

Draft Supplemental Environmental Impact Report for the 1250 Lakeside Drive Hotel and Residential Project

State Clearinghouse #2016022035



July 2016

Prepared by the



In Consultation with



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LIST OF ACRONYMS AND ABBREVIATIONS

ACE	Altamont Corridor Express
CEQA	California Environmental Quality Act
HCM	Highway Capacity Manual
HOV	High Occupancy Vehicle
HVAC	Heating, Ventilation, and Cooling
ITE	Institute of Transportation Engineers
LOS	Level of Service
LSP	Lakeside Specific Plan
MM	Mitigation Measure
MUTCD	Manual on Uniform Traffic Control Devices
NOP	Notice of Preparation
SCH	State Clearinghouse
SDP	Special Development Permit
sec	Seconds
SEIR	Supplement Environmental Impact Report
SR	State Route
TIA	Transportation Impact Analysis
US 101	US Highway 101
V/C	Volume-to-Capacity
VTa	Valley Transportation Authority

INTRODUCTION

PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The City of Sunnyvale (City), as the Lead Agency, has prepared this Draft Environmental Impact Report (EIR) for the 1250 Lakeside Drive project in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. An EIR is an informational document used to inform decision makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (CEQA Guidelines 15121(a)).

This EIR is a Supplemental EIR (SEIR) to the certified 2005 The Crescent – Lakeside Specific Plan Final EIR (SCH# 2005022089). The 2005 Final EIR analyzed the environmental impacts of implementing the Lakeside Specific Plan (LSP) and a specific development project. The 2005 Final EIR evaluated the maximum development envelope of 263 hotel rooms, 3,000 square feet of commercial uses, 251 residential units, and buildings of up to 80 feet tall. The 2005 Final EIR specifically analyzed the hotel use on the western portion of the site and the residential use on the eastern portion of the site.

The current project, which is the subject of this EIR, proposes modifications to the LSP and an associated specific development project. A similar development project was previously approved by the City in 2005, but expired due to inactivity. The current project proposes the same uses, but has modified the site plan. The primary differences between the proposed project and what was evaluated in the certified 2005 Final EIR are the location of the land uses on-site and the site architecture and design. The project is also proposing to increase the maximum building height from 80 to 85 feet.

Tiering of the Environmental Review

CEQA recognizes that between the date an environmental document is completed and the date the project is fully implemented, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is located may change; 3) laws, regulations, or policies may change in ways that impact the environment; and/or 4) previously unknown information can arise. Before proceeding with a project, CEQA requires the Lead Agency to evaluate these changes to determine whether or not they affect the conclusion in the environmental document.

The purpose of this EIR is to analyze the impacts of the proposed modifications to the LSP and development project compared to what was analyzed in the certified 2005 Final EIR. CEQA Guidelines Section 15162 state that when an EIR has been certified, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects in the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Initial Study Preparation

The City prepared an Initial Study that determined that preparation of a SEIR was required for the proposed project. The analysis in the Initial Study tiers off the certified 2005 Final EIR and concluded that the proposed project modifications would result in similar impacts as disclosed in the 2005 Final EIR in regards to the following environmental issues:

- | | |
|-----------------------------------|---------------------------------|
| • Aesthetics | • Hydrology and water quality |
| • Agricultural resources | • Land use |
| • Air Quality | • Mineral resources |
| • Biological resources | • Noise |
| • Cultural resources | • Population and housing |
| • Geology and soils | • Public services |
| • Greenhouse gas | • Recreation |
| • Hazards and hazardous materials | • Utilities and service systems |

That is, the project would not result in new or more significant impacts to those resources listed above than disclosed in the certified 2005 Final EIR. The analysis in the Initial Study also concluded, however, that a SEIR should be prepared to evaluate the project's transportation impacts due to the change in traffic conditions since 2005. A copy of the Initial Study is included in Appendix A of this EIR.

The impact analyses in this EIR are based on a number of sources which are listed in *Section 7.0 References*. The references are available for public review at the City's Community Development Department, located at 456 W. Olive Avenue, during normal business hours. The information contained in this EIR will be reviewed and considered by the City Council prior to deciding to approve, disapprove, or modify the proposed project.

EIR PROCESS

Notice of Preparation and Scoping

In accordance with Sections 15063 and 15082 of the CEQA Guidelines, the City prepared a Notice of Preparation (NOP) for this EIR. The NOP was circulated to local, state, and federal agencies on February 8, 2016. The standard 30-day NOP comment period concluded on March 11, 2016. The NOP provided a general description of the proposed project and identified possible environmental impacts that could result from implementation of the project. Appendix B of this EIR includes the NOP and comment received on the NOP. The comment received on the NOP has been considered in preparation of this SEIR.

Draft Supplemental EIR Public Review and Comment Period

Publication of this Draft Supplemental EIR will mark the beginning of a 45-day public review and comment period. During this period, the Draft Supplemental EIR will be available to local, state, and federal agencies and to interested organizations and individuals for review. Notice of this Draft Supplemental EIR will be sent directly to every agency, person, and organization that commented on the NOP. Written comments concerning the environmental review contained in this Draft Supplemental EIR during the 45-day public review period should be email to gschroeder@sunnyvale.ca.gov or mailed to:

City of Sunnyvale
Community Development Department, Planning Division
Attn: George Schroeder
456 West Olive Avenue
Sunnyvale, CA 94086

Final EIR/Responses to Comments

Following the conclusion of the public review period, the City will prepare a Final EIR. The Final EIR will consist of comments received on the Draft Supplemental EIR during the public review period, responses to those comments, and revisions to the text of the Draft Supplemental EIR resulting from comments received.

The City will consider the EIR for certification at a regularly scheduled City Council meeting. Upon EIR certification, the City may proceed with project approval actions. The action the City Council takes may be any of the following: 1) they may approve the project as proposed; 2) they may approve an alternative identified in the EIR; 3) they may ask for additional information and/or analysis; or 4) they may choose not to approve the project.

Section 15091(a) of the CEQA Guidelines stipulates that no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings. If the lead agency approves a project despite it resulting in significant adverse environmental impacts that cannot be mitigated to a less than significant level, the agency must state the reasons for its action in writing. This Statement of Overriding Considerations must be included in the record of project approval.

Notice of Determination

If the project is approved, the City will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines §15094(g)).

SUMMARY

The 1250 Lakeside Drive Hotel and Residential project proposes modifications to the adopted Lakeside Specific Plan in order to develop a 263-room hotel with a 3,000 square foot restaurant and 250 apartment units on an 8.83-acre site located at 1250 Lakeside Drive, south of US Highway 101 and east of Lawrence Expressway, in the City of Sunnyvale.

Below is a **brief summary** of the significant environmental impacts and mitigation identified and discussed in within the text of the EIR. Alternatives to the project that avoid or substantially lessen significant environmental impacts are also summarized at the end of this section. Refer to the main body text of the EIR for detailed discussions.

SIGNIFICANT IMPACTS

The project would result in a significant and unavoidable level of service impact under background plus project conditions at the following intersection:

- **Lawrence Expressway and Oakmead Parkway** – The project would result in a significant impact at the intersection of Lawrence Expressway and Oakmead Parkway under background plus project conditions (Impact TRAN-1). This intersection is under the jurisdiction of Santa Clara County and implementation of improvements at this intersection is not under the City of Sunnyvale’s control. The project shall pay its fair-share towards the Santa Clara County Expressway Plan 2040 near-term Tier 1 improvement that would change the southbound HOV lane to a general purpose lane (mitigation measure MM TRAN-1.1). This improvement would mitigate the project’s impact to a less than significant level. Because payment of a fair share contribution, however, does not guarantee that the full construction price will be obtained by the County or that the improvement would be constructed concurrently with the project, this impact with the payment of the project’s fair-share contribution is considered significant and unavoidable.

The project would result in significant and unavoidable cumulative level of service impacts at the following three intersections:

- **Lawrence Expressway and Oakmead Parkway** – The project would result in a significant cumulative impact at the intersection of Lawrence Expressway/Oakmead Parkway in the AM peak hour under cumulative plus project conditions (Impact TRAN-2). In combination with mitigation measure MM TRAN-1.1, the Tier 3 improvement outlined in the County’s Expressway Plan 2040 of providing a grade separation at the intersection would significantly improve the north-south flow of traffic and mitigate the project’s significant cumulative impact at the intersection to a less than significant level. However, there is no established implementation timeline for Tier 3 improvements and there is currently no mechanism in place to collect fees for such improvements. In addition, this intersection is outside the City of Sunnyvale’s jurisdiction and implementation of the mitigation measure cannot be guaranteed. For these reasons, the project’s cumulative impact at Lawrence Expressway/Oakmead Parkway is considered significant and unavoidable.

- **Lawrence Expressway/US 101 Southbound Off-Ramp** – The project would result in a significant cumulative impact at the intersection of Lawrence Expressway/US 101 southbound off-ramp in the PM peak hour under cumulative plus project conditions (Impact TRAN-2). This intersection is under the jurisdiction of Santa Clara County and implementation of improvements at this intersection is not under the City of Sunnyvale’s control. The project shall pay its fair-share towards the construction of an additional right turn lane at the southbound off-ramp to improve the PM cumulative plus project operations from an unacceptable LOS F to an acceptable LOS D (mitigation measure MM TRAN-2.1). This improvement would mitigate the project’s impact to a less than significant level. Because payment of a fair share contribution, however, does not guarantee that the full construction price will be obtained by the County or that the improvement would be constructed concurrently with the project, this impact with the payment of the project’s fair-share contribution is considered significant and unavoidable.
- **Central Expressway/Oakmead Parkway** – The project would result in a significant cumulative impact at the intersection of Central Expressway/Oakmead Parkway in the AM peak hour under cumulative plus project conditions (Impact TRAN-2). The Tier 3 improvement outlined in the County’s Expressway Plan 2040 of widening Central Expressway would reduce the project’s significant cumulative impact at the intersection to a less than significant level. However, there is no established implementation timeline for Tier 3 improvements and there is currently no mechanism in place to collect fees for such improvements. In addition, this intersection is outside the City of Sunnyvale’s jurisdiction and implementation of the mitigation measure cannot be guaranteed. For these reasons, the project’s cumulative impact at Central Expressway/Oakmead Parkway is considered significant and unavoidable.

ALTERNATIVES

CEQA requires that an EIR identify alternatives to a project as it is proposed. Consideration of a “No Project” alternative is mandatory. The purpose of including a No Project alternative is to allow decision makers and the public compare the impacts of approving the project with the impacts of not approving the project. In addition to “No Project,” the CEQA Guidelines advise that the range of alternatives discussed in the EIR should be limited to those that “would avoid or substantially lessen any of the significant effects of the project [§15126.6(f)].” Given the project’s significant and unavoidable traffic impacts and less than significant construction air quality and noise impacts with mitigation incorporated (which are discussed in the Initial Study in Appendix A), logical alternatives for the project include a reduced development alternative and alternative location.

The City considered a reduced development alternative that would avoid all of the project’s significant traffic impacts and alternative locations but found these alternatives infeasible. The alternatives analyzed are: 1) No Project/No Development, 2) No Project/Development, and 3) Reduced Development (which avoids one of the project’s significant traffic impacts). These alternatives are summarized below.

No Project/No Development Alternative

The No Project/No Development Alternative assumes that the project site would continue to remain undeveloped. The No Project/No Development Alternative would avoid the project's significant impacts, however, it would not meet the applicant's summarized project objectives or the City's vision for the site in the General Plan and LSP.

No Project/Development Alternative

The No Project/Development Alternative assumes that the project site is redeveloped as prescribed in the LSP. The western portion of the site would be developed with an up to eight-story hotel development with 237-263 rooms and 2,000-3,000 square feet of support commercial uses. The eastern portion of the site would be developed with 186-250 residential units. The residential units could be grouped into multiple buildings of up to seven stories tall. All buildings on-site would not exceed 78 feet. Per the LSP, the development would incorporate green building and sustainable measures that are energy and water efficient.

