	☐	☒	• BAAQMD CEQA Guidelines • CalEEMod Results • AQ/GHG Study dated 9/17/13
29. Air Quality - 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)?	☐	☐	☒	☐	• BAAQMD CEQA Guidelines • www.sunnyvaleplanning.com • AQ/GHG Study dated 9/17/13

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
30. Air Quality - Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	• BAAQMD CEQA Guidelines • www.sunnyvaleplanning.com • AQ/GHG Study dated 9/17/13
31. Seismic Safety - 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?	☐	☐	☐	☒	• Safety and Noise Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com • California Geological Survey - Alquist-Priolo Earthquake Fault Zones Map
32. Seismic Safety - Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	• Safety and Noise Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com
33. Seismic Safety - Strong seismic ground shaking?	☐	☐	☒	☐	• Safety and Noise Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com • California Building Code
34. Seismic Safety - Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	• Safety and Noise Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com • 2001 ABAG Liquefaction Hazard Map www.abag.ca.gov • California Building Code

Further Discussion if "Less Than Significant" with or without mitigation:

4. Population and Housing (Less Than Significant) – The 156 proposed residential units will provide additional housing opportunities in the City of Sunnyvale and are allowed to be developed on the site with approval of a Special Development Permit consistent with the Zoning and General Plan designation of the site. The project's impact will be a slight incremental beneficial impact to the City's Jobs/Housing balance. As a result, this positive aspect of the project is a less than significant impact.

9. Transportation and Traffic (Less than Significant with Mitigation) – The parking supplied by the proposed project was evaluated in a Traffic Impact Analysis prepared for the project by TJKM Consultants on September 20, 2013. The study is available for review at the City of Sunnyvale's Community Development Department, Monday through Friday between 8:00 a.m. and 5:00 p.m.

The project includes a total of 443 parking spaces, including 41 shared-use spaces, 239 residential spaces and 163 commercial office spaces. The City Municipal Code requires multi-family residential uses to provide a minimum of one covered assigned space per unit and an additional 0.5 unassigned spaces per each one-

bedroom unit or one unassigned space per each two-bedroom unit. Additionally, commercial office uses are required to provide between 3.3 to four spaces per 1,000 sq. ft. of gross floor area. The overall site commercial office parking supply rate of four spaces per 1,000 sq. ft. resulting from the proposed project is at the maximum end of the Municipal Code required range. Therefore, the proposed project is expected to be adequately parked with respect to the Municipal Code requirements.

Shared Parking

Based TJKM's shared parking analysis, the project is expected to generate its highest weekday parking demand in January at the peak hour of 10:00 a.m., when 362 parked vehicles are expected on site. Similarly, a worst-case weekend peak parking demand of 252 vehicles is expected during the peak month of January at the peak hour of 9:00 p.m. These totals represent the highest parking demand expected on the project site during a typical year of operation. Therefore, the proposed onsite parking supply of 443 spaces is expected to easily satisfy expected peak parking demand generated by the proposed project throughout the year, based on shared parking principles.

Onsite Bicycle Parking

The City Municipal Code includes specific bicycle parking supply requirements for both multi-family and general office uses. Multi-family uses of five or more units shall provide bicycle parking in the amount of one Class I space for every four units. Non-residential uses shall provide bicycle parking in the amount of five percent of the total number of vehicular parking spaces provided, with at least 75 percent of the required amount of bicycle parking consisting of Class II spaces. Class I bicycle parking consists of facilities such as bicycle lockers or enclosed rooms, while Class II facilities include bicycle racks.

Based on the Municipal Code requirements, the proposed project would be required to provide a total of 48 bicycle parking spaces, including 41 Class I spaces and seven Class II spaces. According to the project site plan, 60 bicycle spaces will be provided by 15 Class II bicycle racks, with a capacity of four bicycle spaces per rack. The 60 spaces will be located below the residential portion of the project and will be located within a secured card access area. The project will also need to provide additional secured bicycle spaces for the office component. As a condition of approval, the project applicant will be required to demonstrate compliance with the bicycle parking requirements.

14. Noise (Less Than Significant with Mitigation) – A Noise Assessment prepared by Illingworth and Rodkin was completed for the project site on June 12, 2013. The study is available for review at the City of Sunnyvale's Community Development Department, Monday through Friday between 8:00 a.m. and 5:00 p.m. The study included long-term noise measurements at three locations and short-term measurements at two locations. Based on the potential growth in the project area, it is anticipated that future noise levels on the project site would range from levels of 59 dBA Ldn (35 ft. from centerline of Olive Ave.) up to 62 dBA Ldn at property line shared with the shopping center and up to 73 dBA Ldn (65 ft. from centerline of El Camino Real).

The noise in these areas is generally generated by local traffic and by the noise generated by the adjacent loading dock in the commercial center. The Building Code requires the interior noise level to meet a 45 dB, which will be accommodated through common building techniques. Future residential uses developed on the project site adjacent to El Camino Real and on the western property line facing the commercial loading area to the west would be exposed to exterior noise levels greater than 60 dBA Ldn. These areas would need to have closed windows and ventilation to meet the required rating levels. The applicant has included heating and air conditioning units for all dwellings. The remaining buildings will need additional minor STC rated windows. The primary residential outdoor use area at the project will be located in an area shielded from roadway and commercial noise sources by the proposed residential buildings. Exterior noise levels at this outdoor use area are calculated to be less than 60 dBA Ldn, meeting the City's 60 dBA Ldn exterior noise level standard for common recreational outdoor use areas.

Considering the placement of the office building on the site, future noise levels at the closest office facades to El Camino Real are calculated to reach a level of 72 dBA Ldn under future conditions. This exterior noise environment would exceed the City's 70 dBA Ldn compatibility threshold for office type land uses. Similarly, the façade of the office building facing El Camino would be exposed to noise levels exceeding 65 dBA Ldn. For office developments, the noise and land use compatibility guidelines are designed to screen projects and provide guidance in determining when special building sound insulation treatments may be necessary in order to adequately control the intrusion of environmental noise. The noise level goal for average noise levels inside offices varies depending upon the type of office space. Typically, traffic noise levels should be reduced to an hourly average noise level between 35 and 45 dBA Leq. Standard office construction normally provides 30 dBA of noise reduction in interior spaces. Based on this and the calculated future exterior noise environment, interior noise levels at offices would be about 42 dBA Leq assuming standard office construction methods. These interior noise levels would be compatible with the proposed use and would meet the 50 dBA Leq noise limit established in CALGreen Code Section 5.507.4.2.