The No Project/Development Alternative would have greater construction-related air quality and noise impacts than the proposed project and would have greater energy and utility demands than the proposed project. The No Project/Development Alternative would have similar transportation and aesthetic impacts as the proposed project. The No Project/Development Alternative would result in the same impacts to other resources as the proposed project. The No Project/Development Alternative would have the ability to meet all of the summarized project objectives, except for the project objective of developing a minimum LEED Gold Level certified project.

Reduced Development Alternative

The purpose of the Reduced Development Alternative is to avoid the project's significant and unavoidable impact at the intersection of Lawrence Expressway and Oakmead Parkway under background plus project conditions in the PM peak hour. The Reduced Development Alternative, therefore, assumes the development of 241 hotel rooms and 235 residential units on-site, which is 92-94 percent of the hotel rooms and residential units proposed.

The Reduced Development Alternative would avoid one of the project's significant and unavoidable traffic impacts, but would still result in significant and unavoidable cumulative traffic impacts at three intersections as the proposed project. This alternative would result in reduced construction-related air quality and noise impacts compared to the project because less development is assumed, but the alternative would still need to implement the same mitigation measures as the project to reduce the construction-related air quality and noise impacts to a less than significant level. All other impacts of the Reduced Development Alternative would be the same as the proposed project.

The Reduced Development Alternative could meet all of the summarized project objectives. It is ultimately the City Council that will determine whether this alternative is feasible, including economically feasible.

Environmentally Superior Alternative

The CEQA Guidelines state that an EIR shall identify an environmentally superior alternative. Based on the above discussion, the environmentally superior alternative to the proposed project is the No Project/No Development Alternative because all of the project's significant environmental impacts would be avoided. However, Section 15126.6(e)(2) states that "if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." This would be the alternative that would result in fewer environmental impacts. Given this requirement, the Reduced Development Alternative would be considered the Environmentally Superior Alternative.

KNOWN VIEWS OF LOCAL GROUPS AND AREAS OF CONTROVERSY

Issues raised by the community include concerns regarding the timing of project construction and pedestrian connectivity.

SECTION 1.0

PROJECT DESCRIPTION

1.1 PROJECT LOCATION

The 8.83-acre project site is located at 1250 Lakeside Drive in the City of Sunnyvale. The project site is located south of US Highway 101 (US 101) and east of Lawrence Expressway. Regional and vicinity maps are shown on Figures 1 and 2, respectively. Surrounding land uses include an extended stay hotel (Residence Inn) to the east, a man-made lake, restaurant (Faultline Brewery) and office buildings to the south, apartments (Avalon Apartments) to the west, and US 101 and a frontage road (Lakeside Drive) to the north. An aerial photograph of the project site and surrounding land uses are shown on Figure 3.

1.2 BACKGROUND INFORMATION

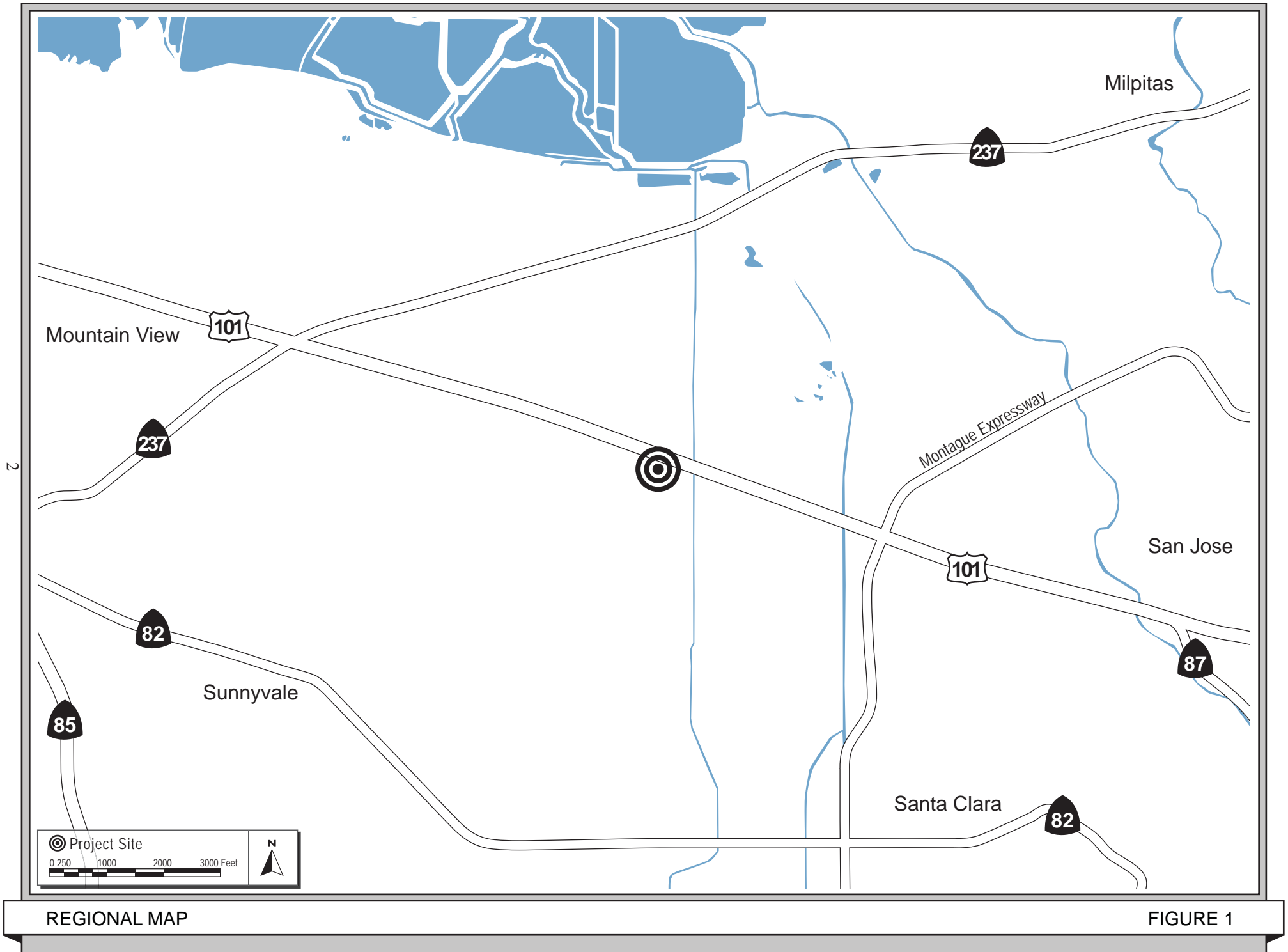
In 2005, the City of Sunnyvale certified The Crescent – Lakeside Specific Plan Final EIR (2005 Final EIR, SCH# 2005022089), adopted the Lakeside Specific Plan (LSP), and approved a Special Development Permit (SDP) for a specific hotel and residential development project. A summary of the primary development assumptions in the 2005 Final EIR for the LSP and previously approved project are outlined in Table 1 below. The 2005 Final EIR analyzed the hotel use on the western portion of the site and the residential use on the eastern portion of the site. Note that the 2005 Final EIR analyzed the maximum development envelope of 263 hotel rooms, 3,000 square feet of commercial uses, 251 residential units, and buildings of up to 80 feet tall and the 2005 development project site plan.

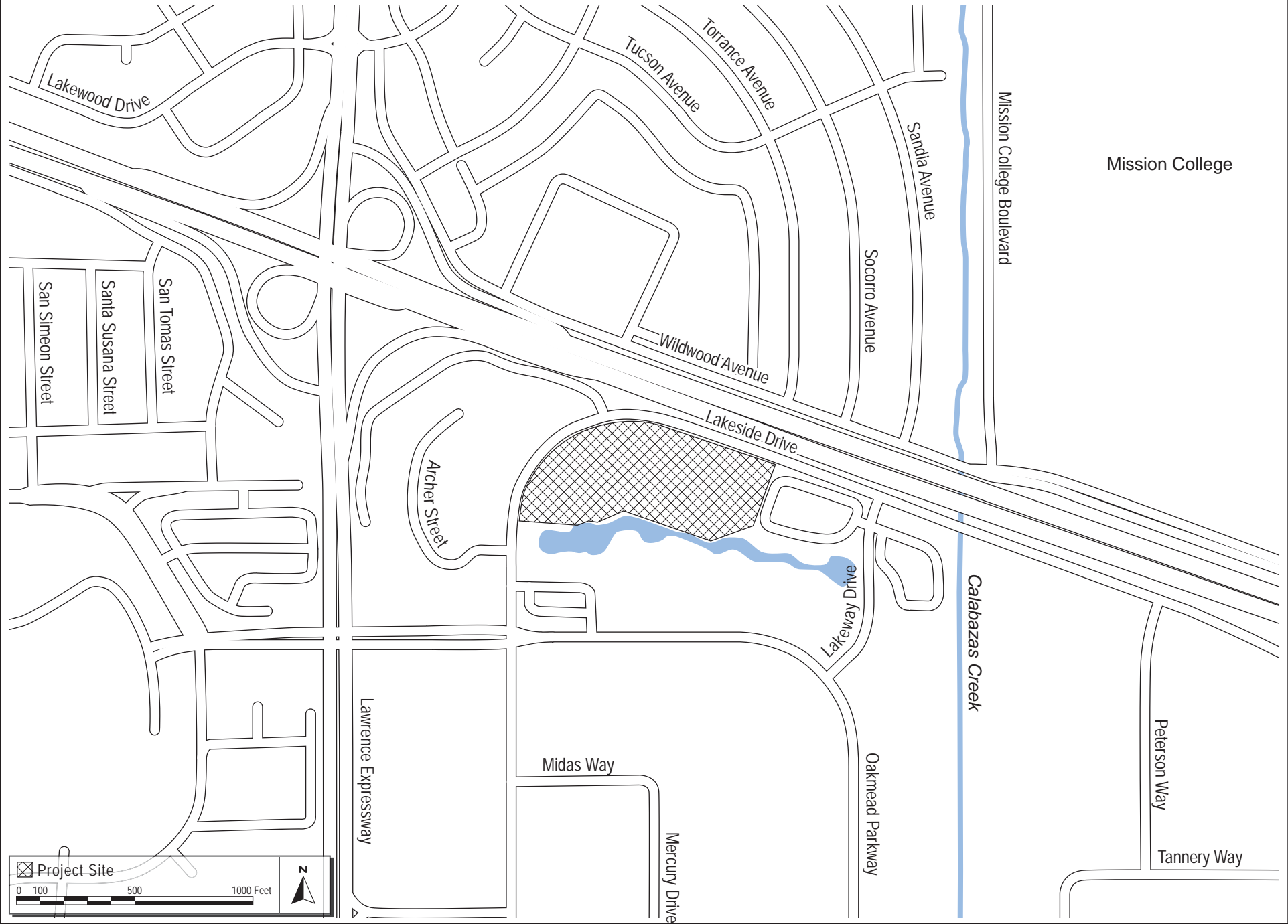
Table 1: Summary of Primary Development Assumptions in the 2005 Final EIR

	Lakeside Specific Plan	2005 Development Project
Land Uses	Hotel and Residential	Hotel and Residential
Number of Hotel Rooms	237-263	253
Commercial Square Footage	2,000-3,000	3,000
Number of Residential Units	188-251	241
Maximum Building Height (feet)	80	78

The LSP adopted by the City Council in 2005 identified a maximum building height of 78 feet (rather than the 80 feet analyzed in the 2005 Final EIR) and a range of residential units of 186-250 (rather than 188-251 analyzed in the 2005 Final EIR). The LSP allows rooftop features to extend up to 93 feet tall.