The following noise-reducing measures would be required to comply with noise standards and to reduce the impact to a less than significant level. The following noise-reducing mitigation measures are proposed:

WHAT: 1) A qualified acoustical consultant shall review final site plan, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by State noise regulations. Project-specific acoustical analyses are required by the California Building Code to confirm that the design results in interior noise levels reduced to 45 dBA Ldn or lower. The specific determination of what noise insulation treatments are necessary will be conducted on a unit-by-unit basis. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans and approved prior to issuance of a building permit.

2) Building sound insulation requirements would need to include the provision of forced-air mechanical ventilation for all perimeter residential units, so that windows could be kept closed at the occupant's discretion to control noise.

WHEN: These mitigations shall be converted into conditions of approval for the Special Development Permit (SDP) prior to its final approval by the City's Planning Commission. The conditions will become valid when the UP is approved and prior to building permit issuance. Prior to submittal of a building permit, the applicant will be required to submit a noise analysis showing that residential unit windows and wall construction shall be designed to limit interior noise levels to a maximum of 45 db Ldn when all windows and doors are closed. A second study providing evidence of compliance shall be submitted prior to occupancy of units. The compliance report shall comply with the provisions of the current building codes.

WHO: The project contractor/applicant will be solely responsible for implementation and maintenance of these mitigation measures.

HOW: The conditions of approval will require these mitigation measures to be incorporated into the construction plans.

15. Noise and Groundbourne Vibration (Less Than Significant) – Vibration levels generated during demolition and construction activities may at times be perceptible at neighboring land uses, but vibration levels would not be excessive enough to cause cosmetic or structural damage to buildings.

The proposed project is not expected to substantially increase traffic noise levels on roadways serving the project on a permanent basis at noise sensitive uses in the vicinity.

The project will introduce short-term sources of noise to the project area during construction and demolition of the site. Through the City's implementation of the Municipal Code noise regulations contained in Chapters 19.42.030 and 16.08.030 and measures outlined in the noise study this impact will be lessened to a less than significant level during construction.

20. Biological Resources - Conflict with a Tree Preservation Policy or Ordinance (Less Than Significant with Mitigation) – A tree inventory and evaluation was performed on the project site. There are 39 trees located on the site with a range of 8 different species including liquid ambar (street trees), fan palm, queen palm, acacia, tulip, juniper, xyloma, red ironbark trees. The trees were evaluated based on the species, condition and location. Based on these factors it was determined that the value of the existing trees is $89,700. The project proposes removal of all trees on the project site and to plant trees on the site that will exceed this value or will mitigate the loss of these trees in accordance with the Municipal Code Section 19.94 Tree Preservation Ordinance.

22. Historic and Cultural Resources - Significance of a historical resource or a substantial adverse change in an Archeological Resource (Less Than Significant with Mitigation) – The existing vacant buildings located on the site were constructed in 1967 and are typical of construction for that time, using wood construction with stucco and metal windows. As such, the buildings are not yet 50 years old, and therefore do not meet the criteria for considering the building eligible for either the California and/or National Register nor are the buildings listed on the Sunnyvale Cultural Resources Inventory List. In addition, the buildings do not possess high artistic value nor do they represent the work of a master. Based on this information it has been determined that the buildings are not historically significant and the demolition of the buildings would not result in a significant impact.

Based upon review the Northwest Information Center (NWIC) archaeological base maps for the project area, it has been determined that the project site does not contain any recorded archaeological resources.

23. Historic and Cultural Resources (Less Than Significant with Mitigation) - The proposed project includes grading and land disturbance for construction of the proposed project. Given the proximity of the project area to historic and prehistoric archaeological discoveries; there is a moderate possibility of discovery of archaeological resources and human remains, and such disturbance would result in a significant impact unless mitigated. The project will be required to implement the following mitigation measure to reduce potential impacts to human remains to a less than significant level:

WHAT: 1) Prior to ground disturbance, archival research shall be conducted to determine the appropriate locations for archaeological monitoring during removal of asphalt or concrete, fill, vegetation, or structures. Following the exposure of the original soils, a field inspection shall be conducted and a report containing "next-step" recommendations shall be provided.

2) If archaeological resources are encountered during construction, work shall be temporarily halted in the vicinity of the discovered materials and workers shall avoid altering the materials and their context, until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. Project personnel shall not collect cultural resources.

3) Any identified cultural resources be recorded on DPR 523 historic resource recordation forms.

4) The treatment of human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity within the project shall comply with applicable State laws. Pursuant to Section 7050.5 of the California Health and Safety Code, and California Public Resources Code (PRC) Section 5097.94, in the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara

County Medical Examiner shall be immediately notified and shall make a determination as to whether the remains are Native American.

In the event of the coroner's determination that the human remains are Native American, notification of the Native American Heritage Commission (NAHC), is required who shall appoint a Most Likely Descendant (MLD) (PRC Section 5097.98). The archaeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. California Public Resources Code allows 48 hours to reach agreement on these matters. If the MLD and the other parties do not agree on the reburial method, the project will follow PRC Section 5097.98(b) which states that ". . . the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."

WHEN: These mitigations shall be converted into conditions of approval for this Special Development Permit and Tentative Map prior to its final approval by the City's Planning Commission. The conditions will become valid when the Special Development Permit and Tentative Map are. Conditions will be applicable during the construction of the project.

WHO: The property owner and contractor will be responsible for implementation and maintenance of these mitigation measures.

HOW: The conditions of approval will require these mitigation measures to be incorporated into the construction plans.

24. Public Services (Less Than Significant) -Unlike utility services, public services are provided to the community as a whole, usually from a central location or from a defined system. The resources base for delivery of the services, including the physical service delivery mechanisms, is financed on a community-wide basis, usually from a unified or integrated financial system. Usually, new development will create an incremental increase in the demand for these services; the amount of the demand will vary widely, depending on both the nature of the development and the type of services, as well as on the specific characteristics of the development.

The impact of a particular project on public services and facilities is generally a fiscal impact. By increasing the demand for a type of service, a project could cause an eventual increase in the cost of providing the service (more personnel hours to patrol an area, additional fire equipment needed to service a tall building, etc.). These impacts are not considered environmental issues.

Due to the development of new residential and office uses on the site, some increase in the demand for services will result from this project. The project will be subject to various impact fees (including school impact fees) due to an incremental increase in demand on City services and will therefore be required to pay fees to meet its demand for services. However, the project is located in an urbanized area currently served by municipal services, therefore, it is not anticipated that an infill project of this type and size will significantly change or impact public services or require the construction of new or remodeled public service facilities. The project will not require the construction of any new service facilities; therefore, the project would not result in a significant public services impact.

26. Air Quality - Greenhouse Gas Emissions (Less Than Significant) - A Green House Gas Analysis prepared by Illingworth and Rodkin was completed for the project site on September 17, 2013. The study is

available for review at the City of Sunnyvale's Community Development Department, Monday through Friday between 8:00 a.m. and 5:00 p.m.

The BAAQMD May 2011 CEQA Guidelines included GHG emissions-based significance thresholds. These thresholds include a "bright-line" emissions level of 1,100 metric tons per year for land-use type projects and 10,000 metric tons per year for stationary sources. Projects with emissions above the thresholds would be considered to have an impact, which, cumulatively, would be significant. The project size, 156 multi-family dwelling units, exceeds the screening size listed in the 2011 BAAQMD CEQA Air Quality Guidelines as having less than significant GHG emissions. Therefore, a refined analysis that includes modeling of GHG emissions from the project was conducted.

Annual emissions resulting from the proposed project are predicted to be 2,001 MT of CO2e. These emissions would be above the BAAQMD "Bright-Line" threshold of 1,100 MT of CO2e/yr. Emissions were then compared against the per capita thresholds, where emissions are divided by the number of new residents and new workers. The per capita emissions of 3.52 MT of CO2e/yr/capita are below the BAAQMD threshold.

28. Air Quality (Less Than Significant) - An Air Quality Analysis prepared by Illingworth and Rodkin was completed for the project site on September 17, 2013. The study is available for review at the City of Sunnyvale's Community Development Department, Monday through Friday between 8:00 a.m. and 5:00 p.m. The project falls below BAAQMD's applicable operational-criteria air pollutant levels and screening criteria; therefore, this impact will be less than significant.

29. Air Quality (Less Than Significant) – An Air Quality Analysis prepared by Illingworth and Rodkin was completed for the project site on September 17, 2013. The study is available for review at the City of Sunnyvale's Community Development Department, Monday through Friday between 8:00 a.m. and 5:00 p.m. Implementation of the proposed project would increase the number of dwelling units and office space within the City of Sunnyvale. An increase in dwelling units and office space typically results in an increase in traffic, which results in an increase in local and regional pollutant levels. However, the project would have emissions well below the BAAQMD thresholds which was identified at 451 residential dwelling units or 346,000 square feet of office. Since the project proposes 156 multi-family units and 41,000 square feet of office, it is concluded that emissions would be below the BAAQMD significance thresholds. In addition, development of the project site would be considered urban "infill"; development would occur near employment centers, and development would be near existing transit with regional connections. The project, at 156 residential units and 41,000 square feet of office space, is too small to exceed any of the significance thresholds.

The project would include new sensitive receptors near sources of Toxic Air Contaminant (TAC) emissions. Substantial sources of air pollution can adversely affect sensitive receptors proposed as part of new projects. A review of the area indicates that there are two roadways within 1,000 feet of the site that could adversely affect new residences and two stationary sources of air pollution are located near the site. There are thresholds that address both the impact of single and cumulative TAC sources upon projects that include new sensitive receptors.

A review of the area indicates that the proposed project would place new residences near El Camino Real, which has over 10,000 average daily vehicle trips per day. In addition, two stationary sources with reported screening risks greater than the BAAQMD thresholds at a distance of 50 feet from the source are located within 1,000 feet of the project site. The analysis of these sources used screening data provided by BAAQMD to identify the potential cancer risk and PM2.5 exposure risks posed by roadways and stationary sources located within 1,000 feet.

The closest residential portion of the project to El Camino Real traffic would be 2nd story units that are over 25 feet from the nearest travel lane. No other roadways with substantial traffic affect the project. Permitted stationary sources of air pollution near the project site were also identified. All of the sources within 1,000 feet

of the project site were identified to have maximum reported risks or PM2.5 concentrations below the BAAQMD thresholds.

- Plant G11866, a gas station located at 1005 W El Camino Real, about 500 feet east of the project. According to BAAQMD, the screening risk level is 28.851 per million. This risk was adjusted to account for the 500-foot or greater setback. As a result, this facility would result in an excess cancer risk of 1.3 per million and little or no PM2.5 impacts or hazards.

- Plant 2238 is Betty Brite Cleaners at 631 Grape Avenue, more than 400 feet south of the project. BAAQMD data indicate a lifetime cancer risk of 11.2 per million. However, dry cleaners are required by State Law to eliminate the use of perchloroethylene by 2023. Therefore, the lifetime cancer risk computed by BAAQMD was adjusted for the shorter exposure duration (9 years actual compared to 70-year lifetime). There was no distance adjustment applied. The excess cancer risk is 6.8 per. There hazards impacts from this source are quite low and there are no PM2.5 emissions.

There are both single and cumulative source thresholds for TAC sources affecting the project site. Based on screening data provided by BAAMQD, the maximum excess lifetime cancer risk would be just below the excess cancer risk threshold of 10 per million for El Camino Real traffic and below the single-source thresholds for hazards and PM2.5. The combination of exposures from El Camino Real traffic and nearby stationary sources would result in excess cancer risks of less than 30 per million, PM2.5 exposures of less than 0.2 µg/m3, and a Hazard Index well below 0.1. These exposures are below the cumulative source thresholds of significance identified by BAAQMD

30. Air Quality (Less than Significant with Mitigation): Due to the project size, construction period emissions would be less than significant. In their 2011 update to the CEQA Air Quality Guidelines, BAAQMD identified the size of land use projects that could result in significant air pollutant emissions. For construction impacts, the multi-family project size was identified at 240 dwelling units or 277,000 square feet of office. Since the project proposes 156 multi-family units and 41,000 square feet of office, it is concluded that emissions would be below the BAAQMD significance thresholds for construction exhaust.

The project requires significant grading of the site, including demolition and removal of the existing building and landscaping. This may introduce temporary and short-term dust into the air, and therefore temporarily affect air quality. Nearby residents could be affected by the change in air quality if mitigation is not implemented. Through the City's implementation of the Municipal Code's construction regulations, and the Bay Area Air Quality Management District (BAAQMD) regulations, and the measures outlined in the Air Quality Study, this impact will be lessened to a less than significant level during construction.