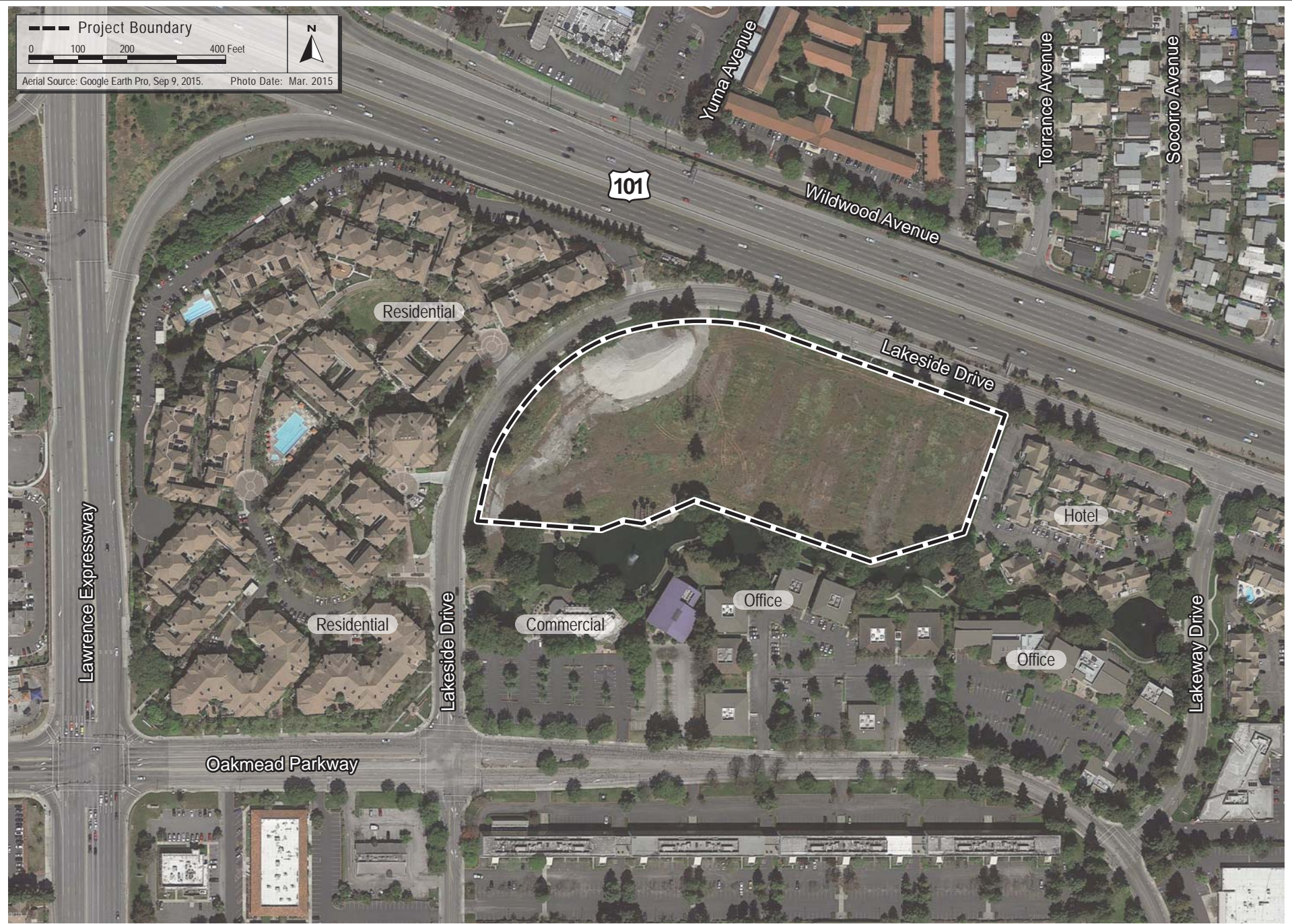
After certification of the 2005 Final EIR, the existing hotel on the site was demolished and many of the interior trees on the site were removed. Currently, the site is vacant and undeveloped. The Special Development Permit and entitlements for the specific development project approved in 2005 have expired. The project applicant has applied for a new SDP, Parcel Map, and an amendment to the LSP in conjunction with a new project proposal.





VICINITY MAP

FIGURE 2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 3

1.3 SUMMARY OF PROPOSED MODIFICATIONS

The current project proposes development substantially within the parameters of the LSP and the development project analyzed in the 2005 Final EIR. Specifically, the project proposes the same land uses on-site (hotel and residential) within the density evaluated in the 2005 Final EIR. The project does not, however, include ancillary commercial uses as evaluated in the 2005 Final EIR.

The primary differences between the proposed project and what was evaluated in the 2005 Final EIR are the location of the land uses on-site and the site architecture and design. In addition, the project is proposing to increase the maximum building height from 80 to 85 feet (with a parapet that extends to 100 feet).

1.4 PROPOSED AMENDMENTS TO THE LAKESIDE SPECIFIC PLAN

The proposed project would require the following amendments to the LSP to reflect the proposed site plan and reflect current City policies and/or code:

- Switch the locations of the land uses to have the residential uses on the western portion of the site and the hotel use on the eastern portion of the site;
- Miscellaneous text revisions to reflect the current project site design (e.g. lot sizes for the hotel and residential uses, hotel function area, green building designation);
- Potential revisions to the allowed and prohibited uses table to reflect the changes in the current Municipal Code since 2005;
- Revision to clarify the maximum lot coverage allowed;
- Revision to allow the hotel to have a maximum building height of 85 feet (with a parapet not to exceed 100 feet) and residential building to have a maximum building height of 80 feet (with a parapet not to exceed 95 feet); and
- Revision to parking standards to reflect the current Municipal Code.

1.5 PROPOSED DEVELOPMENT

The proposed hotel and residential development are described below. As a part of the project, the site would be subdivided into at least two parcels: one parcel for the hotel and the other parcel for the residential development. Other components of the project, including landscaping, green building measures, transportation demand management, site access, utility improvements, and construction details, are also described below.

A conceptual site plan of the project is shown in Figure 4 and conceptual cross-sections are shown on Figures 5 and 6.

1.5.1 Hotel Development

The proposed hotel would be located on the eastern portion of the site. The 263-room hotel would be a six-story central courtyard hotel totaling approximately 166,000 square feet. The hotel building would be up to 85 feet tall, with rooftop features (e.g., mechanical equipment) up to 100 feet tall. The hotel would include indoor meeting and banquet space, bar and lounges, outdoor function space including a pool area, and a restaurant that would be open to the public. The hotel ground floor, meeting rooms, and banquet facilities would connect directly to outdoor areas and the central courtyard. The hotel would include a series of common and private terraces oriented towards the existing man-made lake to the south of the site. The hotel would include a 350 kilowatt emergency back-up generator to power the project in the event of an electricity outage.

Parking for the hotel would be provided in an attached two-story parking garage (approximately 30 feet tall) with parking on the top deck. A limited number of parking spaces would be provided in a small surface parking lot north of the hotel building. A minimum of 255 parking spaces would be provided for the hotel development.

1.5.2 Residential Development

The proposed residential development would be located on the western portion of the site. The 250 residential units would be constructed in one five-story building located on top of a two-story, above-grade landscaped podium parking garage. The residential building would be approximately 446,418 square feet in size (260,730 square feet of apartment area and 185,688 square feet of above-grade podium parking garage) and up to 80 feet tall, with rooftop features up to 86 feet tall.

The apartment units would include studios, one-bedroom units, and two-bedroom units ranging from approximately 440 to 1,420 square feet in size. It is anticipated that the residential units would be market-rate apartments. The units would be situated around common courtyards at the podium level. The courtyards would include amenities such as a pool, dog park, seating areas, and landscaping. The residential building would have additional amenities including a fitness center, yoga studio, club room, and lounges.

The top of the landscaped podium would be approximately 20 feet above grade and have two levels of parking underneath, at- and above-grade. A minimum of 444 parking spaces would be provided for the residential development. Bicycle parking for the residential development, in accordance with City standards, is proposed within the parking garage.

1.5.3 Landscaping

Many of the existing trees on-site would be removed as a result of the project. The project, however, proposes to plant 249 new trees, as well as new shrubs and groundcover. Landscaped berms and screening, between 15 and 30 feet wide, would be planted along the project's frontage on Lakeside Drive.

1.5.4 Green Building Measures

The project shall comply with the California Green Building Standards Code (CalGreen). The project proposes to meet or exceed the requirements for LEED Gold certification for the proposed hotel and a minimum of 80 points on the Build it Green GreenPoint Checklist or LEED Silver certification for the proposed residential development. The project would achieve the green building standards by incorporating energy and water efficient measures and complying with the City's Climate Action Plan.

1.5.5 Transportation Resources

The project proposes to provide resident and guest access to transportation resources including airport shuttle vans, regional shuttle vans, carpool coordination, and facilities for car rental and car sharing services.

A transportation information display is proposed on-site that would include maps, routes and schedules, ridesharing promotional materials, bicycle routes and facilities information, and a list of facilities available for carpoolers, vanpoolers, bicyclists, transit riders, and pedestrians.

1.5.6 Site Access

The proposed circulation plan for the site is shown on Figure 7. Vehicular access to the site would be from four locations on Lakeside Drive. The easternmost and westernmost driveways would be for emergency and service vehicles only (e.g., fire trucks, solid waste and recycling haul trucks, and moving vans). Driveway location 2 would provide direct access to a drop-off roundabout and the podium parking for the residential development. Driveway location 3 would provide direct access to a drop-off roundabout, a small surface parking lot, and parking garage for the hotel development.

Pedestrians would access the project site from the sidewalks on Lakeside Drive and located internally within the project site. The frontage sidewalk on Lakeside Drive would be reconstructed to meander in order to preserve existing trees and enhance the pedestrian experience. The project proposes a new public pedestrian and bicycle path along the southern boundary of the site along the man-made lake that would be accessed from Lakeside Drive as the southwest corner of the site. Another pathway from the sidewalk on Lakeside Drive would connect to the public pedestrian and bicycle path along the hotel driveway. The proposed pedestrian and bicycle path would connect to the existing bridges crossing the lake, which connect to an existing pedestrian path on the south side of the lake.

1.5.7 Utility Improvements

The project would require connections to existing water, sanitary sewer, and storm drain lines in the project area. No other utility improvements are anticipated or required.

1.5.8 Construction

Construction of the proposed project would take approximately 20 months. The hotel and residential developments would be constructed simultaneously. The project would be built on grade with minimal excavation. The footings and foundations of the hotel may be lowered by one foot to obtain balanced earthwork. Staging of construction equipment would occur on-site.