This could be accomplished through the following mitigation measures:

WHAT: Permits must be obtained from the City of Sunnyvale and Bay Area Air Quality Management (BAAQMD). The City of Sunnyvale requires all project to comply with the requirement of BAAQMD.

WHEN: This mitigation shall be converted into conditions of approval for this Special Development Permit and Tentative Map prior to its final approval by the City's Planning Commission. The conditions will become valid when the Special Development Permit and Tentative Map approved and prior to building permit issuance. These permits are required prior to any demolition or construction on site.

WHO: The property owner will be solely responsible for implementation and maintenance of these mitigation measures.

HOW: The conditions of approval will require these mitigation measures to be incorporated into the construction plans.

33. Seismic Safety (Less Than Significant) – While the site is not located on or near an earthquake fault, severe ground shaking is probable during the useful life of the proposed buildings. The proposed project will be designed and constructed in conformance with the City guidelines for Seismic Zone 4 and the most recent California Building Code to avoid or minimize potential damage from seismic shaking and seismic-related hazards. With implementation of standard design measures, the proposed project would have less than significant seismic-related impacts.

34. Seismic Safety (Less Than Significant) - The proposed project site is located within a geographic area susceptible to liquefaction. The probability of liquefaction of silt at the project site is moderate. The proposed project will be designed and constructed in conformance with the most recent California Building Code to avoid or minimize potential damage from liquefaction. With implementation of standard design measures, the proposed project would have less than significant impacts.

Responsible Division: Planning Division Completed by: Shaunn Mendrin Date: 11/1/13

Transportation	**Potentially Significant Impact**	**Less than Sig. With Mitigation**	**Less Than Significant**	**No Impact**	**Source Other Than Project Description and Plans**
35. Exceeds the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all modes of transportation including nonmotorized travel and all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian walkways, bicycle paths, and mass transit?	☐	☐	☒	☐	• Land Use and Transportation Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com • TIA dated 9/20/13
36. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measurements, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒	• Land Use and Transportation Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com • 2009 VTA Congestion Management Program • TIA dated 9/20/13
37. Results in a change in air traffic patterns, including either an increase in air traffic levels or a change in flight patterns or location that results in substantial safety risks to vehicles, bicycles, or pedestrians?	☐	☐	☐	☒	• Land Use and Transportation Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com
38. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☐	☒	• Land Use and Transportation Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com
39. Conflict with adopted policies, plans, or programs regarding public transit or nonmotorized transportation?	☐	☐	☐	☒	• Land Use and Transportation Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com • TIA dated 9/20/13
40. Affect the multi-modal performance of the highway and/or street and/or rail and/or off road nonmotorized trail transportation facilities, in terms of structural, operational, or perception-based measures of effectiveness (e.g. quality of service for nonmotorized and transit modes)?	☐	☐	☐	☒	• Land Use and Transportation Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com • TIA dated 9/20/13
41. Reduce, sever, or eliminate pedestrian or bicycle circulation or access, or preclude	☐	☐	☐	☒	• Land Use and Transportation Chapter of the Sunnyvale

Transportation	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
future planned and approved bicycle or pedestrian circulation?					General Plan • www.sunnyvaleplanning.com • TIA dated 9/20/13
42. Cause a degradation of the performance or availability of all transit including buses, light or heavy rail for people or goods movement?	☐	☐	☐	☒	• Land Use and Transportation Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com • 2009 VTA Congestion Management Program • TIA dated 9/20/13

Further Discussion if "Less than Significant" with or without mitigation:

Transportation and Traffic (Less than Significant with Mitigation): A Traffic Impact Analysis was prepared for the project by TJKM Consultants on September 20, 2013. The study is available for review at the City of Sunnyvale's Community Development Department, Monday through Friday between 8:00 a.m. and 5:00 p.m. This study evaluated existing and background conditions, project impacts and cumulative traffic conditions. The study also includes evaluations and recommendations concerning project site access for vehicles, transit, bicycle, and pedestrians, evaluation of onsite vehicle and bicycle parking supply, and evaluation of potential traffic impacts during construction.

This study includes traffic analysis results for six study scenarios, 13 study intersections, and two freeway segments that would potentially be impacted by proposed project traffic. For the purposes of this analysis, potential traffic operational effects from this project are identified based on established traffic operational thresholds for the Santa Clara County Valley Transportation Authority (VTA) Congestion Management Program (CMP) and the City of Sunnyvale.

Existing Conditions

Currently, all study intersections operate at acceptable level of service (LOS) during both weekday a.m. and p.m. peak hours based on City of Sunnyvale (LOS D) and VTA CMP (LOS E) traffic operational standards.

Based on operational results reported in VTA's 2011 CMP Monitoring and Conformance Report, the following freeway segments exceed the VTA CMP operational standard of LOS E or better during specified peak hours:

- SR 85 Southbound, SR 237 to El Camino Real (p.m. peak hour)
- SR 85 Southbound, El Camino Real to Fremont Avenue (p.m. peak hour)
- SR 85 Northbound, Fremont Avenue El Camino Real (a.m. peak hour)

Project Trip Generation

The proposed project is expected to generate 1,656 new daily vehicle trips, including 168 during the a.m. peak hour and 217 during the p.m. peak hour. These trip totals include application of a maximum three (3) percent trip discount that accounts for the project's internal trips given its mixed-use configuration, as well as a maximum two (2) percent reduction given its proximity to major bus stops per VTA Transportation Impact Analysis guidelines.

Existing plus Project Conditions
With the addition of traffic from the proposed project, all intersections are expected to continue operating at acceptable service levels of LOS D or better. Therefore, the proposed project is expected to have a less-than-significant impact with respect to project traffic under Existing plus Project Conditions, and no mitigations are required.

In terms of freeway operations under this scenario, the proposed project is not expected to add trips greater than one percent of the capacity of any freeway segment already operating at LOS F under Existing Conditions per VTA CMP standards. Therefore, the addition of proposed project traffic is expected to result in a less-than-significant impact for the study freeway segments under Existing plus Project Conditions. As a result, no mitigation measures are required.

Background No Project Conditions (2015)
Background Conditions represent the anticipated year of project completion, 2015. Under Background No Project Conditions (without the proposed project), all study intersections are expected to continue operating at acceptable level of service (LOS) during both weekday a.m. and p.m. peak hours based on City of Sunnyvale and VTA CMP traffic operational standards.

Background plus Project Conditions (2015)
With the addition of traffic from the proposed project to baseline Background Conditions, all intersections are expected to continue operating at acceptable service levels of LOS D or better. Therefore, the proposed project is expected to have a less-than-significant impact with respect to project traffic under Background plus Project Conditions, and no mitigations are required under this scenario.

Cumulative No Project Conditions (2023)
Under Cumulative No Project Conditions, all study intersections are expected to continue operating at acceptable level of service (LOS) during both weekday a.m. and p.m. peak hours based on City of Sunnyvale and VTA CMP traffic operational standards.

Cumulative plus Project Conditions (2023)
With the addition of traffic from the proposed project to baseline Cumulative Conditions, all intersections are expected to continue operating within the applicable jurisdictional standards of LOS D (Sunnyvale) and LOS E (CMP) or better. Therefore, the proposed project is expected to have a less-than-significant impact with respect to project traffic under Cumulative plusProject Conditions, and no mitigations are required under this scenario.

Vehicle Access Evaluation
In terms of external access, the project conceptual plan shows three 2-way access driveways that the proposed project would use, including two existing driveways. Of these driveways, the two existing are on El Camino Real, while the proposed driveway would access Olive Avenue. El Camino Real west of Bernardo Avenue provides direct access to the northbound and southbound SR 85 on- and off-ramps. Based on review of the three access driveways, the proposed configurations would be adequate for the proposed mixed-use project.

Construction Impacts/Traffic Operations
Construction truck traffic be limited to using Mathilda Avenue if traveling from/to SR 237 or US 101, El Camino Real if traveling from/to SR 85, and Evelyn and Mathilda Avenues if traveling from/to Central Expressway. These roadways provide the most direct access for construction trucks to/from the project site and would generally avoid residential areas.

The addition of construction truck traffic is not expected to have a significant impact in terms of intersection operations, since all study intersections are expected to operate at LOS D or better under Existing plus Project

and Background plus Project Conditions. It should also be noted that construction traffic would not follow the same circulation patterns as project trips. However, Mathilda Avenue currently experiences significant congestion at the closely spaced SR 237 ramp terminals north of the project site during commute peak hours.

WHAT: 1) Although the project would not result in significant traffic impacts, the project will add vehicle trips to the surrounding roadway system. As such, it is subject to the City's Transportation Impact Fee requirement, which includes payment of the estimated fee of $225,701.46, therefore, this impact is less than significant.

2) Since Mathilda Avenue currently experiences significant congestion at the closely spaced SR 237 ramp terminals north of the project site during commute peak hours. Construction truck access to the site shall be restricted during weekday commute peak periods (7:00-9:00 a.m. and 4:00-6:00 p.m.), to limit potential impacts to traffic operations for that section of Mathilda Avenue.

WHEN: These mitigations shall be converted into conditions of approval for this Special Development Permit and Tentative Map prior to its final approval by the City's Planning Commission. The conditions will become valid when the Special Development Permit and Tentative Map are approved. Conditions will be applicable during the construction of the project.

WHO: The property owner and contractor will be responsible for implementation and maintenance of these mitigation measures.

HOW: The conditions of approval will require these mitigation measures to be incorporated into the construction plans.

41. Transportation and Traffic (Less than Significant) - Reduce, sever, or eliminate pedestrian or bicycle circulation or access, or preclude future planned and approved bicycle or pedestrian circulation?

Pedestrian and Bicycle Access Evaluation

In terms of pedestrian facilities, the project site has good accessibility. The proposed project will utilize well-defined existing pedestrian facilities external to the existing project site, and will include internal pedestrian paths upon completion of the project. Sidewalks are provided along the El Camino Real and Olive Avenue project frontages. Both of these streets connect pedestrians to Bernardo Avenue, where VTA bus stops are located in addition to those on El Camino Real. In terms of internal circulation, the proposed project will include pedestrian paths connecting the two buildings, as well as an additional pathway along the project's western boundary, which will provide access to the residential building on its west side, and provide a connection between Olive Avenue and El Camino Real.

In terms of bicycle access to the project site, there are no existing Class I bicycle paths or Class II bicycle lanes in the vicinity that serve the project site. Primary bicycle access would be provided at the existing site driveways on El Camino Real, the proposed driveway on Olive Avenue, and the potential multi-use path along the project site's western boundary. El Camino Real and Olive Avenue are sufficiently wide for bicyclists to share the road with vehicles. Overall, most of the existing infrastructure appropriately accommodates bicyclists and pedestrians, since the project site is located within a developed area.

42. Transportation and Traffic (Less than Significant) - Cause a degradation of the performance or availability of all transit including buses, light or heavy rail for people or goods movement?

Transit Access

The proposed project would not have a potentially significant impact on transit service. The project will have access to three VTA bus routes within 2,000 feet walking distance. It should be noted that the 1.7-mile walking

distance from the project site to the Sunnyvale Caltrain Station is greater than the VTA CMP guideline of 2,000 feet reasonable walking distance to a transit stop. The bus stops are accessible via sidewalks for pedestrians and roadways for bicyclists on a relatively flat terrain amenable to these transportation modes. The impacts that would occur on these transit lines are expected to be less than significant, even if full VTA TDM reductions were shifted to just these public transit lines and not to carpools, bicyclists, pedestrians, or other transit lines. This is because the average commute peak hour load factors on the area VTA bus routes are below 1.0 (seating capacity), except one route that has a slightly higher overall average commute peak hour load factor of 1.05 (Route 522). However, VTA planning staff expects that Route 522 would still be able to accommodate additional riders using available standing room capacity. Therefore, the number of peak hour riders the project would potentially add to any individual bus route would be negligible and no impact on existing VTA area transit operations is anticipated

Responsible Division: Planning Division Completed by: Shaunn Mendrin Date: 11/1/13

Building	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
43. Hydrology and Water Quality - 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?	☐	☐	☐	☒	• FEMA Flood Insurance Rate Map No. 06085C0045H Effective 5/18/09 • California Building Code • Title 16 (Building) of the Sunnyvale Municipal Code • Geotechnical Report dated 2/22/13
44. Hydrology and Water Quality - Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒	• FEMA Flood Insurance Rate Map No. 06085C0045H Effective 5/18/09 • California Building Code • Title 16 (Building) of the Sunnyvale Municipal Code • Geotechnical Report dated 2/22/13
~~45.~~ Hydrology and Water Quality - 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?	☐	☐	☐	☒	• 1995 ABAG Dam Inundation Map www.abag.ca.gov • California Building Code • Title 16 (Building) of the Sunnyvale Municipal Code • Geotechnical Report dated 2/22/13
46. Geology and Soils - Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	• Sunnyvale Municipal Code 12.60 • Sunnyvale Storm Water Quality Best Management Practices Guideline Manual • Geotechnical Report dated 2/22/13
47. Geology and Soils - 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?	☐	☐	☒	☐	• Safety and Noise Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com • California Building Code • California Plumbing, Mechanical, and Electrical Codes • Title 16 (Building) of the Sunnyvale Municipal Code • Geotechnical Report dated 2/22/13
48. Geology and Soils - Be located on expansive soil, as defined by the current building code, creating substantial risks to life or property?	☐	☐	☐	☒	• California Building Code • California Plumbing, Mechanical, and Electrical Codes • Title 16 (Building) of the Sunnyvale Municipal Code • Geotechnical Report dated 2/22/13