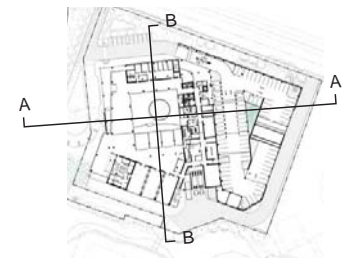
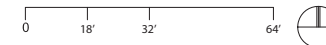
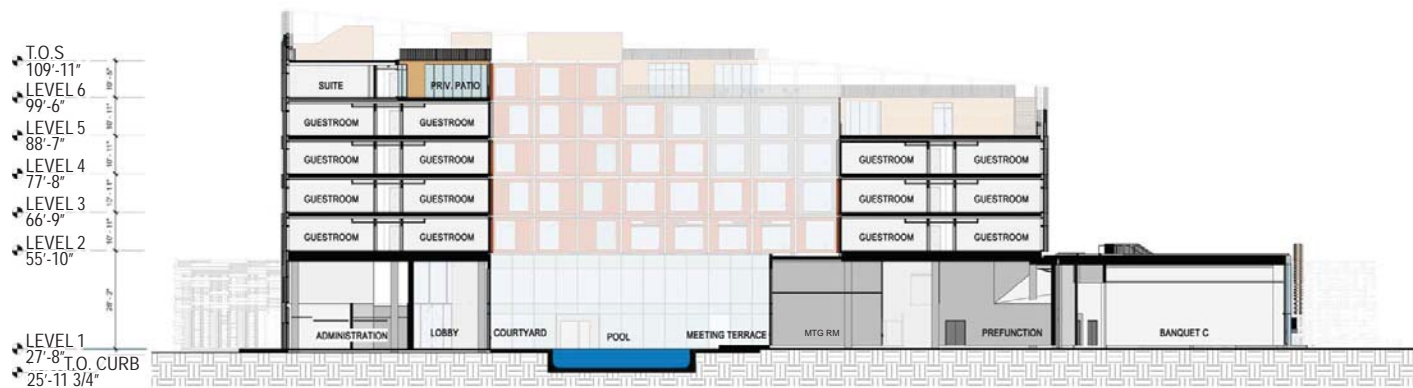
The hotel and residential components of the project would both be built using modular construction methods. Buildings are produced in “modules” off-site that are then transported and assembled on site. Each hotel guestroom and housing module would be factory built and then transported to the site. The modules would be connected together on-site and heating, ventilation, and cooling (HVAC), electricity, and plumbing systems would be installed.



Source: nbj and swa, 6/10/16.

CONCEPTUAL SITE PLAN

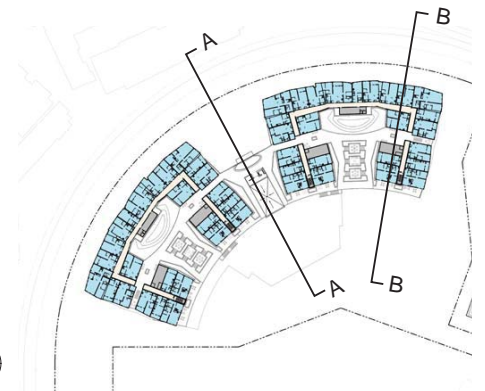
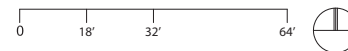
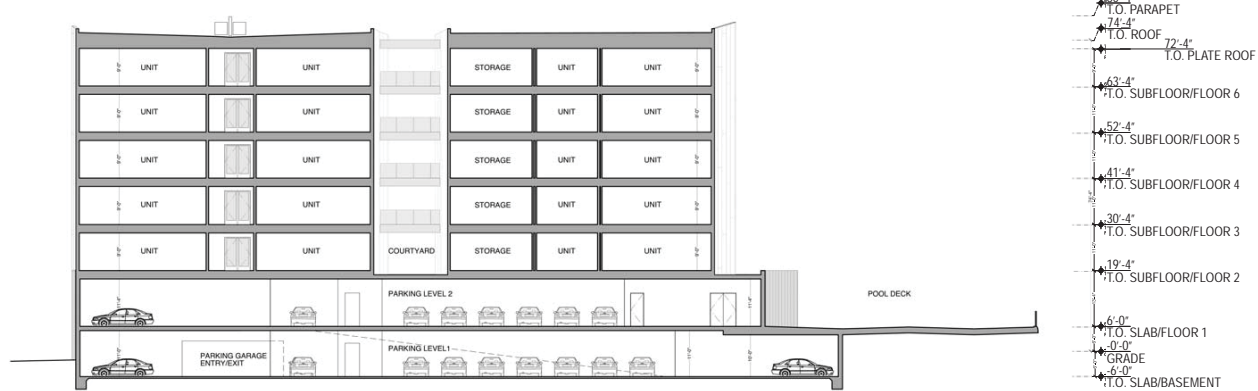
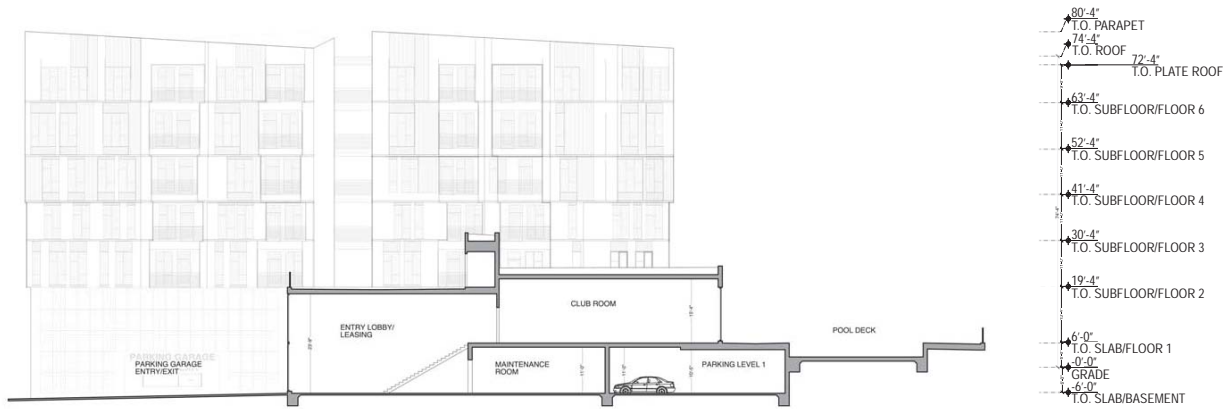
FIGURE 4



Source: nbj, 6/10/16.

CONCEPTUAL CROSS-SECTION OF PROPOSED HOTEL

FIGURE 5



Source: nbj, 6/10/16.

CONCEPTUAL CROSS-SECTION OF PROPOSED RESIDENTIAL DEVELOPMENT

FIGURE 6



LEGEND

- Pedestrian Circulation
- - - - Pedestrian / Bike Circulation (Park)
- - - - Vehicular Circulation



Source: nbj, 6/10/16.

PROPOSED SITE CIRCULATION PLAN

FIGURE 7

1.6 PROJECT OBJECTIVES

Below is a summary of the project applicant's project objectives:

1. Create a dynamic, economically viable hotel and residential development project that is beneficial to the City's economic base and will complement the quality and character of the neighborhood and adjacent land uses, integrate the project with the surrounding neighborhood, and that will best utilize existing transportation infrastructure and access.
2. Implement the goals, policies and directives in the LSP by enhancing the project site with hotel and residential uses.
3. Provide space for meetings, conferences, and other larger scale gatherings and events.
4. Increase the diversity of housing units to permit a range of choices for current and future Sunnyvale residents and improve the jobs/housing ratio.
5. Develop indoor and outdoor social gathering places and open space areas that create synergies between the hotel and residential uses.
6. Facilitate and encourage convenient public access to the lake and open park spaces on the site and optimize pedestrian and traffic flow to and within the site and between the uses on the property.
7. Develop a minimum LEED Gold Level certified project.
8. Provide opportunities for alternative modes of transportation including bicycle racks, electric vehicle charging stations, share cars and shuttle buses.
9. Create a landmark project that showcases the City of Sunnyvale at a highly visible and gateway site along US Highway 101.

1.7 USES OF THE EIR

This EIR provides decision makers in the City of Sunnyvale and the general public with relevant environmental information to use in considering the proposed project in accordance with the requirements of CEQA and the CEQA Guidelines. This EIR will be used for appropriate discretionary approvals necessary to implement the project, as proposed. As Lead Agency for the proposed project, the City of Sunnyvale would be responsible for most of the approvals required for development. Other agencies may also have some authority related to the project and its approvals. This EIR is intended to be used by the City and other agencies when deliberating on required permits and approvals. The discretionary actions, permits, and approvals that may be required by the City include the following:

- Amendments to the Lakeside Specific Plan
- Special Development Permit
- Storm Water Pollution Prevention Plan (required as part of construction)
- Stormwater Management Plan (required for post-construction stormwater treatment)
- Parcel Map

SECTION 2.0

ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION

As described in the introduction to this EIR, this EIR focuses on the transportation impacts associated with the proposed modifications. Other environmental issue subject areas are evaluated in the Initial Study attached as Appendix A to this EIR.

Mitigation measures are identified for all significant project impacts. “Mitigation measures” are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines §15370). Each impact is numbered using an alpha-numerical system that identifies the environmental issue. For example, **Impact TRAN-1**, denotes the first potentially significant impact discussed in the transportation section. Mitigation measures (MM) are also numbered to correspond to the impact they address. For example, **MM TRAN-2.3** refers to the third mitigation measure for the second impact in the transportation section. The letter codes used to identify environmental issues are listed below.

<u>Letter Code</u>	<u>Environmental Issue</u>
C	Cumulative
TRAN	Transportation

2.1 TRANSPORTATION

The following discussion is based on a Transportation Impact Analysis (TIA) completed for the project by *Fehr & Peers* in July 2016. The purpose of the TIA was to evaluate the impacts of the proposed project on the surrounding transportation system. A copy of the TIA is included in Appendix C of this EIR.

2.1.1 Environmental Setting

2.1.1.1 *Study Methodology*

Study Area

The transportation analysis for the project generally focuses on Lawrence Expressway between Central Expressway and US 101 interchanges, but also includes more localized site access routes along Lakeside Drive and Oakmead Parkway.

Study Intersections and Freeway Segments

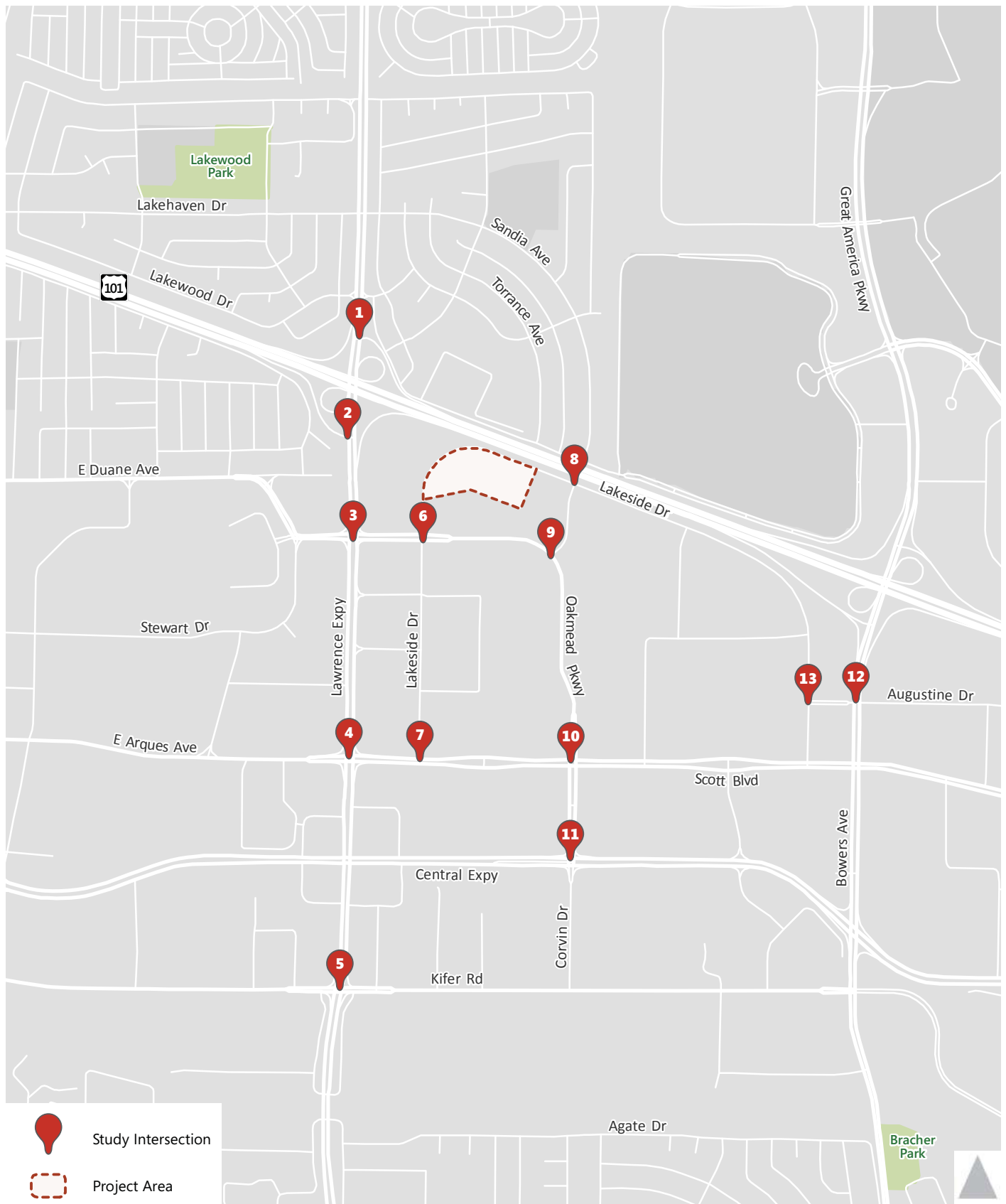
The traffic analysis determined the impacts of the proposed project on key intersections and freeway segments in the vicinity of the project site. The study intersections and freeway segments are identified below. The study intersections are shown on Figure 8. All proposed intersections are signalized except for those with an asterisk (*) and the jurisdiction charged with maintaining each intersection is noted in parenthesis.