Further Discussion if "Less Than Significant" with or without mitigation:

The California Building Code contains a series of building code requirements to address safety issues regarding seismic shaking, flooding, and soil types. In addition, Title 16.62 of the Sunnyvale Municipal Code

requires a series of measures for provisions to reduce flood-related hazards to buildings. These standards are suggested by the Federal Emergency Management Agency and required by code by the City of Sunnyvale. These standards must be met for a building permit to be issued.

47. Geology and Soils (Less Than Significant) - A Geotechnical Report was prepared for the project by Cornerstone Earth Group on February 22, 2013. The study is available for review at the City of Sunnyvale's Community Development Department, Monday through Friday between 8:00 a.m. and 5:00 p.m.

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, which could potentially result in damage and collapse to the proposed buildings. The site is not located within a State-designated Liquefaction Hazard Zone or a Santa Clara County Liquefaction Hazard Zone. Therefore, there is a low potential for Liquefaction on the project site.
Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. There are no open faces within 200 feet of the site where lateral spreading could occur; therefore, the potential for lateral spreading to affect the site is low.

Based on the project plans, it appears the undocumented fill will be removed during the basement excavations; however, any remaining undocumented fill encountered extending below the basement mass excavation should be removed and be replaced with engineered fill. In addition, granular soils with variable amounts of fines were encountered within the upper 20 feet of the soil profile. Moderately expansive surficial soils generally blanket the site. Expansive soils can undergo significant volume change with changes in moisture content. They shrink and harden when dried and expand and soften when wetted.

The proposed project will be designed and constructed in conformance with the City guidelines for Seismic Zone 4 and the most recent California Building Code to avoid or minimize potential damage. With implementation of standard design measures as outlined in the geotechnical report, the proposed project would have less than significant impacts.

Responsible Division: Planning Division Completed by: Shaunn Mendrin Date: 11/1/13

Engineering	**Potentially Significant Impact**	**Less than Sig. With Mitigation**	**Less Than Significant**	**No Impact**	**Source Other Than Project Description and Plans**
49. Utilities and Service Systems - Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒	• Environmental Management Chapter of the Sunnyvale General Plan
50. Utilities and Service Systems - 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?	☐	☐	☐	☒	• Environmental Management Chapter of the Sunnyvale General Plan
51. Utilities and Service Systems - 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?	☐	☐	☐	☒	• Environmental Management Chapter of the Sunnyvale General Plan
52. Utilities and Service Systems - Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒	• Environmental Management Chapter of the Sunnyvale General Plan
53. Utilities and Service Systems - 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?	☐	☐	☐	☒	• Environmental Management Chapter of the Sunnyvale General Plan
54. Utilities and Service Systems - Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒	• Environmental Management Chapter of the Sunnyvale General Plan
55. Hydrology and Water Quality - Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒	• Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit

Engineering	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
56. Hydrology and Water Quality - 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)?	☐	☐	☐	☒	• Santa Clara Valley Water District Groundwater Protection Ordinance www.valleywater.org
57. Hydrology and Water Quality - Otherwise substantially degrade water quality?	☐	☐	☒	☐	• Environmental Management Chapter of the Sunnyvale General Plan • City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects
58. Hydrology and Water Quality - Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems in a manner which could create flooding or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	• RWQCB, Region 2 Municipal Regional Permit • City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects • Draft SWMP (in project plans)
59. Hydrology and Water Quality - Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river?	☐	☐	☐	☒	• Santa Clara Valley Water District (SCVWD) Guidelines and Standards for Land Use Near Streams www.valleywater.org • City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects
60. Utilities and Service Systems - Comply with federal, state, and local statues and regulations related to solid waste?	☐	☐	☐	☒	• Environmental Management Chapter of the Sunnyvale General Plan
61. Public Services Infrastructure - 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	☐	☐	☐	☒	• Safety and Noise Chapter of the Sunnyvale General Plan • Community Character Chapter of the Sunnyvale General Plan

Engineering	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
ratios, response times or other performance objectives for any of the public services?					

Further Discussion if "Less Than Significant" with or without mitigation:

57. Hydrology and Water Quality (Less Than Significant) – Implementation of the proposed project will temporarily increase pollutant loads due to grading and construction (i.e., demolition of the existing structures, removal of pavement, and construction of new structures). Demolition and construction activities would temporarily increase the amount of debris on-site, and grading activities could increase erosion and sedimentation that could increase pollutant loads in stormwater runoff. The project will be required to file a Notice of Intent (NOI) to comply with the NPDES General Permit for Construction Activities (No. 2009- 0009-DWQ) administered by the Regional Water Quality Control Board (RWQCB) and will prepare a Stormwater Pollution Prevention Plan (SWPPP) which addresses measures that would be included in the project to minimize and control construction runoff.

58. Hydrology and Water Quality (Less than Significant) - The project would change the impervious and pervious surfaces on the project site. The project site currently has approximately 166,413 square feet (93 percent) of impervious surfaces and approximately 13,213 square feet (7 percent) of pervious surfaces. With implementation of the project the amount of impervious surfaces on the site would decrease: approximately 155,625 square feet (87 percent) of the site would consist of impervious surfaces and 24,001 square feet (13 percent) would be pervious surfaces. The project would include stormwater management features for runoff at the project site. The stormwater management plan for the site would include such features as clustering of structures, flow-through planters, and self-treating areas. These areas will serve to percolate stormwater on the project site through the soil and filter runoff through vegetation. The site will be graded to direct the flow of stormwater into the landscaped areas prior to entering the storm drainage system, which will optimize on-site stormwater filtration. The measures would be designed to be in conformance with the Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit (No. R2-2009-0074), Sunnyvale Municipal Code (§12.60) and the NPDES General Permit for Construction Activities (No. 2009-0009-DWQ). The stormwater management features on-site will ensure that runoff from the project site would not exceed the capacity of the local drainage system. Therefore, impacts would be less than significant.