Study Intersections

1. Lawrence Expressway/US 101 Northbound off-ramp (Santa Clara County)
2. Lawrence Expressway/ US 101 Southbound off-ramp (Santa Clara County)
3. Lawrence Expressway/Oakmead Parkway (Santa Clara County)
4. Lawrence Expressway/East Arques Avenue (VTA Congestion Management Program)
5. Lawrence Expressway/Kifer Road (Santa Clara County)
6. Lakeside Drive/Oakmead Parkway (City of Sunnyvale)
7. Lakeside Drive/East Arques Avenue (City of Sunnyvale)
8. Lakeway Drive/Lakeside Drive (City of Sunnyvale)*
9. Lakeway Drive/Oakmead Parkway (City of Sunnyvale)*
10. Scott Boulevard/Oakmead Parkway (City of Sunnyvale)
11. Central Expressway/Oakmead Parkway (VTA Congestion Management Program)
12. Bowers Avenue/Augustine Drive (City of Santa Clara)
13. Lakeside Drive/Augustine Drive (City of Santa Clara)

Freeway Segments

1. US 101, between Lawrence Expressway and Fair Oaks Avenue
2. US 101, between Bowers Avenue/Great America Parkway and Lawrence Expressway



Source: Fehr & Peers, 1/2016.

STUDY INTERSECTIONS

FIGURE 8

Traffic Scenarios Analyzed

Traffic conditions at the study intersections and on the freeway segments were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods on an average weekday that the most congested traffic conditions occur. The traffic conditions were evaluated for the six scenarios described below.

- *Existing Conditions* – Existing conditions are represented by existing peak hour traffic volumes on the existing roadway network.
- *Existing Plus Project Conditions* – Existing plus project peak hour traffic volumes were estimated by adding to the existing traffic volumes the traffic generated by the project.
- *Background Conditions* – Background traffic volumes were estimated by adding the existing peak hour volumes to the projected volumes from approved but not yet completed or occupied developments.
- *Background Plus Project Conditions* – Background plus project traffic volumes were estimated by adding to the background traffic volumes the traffic generated by the project.
- *Cumulative Conditions* – Cumulative traffic conditions are traffic conditions estimated for the year 2025. Cumulative traffic conditions include background traffic volumes plus a 10-year ambient growth factor.
- *Cumulative Plus Project Conditions* – Cumulative plus project traffic volumes were estimated by adding the cumulative traffic volumes and project traffic

Level of Service

The operations of roadway facilities are described with the term level of service. Level of Service (LOS) is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, the best operating conditions, to LOS F, the worst operating conditions. LOS E represents “at-capacity” operations. When traffic volumes exceed the intersection capacity, stop-and-go conditions result, and operations are designated as LOS F.

Signalized Intersections

The method described in the 2000 Highway Capacity Manual (HCM) was used to prepare the level of service calculations for the study intersections. This level of service method, which is approved by the City of Sunnyvale, City of Santa Clara, and VTA, analyzes a signalized intersection’s operation based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is correlated to a LOS designation as shown in Table 2 below.

Table 2: Signalized Intersection Level of Service Definitions Using Average Control Vehicular Delay

Level of Service	Description	Average Control Delay Per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B+	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0
B		12.1 to 18.0
B-		18.1 to 20.0
C+	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0
C		23.1 to 32.0
C-		32.1 to 35.0
D+	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0
D		39.1 to 51.0
D-		51.1 to 55.0
E+	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0
E		60.1 to 75.0
E-		75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0
Source: Transportation Research Board. <i>Highway Capacity Manual</i> . 2000.		

The LOS standard for City of Sunnyvale intersections is LOS D except for City of Sunnyvale intersections that are designated regionally significant.

Regionally significant roadways are generally Congestion Management Program (CMP) roadways and, relevant to this project, include the corridors along US 101, Lawrence Expressway, and Central Expressway. Additionally, Lawrence Expressway/Arques Avenue (study intersection #4) and Central Expressway/Oakmead Parkway (study intersection #10) are VTA designated CMP intersections. The threshold for both regionally significant roadway intersections and CMP intersections is LOS E.

In the City of Santa Clara, acceptable LOS for signalized intersections is defined as LOS D or better except for CMP intersections and regionally significant roadways. CMP intersections and regionally significant roadways in Santa Clara have a LOS standard of E. The signalized intersection LOS standards by jurisdiction are summarized in Table 3 below.

Table 3: Signalized Intersection LOS Standards	
Jurisdiction	Intersection LOS Standard
City of Sunnyvale	LOS D for all City-controlled signalized intersections, except for CMP intersections and regionally significant roadways, which use LOS E.
City of Santa Clara	LOS D for all City-controlled signalized intersections, except for CMP intersections and regionally significant roadways, which use LOS E.
CMP	LOS E for all CMP intersections
Sources: 1) City of Sunnyvale. <i>Sunnyvale General Plan</i> . 2011. Pages 3-18. 2) City of Santa Clara. <i>2010-2035 General Plan</i> . 2010. Pages 5 and 6.; and 3) Santa Clara Valley Transportation Authority. <i>VTA Congestion Management Program</i> . 2013. Page 29.	

Unsignalized Intersections

The operations of the unsignalized intersections were evaluated using the method contained in the 2000 HCM. LOS ratings for stop-sign-controlled intersections are based on the average control delay expressed in seconds per vehicle. At two-way or side-street-controlled intersections, the average control delay is calculated for each stopped movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. Table 4 summarizes the relationship between delay and LOS for unsignalized intersections.

Additionally, the City of Sunnyvale applies the 2014 California Manual on Uniform Traffic Control Devices (MUTCD) peak-hour volume signal warrant to evaluate operations at unsignalized intersections.

Table 4: Unsignalized Intersection Level of Service Definitions Using Average Control Vehicular Delay		
Level of Service	Description	Density (passenger cars per mile per lane)
A	Little or no delay	≤ 10.0
B	Short traffic delay	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	> 50.0
Source: Transportation Research Board. <i>Highway Capacity Manual</i> . 2000.		

Level of service analysis at unsignalized intersections is generally used to determine the need for modification in type of intersection control (i.e., all-way stop or signalization). As part of this evaluation, traffic volumes, delays, and traffic signal warrants are evaluated to determine if the existing intersection control is appropriate. The LOS standard for City of Sunnyvale unsignalized intersections is LOS D, except for the unsignalized intersections that are designated regionally significant.

Freeway Segments

Freeway segments were evaluated using VTA's analysis procedure, which is based on the density of the traffic flow using methods described in the 2000 HCM. Density is expressed in passenger cars per mile per lane. The CMP ranges of densities for each freeway segment level of service are shown in Table 5. The LOS standard for CMP freeway segments is LOS E.

Table 5: Freeway Segment Level of Service Definitions	
Level of Service	Density (passenger cars per mile per lane)
A	≤ 11.0
B	11.1 to 18.0
C	18.1 to 26.0
D	26.1 to 46.0
E	46.1 to 58.0
F	> 58.0
Sources: 1) Santa Clara Valley Transportation Authority. <i>VTA Congestion Management Program</i> . June 2003. and 2) Transportation Research Board. <i>Highway Capacity Manual</i> . 2000.	

2.1.1.2 Existing Conditions

Existing Roadway Network

US Highway 101 (US 101), Lawrence Expressway, and Central Expressway provide regional access to the project site. Local access is provided via Lakeside Drive, Oakmead Parkway, and East Arques Avenue-Scott Boulevard. Other local access streets in the project area include Lakeway Drive and Augustine Drive. These roadways are shown on Figure 8 and described below.

Regional Access

US-101 extends north through San Francisco and south through San José. Near the project site, US-101 travels in an east-west direction. The freeway has three mixed-flow lanes and one high-

occupancy vehicle (HOV) lane in each direction.¹ Primary access to the project site is provided via the Lawrence Expressway interchange, though the Bowers Avenue-Great America Parkway interchange can also be used as a secondary access point (via Augustine Drive and Lakeside Drive).

Lawrence Expressway is a limited-access north-south roadway providing access from State Route 237 (SR 237) near Moffett Field in the north and Saratoga Avenue/Quito Road at the border between the cities of San José and Saratoga to the south. North of I-280, Lawrence Expressway is an eight-lane facility with the right-most lane in each direction restricted to HOVs during the commute hours. Lawrence Expressway provides access to the project site at Oakmead Parkway (via Lakeside Drive). Regional access to US 101 is provided at a nearby interchange.

Central Expressway is a divided four-lane east-west expressway between San Antonio Road in the City of Mountain View and De La Cruz Boulevard in the City of Santa Clara. West of San Antonio Road, Central Expressway continues to Menlo Park as Alma Road. Central Expressway provides access to the site via an interchange at Lawrence Expressway and a signalized intersection at Oakmead Parkway.

Local Access

Lakeside Drive is a three-lane east-west collector that forms a 1.7-mile half-loop from East Arques Avenue-Scott Boulevard in the City of Sunnyvale to East Arques Avenue-Scott Boulevard in the City of Santa Clara. Signalized intersections at Oakmead Parkway (Sunnyvale) and Augustine Drive (Santa Clara) provide connections to Lawrence Expressway and Bowers Avenue, respectively. Lakeside Drive is uncontrolled between these two signalized intersections.

Oakmead Parkway is a north-south three-lane collector that connects Lawrence Expressway to Central Expressway, providing access to Lakeside Drive and Lakeway Drive near the project site. Between Lawrence Expressway and Lakeside Drive and from East Arques Avenue-Scott Boulevard to Central Expressway, the roadway has a six-lane cross-section.

East Arques Avenue-Scott Boulevard is a four-to-five-lane east-west arterial roadway that extends from Central Expressway in Sunnyvale (west of Fair Oaks Avenue) to Saratoga Avenue in Santa Clara. Starting west of the interchange with Central Expressway (near Fair Oaks Avenue) the roadway runs east, parallel to the Central Expressway, for 3.5 miles and intersects Lawrence Expressway before again meeting the Central Expressway at a signalized intersection in Santa Clara.

Lakeway Drive is a three-lane north/south street that connects Oakmead Parkway to Lakeside Drive (approximately 400 feet to the west of the project site). Lakeway Drive is side-street stop controlled at both intersections.

¹ HOV lanes, also known as diamond or carpool lanes, restrict use to vehicles with two or more persons (carpool, vanpool, and buses) or motorcycles during the morning (5:00 AM to 9:00 AM) and evening (3:00 PM to 7:00 PM) commute periods.

Augustine Drive is a five-lane east-west street that links Lakeside Drive to Bowers Avenue in the City of Santa Clara, directly south of the US 101 interchange. To the east of Bowers Avenue, Augustine Drive provides office park access.

Existing Pedestrian and Bicycle Facilities

Pedestrian Facilities

Pedestrian facilities in the project area consist of sidewalks, crosswalks, and at signalized intersections pedestrian signals. Near the project site, sidewalks are provided on both sides of Oakmead Parkway between Lawrence Expressway and Lakeway Drive; Lawrence Expressway over the US 101 interchange between Lakewood Drive-Bridgewood Way and Oakmead Parkway; and Lakeside Drive between Midas Way and the western half of the project site.

To the east of the project site, Lakeside Drive has a sidewalk on only the south side of the street, as the north side of the street runs parallel and immediately adjacent to US 101. This sidewalk is continuous for the entire length of Lakeside Drive between Oakmead Parkway and Scott Boulevard (in Santa Clara) with the exception of a short sidewalk gap over the span of the Calabazas Creek culvert. Lakeway Drive provides a continuous sidewalk on the west side of the street.

An off-street pedestrian path runs east-west along the man-made lake on the southern edge of the project site, bisecting the city block formed by Lakeside Drive, Oakmead Parkway, and Lakeway Drive. This path provides for non-motorized recreation and connectivity between existing adjacent land uses.

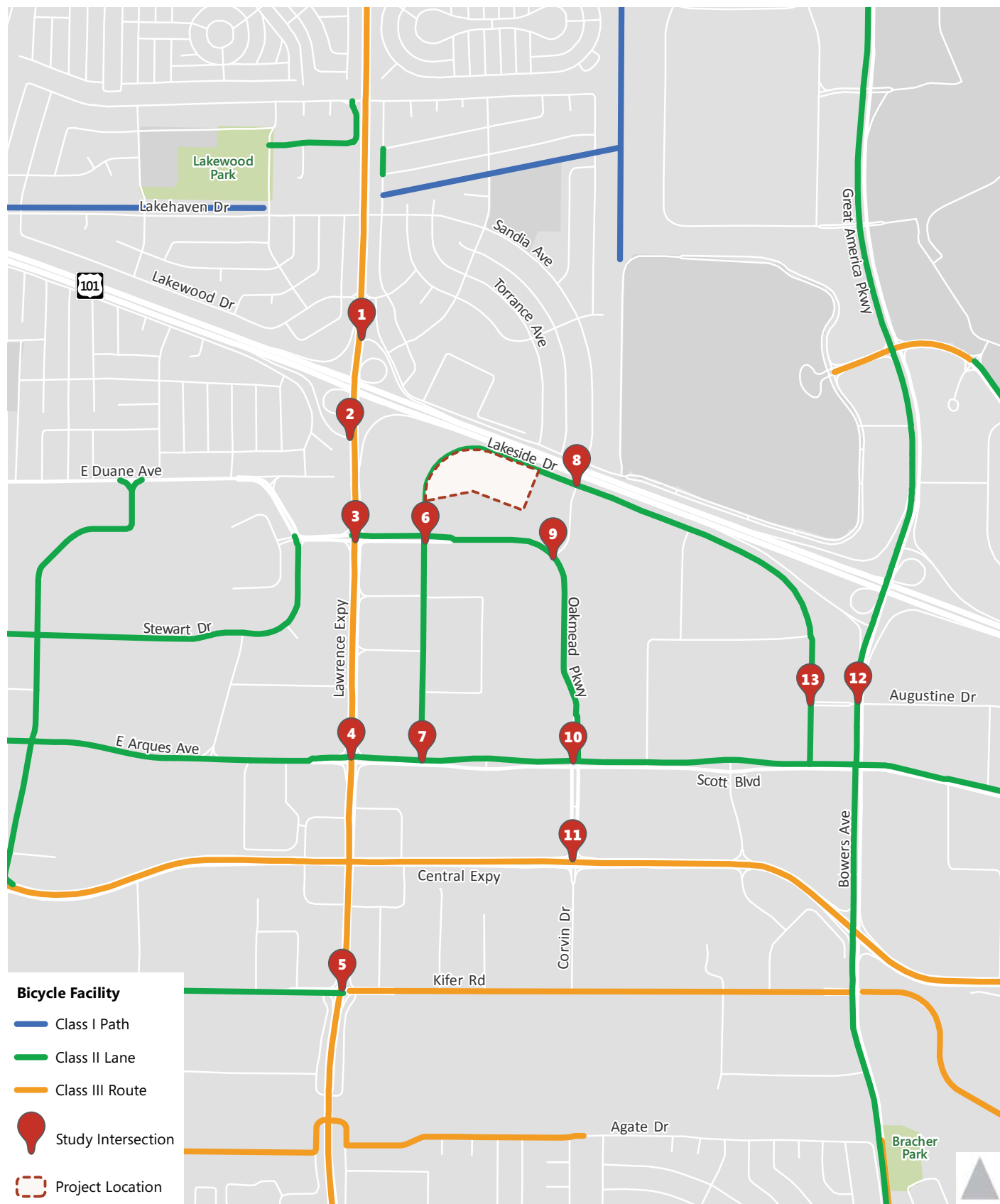
Major roadway intersections near the site include pedestrian crossings marked with two parallel lines and pedestrian countdown signals at signalized intersections. Marked crosswalks are also present near the project site at the north and east legs of the side-street stop-controlled Lakeway Drive/Oakmead Parkway intersection.

Bicycle Facilities

Existing bicycle facilities are shown on Figure 9. The John W. Christian Greenbelt, which includes a Class I bikeway/pedestrian trail (separate right-of-way that is designated exclusively for bicycles and pedestrians) that connects to the Calabazas Creek Trail, is located approximately one-half mile north of the project site, slightly north of Lakehaven Drive-Sandia Avenue.

Class II bicycle lanes (marked lanes for bicyclists generally adjacent to the outer vehicle travel lane) are provided along the following locations in the study area:

- Lakeside Drive (from East Arques Avenue in Sunnyvale to Scott Boulevard in Santa Clara);
- Oakmead Parkway (from Lawrence Expressway to Central Expressway);
- East Arques Avenue-Scott Boulevard (from Fair Oaks Avenue to Central Expressway in Santa Clara); and
- Kifer Road (from Fair Oaks Avenue to Lawrence Expressway).



Source: Fehr & Peers, 1/2016.

The City of Sunnyvale designates several bike routes near the project site. These routes are not signed but are classified as a Class III bicycle routes (designated for shared use with pedestrian or motor vehicles but have no separated bike right-of-way or lane striping). The following roadways are included:

- Lawrence Expressway (between Moffett Park Drive and Prospect Road in the City of San José) and
- Central Expressway (from San Antonio Road in the City of Mountain View to De La Cruz Boulevard in Santa Clara).

The two bicycled routes listed above are characterized by the City as advanced bicycle facilities, due to the high volumes and speeds of vehicles.

There are no Class IV bikeways (cycle tracks or protected bike lanes) in the project area or elsewhere in the City.

Existing Transit Service

The project site is located near several transit routes, including bus and light rail service operated by the Santa Clara Valley Transportation Authority (VTA) and passenger rail service operated by Caltrain as shown in Figure 10.

VTA Bus Service

VTA operates bus service in the area. Local buses include regular service Route 55; express/limited stop Routes 304 and 328; and Altamont Corridor Express (ACE) shuttle Route 822. A summary of each route is provided below. Additional detail about the operating hours and headways for each bus route is provided in Appendix C.

Route 55 provides service from De Anza College in the City of Cupertino, the Sunnyvale Transit Center, and Great America amusement park in Santa Clara. On weekdays, frequencies are 15 minutes during the AM and PM peak periods and 30 minutes off-peak. Route 55 stops at the Lawrence Expressway/Oakmead Parkway intersection, a walking distance of about one-quarter to one-half miles from the project site.

Route 304 is a limited service from the Sunnyvale Transit Center to the Santa Teresa light rail station via Downtown San José. This route travels on East Arques Avenue-Scott Boulevard in the study area, providing four trips northbound in the AM peak period and four southbound in the PM peak period. Route 304 stops at the East Arques Avenue/Lakeside Drive intersection, a walking distance of approximately 0.6 miles from the project site.

Route 328 is a limited service from Almaden Expressway and Via Valiente to Lockheed Martin/Moffett Park. Primary streets Route 328 travels on include Almaden Expressway, Colman Avenue, Camden Avenue, San Tomas Expressway, Hamilton Avenue, Lawrence Expressway, Crossman Avenue, and Mathilda Avenue. This route travels on Lawrence Expressway in the project

area and provides four trips per day: two northbound in the AM peak period and two southbound in the PM peak period.

Route 328 stops at the Lawrence Expressway/Oakmead Parkway intersection, a walking distance of about one-quarter to one-half miles from the project site.

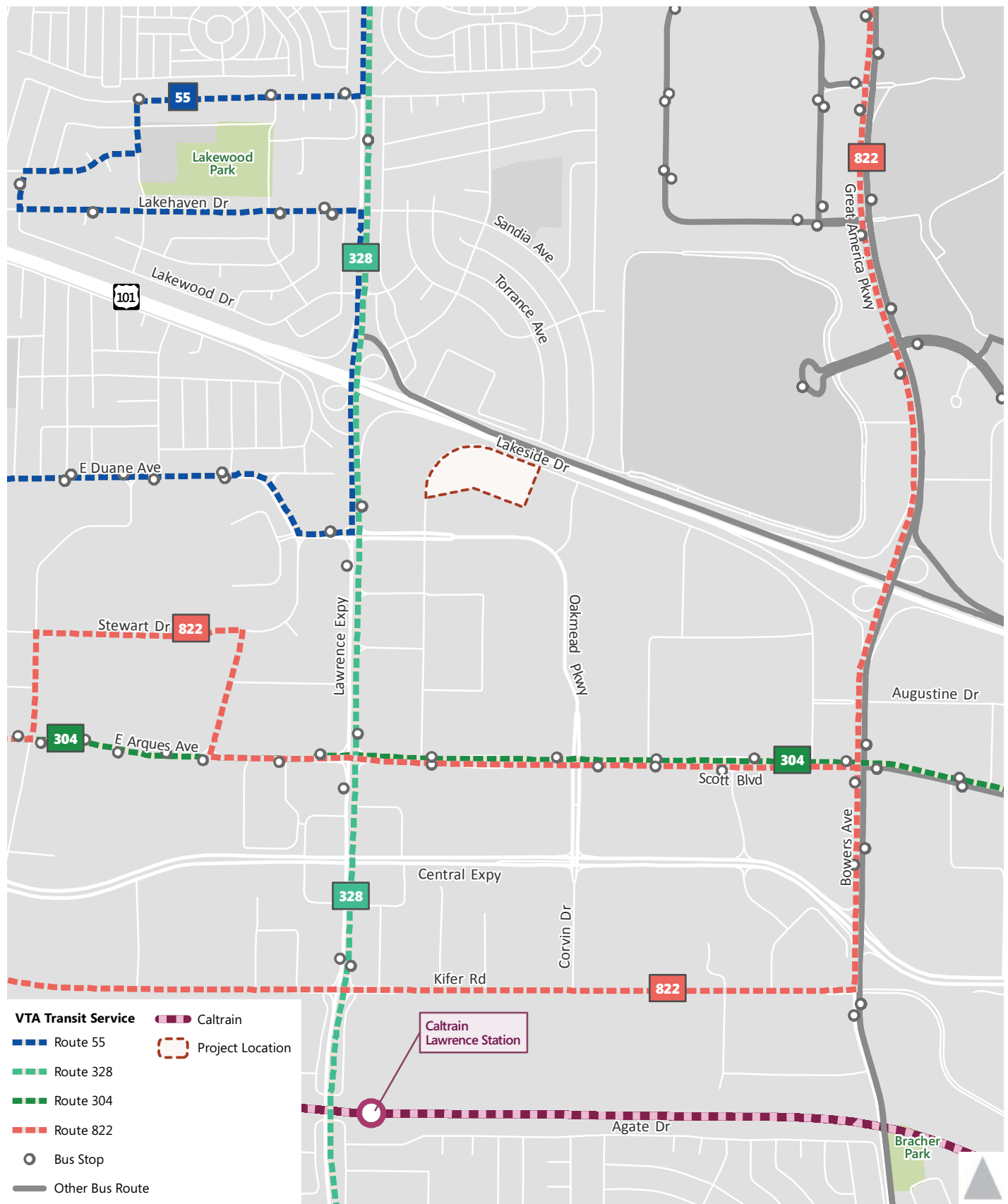
Route 822 is a limited service to the Altamont Corridor Express commuter rail at the Great America-Santa Clara Station via East Arques Avenue-Scott Boulevard near the project site. Service includes four trips southbound in the AM peak period and four northbound in the PM peak period.