Responsible Division: Planning Division Completed by: Shaunn Mendrin Date: 11/1/13

Public Safety	**Potentially Significant Impact**	**Less than Sig. With Mitigation**	**Less Than Significant**	**No Impact**	**Source Other Than Project Description and Plans**
62. Public Services Police and Fire protection - 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?	☐	☐	☐	☒	• Safety and Noise Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com • Sunnyvale Department of Public Safety
63. Public Services Police and Fire protection - Would the project result in inadequate emergency access?	☐	☐	☐	☒	• California Building Code • SMC Section 16.52 Fire Code

Further Discussion if "Less Than Significant" with or without mitigation: None required.

Responsible Division: Planning Division Completed by: Shaunn Mendrin Date: 11/1/13

Public Safety – Hazardous Materials	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
64. Hazards and Hazardous Materials - Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	☐	☐	☐	☒	• Phase I environmental Site Assessment • Phase II Subsurface Investigation Report
65. Hazards and Hazardous Materials - 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?	☐	☐	☐	☐	• Phase I environmental Site Assessment • Phase II Subsurface Investigation Report
66. Hazards and Hazardous Materials - Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	• Sunnyvale Zoning Map • General Plan Map • Community Vision Chapter of the Sunnyvale General Plan
67. Hazards and Hazardous Materials - 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?	☐	☒	☐	☐	• Envirostar Hazardous Waste and Substances Site List (State of California) • SWRCB GeoTracker Map • Phase I environmental Site Assessment
68. Hazards and Hazardous Materials - Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	• Safety and Noise Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com

Further Discussion if "Less than Significant" with or without mitigation:

65. Hazards and Hazardous Materials (Less than Significant with Mitigation) – A Phase I and Limited Phase II Environmental Site Assessment (ESA) was prepared by PES Environmental, Inc. on May 23, 2012. The study is available for review at the City of Sunnyvale's Community Development Department, Monday through Friday between 8:00 a.m. and 5:00 p.m.

As stated above, the site was previously used as an auto sales dealer and repair shop. The buildings houses display areas, as well as space to repair and paint autos.

Four environmental investigations of the site have been conducted previously. These investigations identified hydrocarbon affected soil 10 to 15 feet beneath the buildings. The most current report did not find any recognized environmental conditions other than the following:

Residual petroleum hydrocarbon contaminated soil associated with underground storage tanks (USTs) remain in place underneath the site, although current concentrations are not known. Several USTs were operated on

the site have been removed and case closure was provided by the Santa Clara Water District and Regional Water Quality Control Board in 1991 and 1999.

There is a subsurface oil-water separator that could be a release point for hydrocarbon to the subsurface soil. Also, due to the auto service functions performed on the site, there may be area where there were incidental spills of petroleum or hydraulic products that have affected the soil.

In addition, historical use of the site for agricultural purposes may have resulted in potential presence of residual pesticide. However, given the site had been developed since this time it is likely that concentrations of residual pesticides would be less than if the site had been used for agricultural uses currently.

Given the date of construction of the buildings, lead-based paint and asbestos containing materials may be present.

WHAT: 1) Since the site may contain soils affected by hydrocarbons and residual pesticides, once soil is excavated during development of the project, it must be handled and disposed of according to a site-specific soil management plan. This plan must meet the requirements of the County of Santa Clara Department of Environmental Health.

2) All demolition and disposal of asbestos will be required to be conducted in accordance with the procedures specified in BAAQMD's Regulation 11 Hazardous Pollutants, Rule 2 Asbestos Demolition, Renovation and Manufacturing.

WHEN: These mitigations shall be converted into conditions of approval for this Special Development Permit and Tentative Map prior to its final approval by the City's Planning Commission. The conditions will become valid when the Special Development Permit and Tentative Map are. Conditions will be applicable during the construction of the project.

WHO: The property owner and contractor will be responsible for implementation and maintenance of these mitigation measures.

HOW: The conditions of approval will require these mitigation measures to be incorporated into the construction plans.

Responsible Division: Planning Division Completed by: Shaunn Mendrin Date: 11/1/13

Community Services	**Potentially Significant Impact**	**Less than Sig. With Mitigation**	**Less Than Significant**	**No Impact**	**Source Other Than Project Description and Plans**
69. Public Services Parks - 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?	☐	☐	☒	☐	• Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com
70. Recreation - 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?	☐	☐	☒	☐	• Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com
71. Recreation - 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?	☐	☐	☐	☒	• Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan • www.sunnyvaleplanning.com

Further Discussion if "Less Than Significant" with or without mitigation:

69. & 70. Recreation (Less than Significant): The project will generate an increase in the use of existing park facilities. Through implementation of the City's Park Dedication requirement, which includes payment of the estimated park in-lieu fee of approximately $2.9 million dollars for the 156 new residential units, this impact is less than significant. Park fees are not required for nonresidential.

Responsible Division: Planning Division Completed by: Shaunn Mendrin Date: 11/1/13

ENVIRONMENTAL SOURCES

City of Sunnyvale General Plan:
Sunnyvale General Plan Consolidated in (2011)
generalplan.InSunnyvale.com

- Community Vision
- Land Use and Transportation
- Community Character
- Housing
- Safety and Noise
- Environmental Management
- Appendix A: Implementation Plans

City of Sunnyvale Municipal Code:

- Title 8 Health and Sanitation
- Title 9 Public Peace, Safety or Welfare
- Title 10 Vehicles and Traffic
- Title 12 Water and Sewers
- Chapter 12.60 Storm Water Management
- Title 13 Streets and Sidewalks
- Title 16 Buildings and Construction
  - Chapter 16.52 Fire Code
  - Chapter 16.54 Building Standards for Buildings Exceeding Seventy –Five Feet in Height
- Title 18 Subdivisions
- Title 19 Zoning
  - Chapter 19.28 Downtown Specific Plan District
  - Chapter 19.29 Moffett Park Specific plan District
  - Chapter 19.39 Green Building Regulations
  - Chapter 19.42 Operating Standards
  - Chapter 19.54 Wireless Telecommunication Facilities
  - Chapter 19.81 Streamside Development Review
  - Chapter 19.96 Heritage Preservation
- Title 20 Hazardous Materials

Specific Plans:

- Downtown Specific Plan
- El Camino Real Precise Plan
- Lockheed Site Master Special Development Permit
- Moffett Park Specific Plan
- 101 & Lawrence Site Specific Plan
- Southern Pacific Corridor Plan
- Lakeside Specific Plan
- Arques Campus Specific Plan

Environmental Impact Reports:

- Futures Study Environmental Impact Report
- Lockheed Site Master Special Development Permit Environmental Impact Report
- Tasman Corridor LRT Environmental Impact Study (supplemental)
- Kaiser Permanente Medical Center Replacement Center Environmental Impact Report (City of Santa Clara)
- Downtown Development Program Environmental Impact Report
- Caribbean-Moffett Park Environmental Impact Report
- Southern Pacific Corridor Plan Environmental Impact Report
- East Sunnyvale ITR General Plan Amendment EIR
- Palo Alto Medical Foundation Medical Clinic Project EIR
- Luminaire (Lawrence Station Road/Hwy 237 residential) EIR
- NASA Ames Development Plan Programmatic EIS
- Mary Avenue Overpass EIR
- Mathilda Avenue Bridge EIR

Maps:

- General Plan Map
- Zoning Map
- City of Sunnyvale Aerial Maps
- Flood Insurance Rate Maps (FEMA)
- Santa Clara County Assessor's Parcel
- Utility Maps
- Air Installations Compatible Use Zones (AICUZ) Study Map
- 2010 Noise Conditions Map

Legislation / Acts / Bills / Resource Agency Codes and Permits:

- Subdivision Map Act
- San Francisco Bay Region
- Municipal Regional Stormwater NPDES Permit
- Santa Clara County Valley Water District Groundwater Protection Ordinance
- Section 404 of Clean Water Act

Lists / Inventories:

- Sunnyvale Cultural Resources Inventory List
- Heritage Landmark Designation List
- Santa Clara County Heritage Resource Inventory
- Hazardous Waste & Substances Sites List (State of California)
- List of Known Contaminants in Sunnyvale
- USFWS / CA Dept. F&G Endangered and Threatened Animals of California http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/TEAnimals.pdf

ENVIRONMENTAL SOURCES

- The Leaking Underground Petroleum Storage Tank List www.geotracker.waterboards.ca.gov
- The Federal EPA Superfund List www.epa.gov/region9/cleanup/california.html
- The Hazardous Waste and Substance Site List www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm

Guidelines and Best Management Practices

- Storm Water Quality Best Management Practices Guidelines Manual 2007
- Sunnyvale Citywide Design Guidelines
- Sunnyvale Industrial Guidelines
- Sunnyvale Single-Family Design Techniques
- Sunnyvale Eichler Guidelines
- Blueprint for a Clean Bay
- Santa Clara Valley Water District (SCVWD) Guidelines and Standards for Land Use Near Streams
- The United States Secretary of the Interior 's Guidelines for Rehabilitation
- Criteria of the National Register of Historic Places
- Santa Clara Valley Habitat Conservation Plan

Transportation:

- California Department of Transportation Highway Design Manual
- California Department of Transportation Traffic Manual
- California Department of Transportation Standard Plans & Standard Specifications
- Highway Capacity Manual
- Institute of Transportation Engineers - Trip Generation Manual & Trip Generation Handbook
- Institute of Transportation Engineers - Traffic Engineering Handbook
- Institute of Transportation Engineers - Manual of Traffic Engineering Studies
- Institute of Transportation Engineers - Transportation Planning Handbook
- Institute of Transportation Engineers - Manual of Traffic Signal Design
- Institute of Transportation Engineers - Transportation and Land Development
- U.S. Dept. of Transportation Federal Highway Administration Manual on Uniform Traffic Control Devices for Street and Highways & CA Supplements
- California Vehicle Code
- Santa Clara County Congestion Management Program and Technical Guidelines
- Santa Clara County Transportation Agency Short Range Transit Plan
- Santa Clara County Transportation Plan
- Traffic Volume Studies, City of Sunnyvale Public works Department of Traffic Engineering Division
- Statewide Integrated Traffic Records System
- Sunnyvale Zoning Ordinance – including Titles 10 & 13
- City of Sunnyvale General Plan – land Use and Transportation Element
- City of Sunnyvale Bicycle Plan
- City of Sunnyvale Neighborhood Traffic Calming Program
- Valley Transportation Authority Bicycle Technical Guidelines
- Valley Transportation Authority Community Design & Transportation – Manual of Best Practices for Integrating Transportation and Land Use
- Santa Clara County Sub-Regional Deficiency Plan
- City of Sunnyvale Deficiency Plan
- AASHTO: A Policy on Geometric Design of Highways and Streets

Public Works:

- Standard Specifications and Details of the Department of Public Works
- Storm Drain Master Plan
- Sanitary Sewer Master Plan
- Water Master Plan
- Solid Waste Management Plan of Santa Clara County
- Geotechnical Investigation Reports
- Engineering Division Project Files
- Subdivision and Parcel Map Files

Miscellaneous Agency Plans:

- ABAG Projections 2010
- Bay Area Clean Air Plan
- BAAQMD CEQA Guidelines

Building Safety:

- California Building Code,
- California Energy Code
- California Plumbing Code,
- California Mechanical Code,
- California Electrical Code
- California Fire Code
- Title 16.52 Sunnyvale Municipal Code
- Title 16.53 Sunnyvale Municipal Code
- Title 16.54 Sunnyvale Municipal Code
- Title 19 California Code of Regulations
- National Fire Protection Association (NFPA) standards

ENVIRONMENTAL SOURCES

OTHER :

Project Specific Information

- Project Description
- Sunnyvale Project Environmental Information Form
- Project Development Plans dated August 30. 2013
- Project Traffic Impact Analysis prepared by TJKM Transportation Consultants dated September 20, 2013
- Project Noise Study prepared by Illingworth & Rodkin, Inc. dated September 17, 2013
- Project Air Quality and Greenhouse Gas Analysis prepared by Illingworth & Rodkin, Inc. dated September 17, 2013
- Project Geotechnical Report prepared by Cornerstone Earth Group on February 22, 2013
- Project Phase I Environmental Site Assessment (ESA) and Limited Phase II Subsurface Investigation Report prepared by Cornerstone Earth Group dated 9/23/12
- Field Inspection
- Project Construction Schedule
- Project Draft Storm Water Management Plan (in project plans)
- Project Tree Inventory prepared by McClenehan Consulting LLc dated April 13, 2013
- Project Green Building Checklist