VTA Lightrail Service

VTA provides light rail service in Santa Clara County. Route 902 (Downtown Mountain View to Winchester) serves the northern areas of Sunnyvale about 1.8 miles from the project site. Route 902 is accessible from the project site via VTA Route 55, transferring at the Tasman Drive/Reamwood Avenue Station.

Caltrain Service

Caltrain provides regional passenger rail service between San Francisco and San José, with extended service to Morgan Hill and Gilroy during weekday commute hours. Two Caltrain stations are located near the project site: Sunnyvale Station and Lawrence Station. Sunnyvale Station is accessible from the project site via driving, VTA Route 55 at Lawrence Expressway/Oakmead Parkway (a 0.3-mile walk), or VTA Route 304 at East Arques Avenue/Lakeside Drive (a 0.5-mile walk). Lawrence Station is accessible from the project site via driving, VTA Route 328 (during its limited peak hour service) to Lawrence Expressway/Kifer Road, or the Caltrain operated Bowers/Walsh Shuttle with limited peak service from East Arques Avenue/Scott Boulevard (about 0.5 miles south of the project site). A limited amount of paid parking is available at both Caltrain stations.



Source: Fehr & Peers, 1/2016.

EXISTING TRANSIT SERVICE

FIGURE 10

Existing Intersection Levels of Service

The results of the intersection LOS analysis under existing conditions are summarized in Table 6. The results show that all study intersections operate at acceptable levels (LOS D or better for intersections in the cities of Sunnyvale and Santa Clara and LOS E or better for CMP intersections). Refer to Appendix C for the calculations sheets.

Table 6: Existing and Background Intersection Levels of Service						
Study Intersection (Jurisdiction)	LOS Standard	Peak Hour	Existing Conditions		Background Conditions	
			Average Delay (sec)	LOS	Average Delay (sec)	LOS
1. Lawrence Expressway/US 101 Northbound off-ramp (Santa Clara County)	E	AM PM	15.6 25.1	B C	18.6 24.0	B- C
2. Lawrence Expressway/ US 101 Southbound off-ramp (Santa Clara County)	E	AM PM	34.3 68.9	C- E	39.7 70.0	D E
3. Lawrence Expressway/Oakmead Parkway (Santa Clara County)	E	AM PM	52.3 51.9	D- D-	70.4 76.5	E E-
4. Lawrence Expressway/East Arques Avenue (VTA Congestion Management Program)	E	AM PM	44.4 69.6	D E	59.3 93.9	E+ F
5. Lawrence Expressway/Kifer Road (Santa Clara County)	E	AM PM	37.3 75.5	D+ E-	60.6 96.4	E F
6. Lakeside Drive/Oakmead Parkway (City of Sunnyvale)	D	AM PM	24.4 25.1	C C	24.4 25.2	C C-
7. Lakeside Drive/East Arques Avenue (City of Sunnyvale)	D	AM PM	39.4 41.7	D D	34.4 37.8	C- D+
8. Lakeway Drive/Lakeside Drive (City of Sunnyvale)*	D	AM PM	9.6 10.1	A B	9.6 10.2	A B
9. Lakeway Drive/Oakmead Parkway (City of Sunnyvale)*	D	AM PM	11.4 14.7	B B	11.5 15.2	B C
10. Scott Boulevard/Oakmead Parkway (City of Sunnyvale)	D	AM PM	38.0 41.3	D+ D	33.7 37.6	C- D+
11. Central Expressway/Oakmead Parkway (VTA Congestion Management Program)	E	AM PM	59.8 49.6	E+ D	90.0 72.8	F E
12. Bowers Avenue/Augustine Drive (City of Santa Clara)	D	AM PM	21.1 23.1	C+ C	24.8 32.1	C C-
13. Lakeside Drive/Augustine Drive (City of Santa Clara)	D	AM PM	25.3 23.6	C C	23.0 28.1	C C
Notes: * = unsignalized intersection; Bold text indicates unacceptable level of service operations						

Existing Freeway Segment Levels of Service

The existing freeway segment level of service results are shown in Table 7. The results show that the following freeway segments operate unacceptably (LOS F) under existing conditions:

AM Peak Hour

- Northbound US 101 between Bowers Avenue-Great America Parkway and Lawrence Expressway (mixed and HOV lanes)
- Northbound US 101 between Lawrence Expressway and Fair Oaks Avenue (mixed lanes only)

PM Peak Hour

- Southbound US 101 between Bowers Avenue-Great America Parkway and Lawrence Expressway (mixed and HOV lanes)
- Southbound US 101 between Lawrence Expressway and Fair Oaks Avenue (mixed and HOV lanes)

Table 7: Existing Freeway Segment Levels of Service					
Freeway Segment	LOS Standard	Direction	Peak Hour	LOS	
				Mixed-Flow Lanes	HOV
US 101 between Lawrence Expressway and Fair Oaks Avenue	E	NB	AM PM	F D	E B
		SB	AM PM	D F	B F
US 101 between Bowers Avenue-Great America Parkway and Lawrence Expressway	E	NB	AM PM	F D	F B
		SB	AM PM	E F	B F
Note: Bold indicates unacceptable level of service.					

2.1.1.3 *Background Conditions*

This section discusses background conditions, which are defined as conditions just prior to completion of the project. Background conditions include traffic from other approved but not yet built or occupied projects. Additional details regarding projects included in background conditions and their traffic volumes are included in Appendix C.

Background Roadway Network

No approved and funded transportation network improvements were identified for the project area under background conditions. The existing roadway network, therefore, was used for the background analysis.

Background Level of Service

The results of the level of service analysis under background conditions are summarized in Table 6. The results show that all study intersections operate at acceptable levels (LOS D or better for intersections in the cities of Sunnyvale and Santa Clara and LOS E or better for CMP intersections) under background conditions except for the following intersections:

4. Lawrence Expressway/East Arques Avenue (PM peak hour),
5. Lawrence Expressway/Kifer Road (PM peak hour), and
11. Central Expressway/Oakmead Parkway (AM peak hour).

Refer to Appendix C for the calculations sheets.

2.1.2 Transportation Impacts

2.1.2.1 *Thresholds of Significance*

For the purposes of this EIR, a transportation impact is considered significant if the project would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance of safety of such facilities.

Level of Service Impact Criteria

Signalized Intersections

For the purpose of this EIR, signalized intersection operations and impacts are evaluated based on the appropriate jurisdiction's LOS standard (see Table 3). Traffic impacts on City of Sunnyvale, Santa Clara, and CMP intersections would occur if the addition of traffic associated with implementation of the project causes:

- Intersection operations to deteriorate from an acceptable level (LOS D or better for cities of Sunnyvale and Santa Clara intersections and LOS E or better for regionally significant roadways and CMP intersections) under “No Project” Conditions to an unacceptable level (LOS E or LOS F for cities of Sunnyvale and Santa Clara intersections and LOS F for regionally significant roadways and CMP intersections) under the corresponding “plus project” condition;
- Exacerbation of unacceptable “No Project” operations (LOS E or F for cities of Sunnyvale and Santa Clara intersections and LOS F for regionally significant roadways and CMP intersections) by increasing the average critical delay by more than four seconds and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more.
- An increase in the critical V/C ratio of 0.01 or more at an intersection with unacceptable operations (LOS E or F for City of Sunnyvale and Santa Clara intersections and LOS F for regionally significant roadways and CMP intersections) when the change in critical delay is negative (i.e., decreases). This can occur if the intersection critical movements change.

Unsignalized Intersections

The City of Sunnyvale does not have officially adopted significance criteria for unsignalized intersections (none of the unsignalized study intersections are City of Santa Clara or CMP intersections). Based on current practice, significant impacts are defined to occur when the addition of project traffic causes the average intersection delay for all-way stop-controlled intersections or the worst movement/approach for side-street stop-controlled intersections to degrade to unacceptable levels (LOS E or F) and the intersection satisfies the California MUTCD peak-hour volume signal warrant.

Freeway Segments

Traffic impacts on a CMP freeway segment occurs when the addition of project traffic causes:

- Freeway segment operations to deteriorate from an acceptable level (LOS E or better) under existing conditions to an unacceptable level (LOS F); or
- An increase in traffic of more than one percent of the capacity of a segment that operates at LOS F under existing Conditions

2.1.2.2 Project Trip Estimates

The amount of traffic added to the roadway system by the proposed development is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. The first step estimates the amount of traffic added to the roadway network. The second step estimates the directions of travel to and from the project site. The new trips are assigned to specific street segments and intersection turning movements during the third step. The results of the process for the proposed project are described in more detail below and in Appendix C.

Trip Generation

The amount of traffic anticipated to be added to the surrounding roadway system by the proposed project was estimated based on data published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (2012). The results are presented in Table 8. The project is estimated to generate 4,440 daily trips. There would be an estimated 341 AM peak hour trips (148 inbound and 193 outbound), and 372 PM peak hour trips (211 inbound and 161 outbound). As a conservative measure, no trip reductions were assumed for this project.

Trip Distribution and Assignment

The distribution of the traffic generated by the project onto the roadway system was based on the locations of complementary land uses, prevailing travel patterns, surrounding population densities, and recent TIAs completed in the area. The trip distribution patterns are included in Appendix C. Project trips were assigned to the roadway network based on the trip distribution patterns.

Table 8: Project Vehicle Trip Generation Estimates

Land Use	Size	Units ¹	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Hotel	263	Occupied Rooms	8.92	2,346	0.67	102	74	176	0.7	90	94	184
Restaurant ³	3,393	Ksf ²	127.15	431	10.81	20	17	37	9.85	20	13	33
Apartment	250	Dwelling Units	6.65	1,663	0.51	26	102	128	0.62	101	54	155
TOTAL:				4,440		148	193	341		211	161	372

Notes: ¹ Rates per unit; ² Ksf = 1,000 square feet; ³ The trip generation estimate for the proposed restaurant use is conservative because the project proposes a 3,000 square foot restaurant and the trip generation calculation assumes a 3,393 square foot restaurant.

2.1.2.3 Existing Plus Project Conditions

Existing Plus Project Transportation Network

It is assumed in this analysis that the transportation network under existing plus project conditions would be the same as the existing transportation network described in *Section 2.1.1.2*.

Existing Plus Project Traffic Volumes

Peak hour traffic volumes under existing plus project conditions were estimated by adding to the existing traffic volumes the project trips.

Existing Plus Project Intersection Levels of Service

The results of the intersection level of service calculations for existing plus project conditions are presented in Table 9. The results for existing conditions are included for comparison purpose, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios.

Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most “green time” and have the greatest effect on overall intersection operations. The changes in critical delay and critical V/C ratio between existing and existing plus project conditions are used to identify significant impacts.

The results of the LOS calculations indicate that all study intersections operate at acceptable service levels (LOS D or better for City intersections and LOS E or better for regionally significant and CMP intersections) during the AM and PM peak hours under existing plus project conditions.

Some of the study intersections, such as Lakeside Drive/Oakmead Parkway (#6), show a reduction in average delay with the addition of project traffic. This is because the average delay values presented in the table are weighted averages. Weighted average delays will be reduced when traffic is added to a movement with a low delay, such as the through movements on Oakmead Parkway. Conversely, relatively small volume increase to movements with high delays can substantially increase the weighted average delay.

Since the LOS calculations indicate that all study intersection operate at acceptable service levels based on the thresholds, the project has a less than significant impact at all study intersections under existing plus project conditions. **(No New Impact)**

Table 9: Existing and Existing Plus Project Conditions Intersection Levels of Service

Study Intersection (Jurisdiction)	LOS Standard	Peak Hour	Existing Conditions		Existing Plus Project Conditions			
			Delay ¹	LOS ²	Delay ¹	LOS ²	Change in Crit. V/C ³	Change in Crit. Delay ⁴
1. Lawrence Expressway/US 101 Northbound off-ramp (Santa Clara County)	E	AM PM	15.6 25.1	B C	15.7 25.2	B C	0.009 0.011	0.1 0.2
2. Lawrence Expressway/ US 101 Southbound off-ramp (Santa Clara County)	E	AM PM	34.3 68.9	C- E	38.2 74.8	D+ E	0.020 0.022	6.2 11.2
3. Lawrence Expressway/Oakmead Parkway (Santa Clara County)	E	AM PM	52.3 51.9	D- D-	56.8 58.7	E+ E+	0.026 -0.115	7.2 12.9
4. Lawrence Expressway/East Arques Avenue (VTA Congestion Management Program)	E	AM PM	44.4 69.6	D E	44.7 69.8	D E	0.009 0.009	0.7 0.7
5. Lawrence Expressway/Kifer Road (Santa Clara County)	E	AM PM	37.3 75.5	D+ E-	37.6 75.9	D+ E-	0.006 0.006	-0.3 -0.3
6. Lakeside Drive/Oakmead Parkway (City of Sunnyvale)	D	AM PM	24.4 25.1	C C	22.2 22.5	C+ C+	0.062 0.111	6.4 -2.2
7. Lakeside Drive/East Arques Avenue (City of Sunnyvale)	D	AM PM	39.4 41.7	D D	40.3 42.2	D D	0.010 0.011	1.0 0.8
8. Lakeway Drive/Lakeside Drive (City of Sunnyvale)*	D	AM PM	9.6 10.1	A B	9.9 10.5	A B	N/A N/A	N/A N/A
9. Lakeway Drive/Oakmead Parkway (City of Sunnyvale)*	D	AM PM	11.4 14.7	B B	11.7 15.5	B C	N/A N/A	N/A N/A
10. Scott Boulevard/Oakmead Parkway (City of Sunnyvale)	D	AM PM	38.0 41.3	D+ D	39.1 42.1	D D	0.005 0.008	1.7 1.5
11. Central Expressway/Oakmead Parkway (VTA Congestion Management Program)	E	AM PM	59.8 49.6	E+ D	59.7 50.2	E+ D	0.009 0.010	0.0 1.3
12. Bowers Avenue/Augustine Drive (City of Santa Clara)	D	AM PM	21.1 23.1	C+ C	21.3 23.2	C+ C	0.004 0.003	0.3 0.2
13. Lakeside Drive/Augustine Drive (City of Santa Clara)	D	AM PM	25.3 23.6	C C	25.4 23.7	C C	0.012 0.013	0.1 0.4

Notes: * = unsignalized intersection; N/A = Not applicable

¹ Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections; ² LOS = Level of Service; ³ Change in critical volume-to-capacity ratio (V/C) between existing and project conditions; ⁴ Change in critical movement delay between existing and project conditions.

Existing Plus Project Freeway Segment Levels of Service

Freeway segments of US 101 were analyzed during the AM and PM peak hours by calculating the amount of project traffic projected to be added to these freeway segments. To be conservative, all of the added project trips were assumed to travel on the freeway mainline lanes, and none were assigned to the HOV lanes. The results of the freeway segment analysis under existing plus project conditions are summarized in Table 10 below.

The results show that the project would add less than one percent of the freeway segment capacity to the freeway segments that currently operate at an unacceptable LOS F during the peak hours. The project, therefore, would have a less than significant impact on freeway segments under existing plus project conditions. **(No New Impact)**

2.1.2.4 *Background Plus Project Conditions*

Background Plus Project Transportation Network

There are no approved and funded transportation network improvements in the project area, therefore, the existing roadway network was assumed for the background plus project conditions.

Background Plus Project Traffic Volumes

Project trips were added to the background traffic volumes to develop traffic volumes for the background plus project condition.

Background Plus Project Intersection Levels of Service

The results of the level of service analysis under background plus project conditions are summarized in Table 11. Based on the level of service impact criteria (see Table 11), the project would result in a significant impact to the following intersection:

- (#3) Lawrence Expressway/Oakmead Parkway, PM peak hour only

None of the other intersections would be significantly impacted by the project.

As mentioned for the existing plus project conditions analysis, some of the study intersections, such as Lakeside Drive/Oakmead Parkway (#6), show a reduction in average delay with the addition of project traffic for both peak hours due to the fact that the average delay values in the table are weighted averages.

Impact TRAN-1: The project would result in a significant impact at the intersection of Lawrence Expressway and Oakmead Parkway (#3, PM peak hour) under background plus project conditions. **(Significant Impact)**

Table 10: Existing and Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction	Capacity (vph) ¹	Peak Hour	Existing Conditions		Existing Plus Project Conditions			
				Density ²	LOS ³	Trips ⁴	Density ²	LOS ³	% Impact ⁵
US 101 between Lawrence Expressway and Fair Oaks Avenue	NB	6,900	AM PM	90 30	F D	39 32	91 30	F D	0.57 0.46
	SB	6,900	AM PM	38 71	D F	30 42	38 72	D F	0.43 0.61
US 101 between Bowers Avenue-Great America Parkway and Lawrence Expressway	NB	6,900	AM PM	83 45	F D	18 25	83 45	F D	0.26 0.36
	SB	6,900	AM PM	50 97	E F	23 19	50 98	E F	0.33 0.28

Notes: **Bold** font indicates unacceptable operations based on VTA's LOS E Standard.

¹ vph= vehicles per hour; only mixed traffic lanes are included in the capacity total; ² Measured in passenger cars per mile per lane; ³ LOS = Level of Service;

⁴ Project trips added to individual freeway segments; ⁵ Percent impact on mixed flow lanes determined by dividing the number of Project trips by the freeway segment's capacity.

Table 11: Background and Background Plus Project Conditions Intersection Levels of Service

Study Intersection (Jurisdiction)	LOS Standard	Peak Hour	Background Conditions		Background Plus Project Conditions			
			Delay ¹	LOS ²	Delay ¹	LOS ²	Change in Crit. V/C ³	Change in Crit. Delay ⁴
1. Lawrence Expressway/US 101 Northbound off-ramp (Santa Clara County)	E	AM PM	18.6 24.0	B- C	18.8 24.2	B- C	0.010 0.012	0.2 0.2
2. Lawrence Expressway/ US 101 Southbound off-ramp (Santa Clara County)	E	AM PM	39.7 70.0	D E	43.6 75.5	D E-	0.020 0.023	6.1 10.8
3. Lawrence Expressway/Oakmead Parkway (Santa Clara County)	E	AM PM	70.4 76.5	E E-	73.7 81.9	E F	0.026 0.000	5.9 0.0
4. Lawrence Expressway/East Arques Avenue (VTA Congestion Management Program)	E	AM PM	59.3 93.9	E+ F	60.7 95.9	E F	0.010 0.009	2.6 4.0
5. Lawrence Expressway/Kifer Road (Santa Clara County)	E	AM PM	60.6 96.4	E F	62.3 97.8	E F	0.005 0.005	3.0 2.4
6. Lakeside Drive/Oakmead Parkway (City of Sunnyvale)	D	AM PM	24.4 25.2	C C-	22.3 22.6	C+ C+	0.063 0.111	6.5 -2.2
7. Lakeside Drive/East Arques Avenue (City of Sunnyvale)	D	AM PM	34.4 37.8	C- D+	35.3 38.5	D+ D+	0.010 0.012	1.1 1.1
8. Lakeway Drive/Lakeside Drive (City of Sunnyvale)*	D	AM PM	9.6 10.2	A B	9.9 10.6	A B	N/A N/A	N/A N/A
9. Lakeway Drive/Oakmead Parkway (City of Sunnyvale)*	D	AM PM	11.5 15.2	B C	11.8 16.1	B C	N/A N/A	N/A N/A
10. Scott Boulevard/Oakmead Parkway (City of Sunnyvale)	D	AM PM	33.7 37.6	C- D+	34.5 38.4	C- D+	0.005 0/008	1.3 1.2
11. Central Expressway/Oakmead Parkway (VTA Congestion Management Program)	E	AM PM	90.0 72.8	F E	89.7 73.1	F E	0.009 0.010	-0.3 0.9
12. Bowers Avenue/Augustine Drive (City of Santa Clara)	D	AM PM	24.8 32.1	C C-	24.9 32.2	C C-	0.004 0.003	0.2 0.1
13. Lakeside Drive/Augustine Drive (City of Santa Clara)	D	AM PM	23.0 28.1	C C	23.4 28.1	C C	0.012 0.006	0.5 0.0

Notes: * = unsignalized intersection. **Bold** font indicates unacceptable operations based on the appropriate jurisdiction's LOS standards. **Bold and highlight** indicates an impact due to the addition of project trips.

¹ Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections; ² LOS = Level of Service; ³ Change in critical volume-to-capacity ratio (V/C) between Existing and Project Conditions; ⁴ Change in critical movement delay between Existing and Project Conditions.

Mitigation Measure: In addition to the City’s standard Transportation Impact Fee (TIF), the project shall implement the following mitigation measure to reduce the project’s impact at Lawrence Expressway and Oakmead Parkway:

MM TRAN-1.1: The Santa Clara County Expressway Plan 2040 includes a near-term Tier 1 improvement would change the southbound HOV lane to a general purpose lane. This change improves the background plus project PM peak hour level of service from LOS F to LOS E, which would mitigate the project’s impact. The project shall pay its fair-share contribution towards this improvement.

Because payment of a fair share contribution, however, does not guarantee that the full construction price will be obtained by the County and that the improvement would be constructed concurrently with the project, this impact with the payment of the project’s fair-share contribution is considered significant and unavoidable. In addition, this intersection is under the jurisdiction of Santa Clara County and implementation of improvements at this intersection is not under the City of Sunnyvale’s control. **(New Significant and Unavoidable Impact)**

2.1.2.5 *Pedestrian and Bicycle Facilities*

Pedestrians and bicyclist could access the project site via the shared use public path provided along the southern site boundary, north of the man-made lake. This proposed public pedestrian and bicycle path would connect to the existing sidewalk and bike path on Lakeside Drive. Additionally, the project includes internal pedestrian paths throughout the site for access to the residential portion and the public and semi-public open spaces, including a six-foot wide path along the hotel driveway that would connect to Lakeside Drive (refer to Figure 7). The existing and proposed pedestrian and bicycle facilities would be adequate to serve the proposed project. In addition, the development of the project would not conflict with existing pedestrian or bicycle facilities, or adopted policies, plans, and programs for pedestrian and bicycle facilities. The project, therefore, would not result in significant impacts to pedestrian or bicycle facilities. **(No New Impact)**

2.1.2.6 *Transit Facilities*

The development of the proposed project would not conflict with existing transit facilities, nor would it conflict with adopted policies, plans, or programs for transit facilities given that the existing bus stops are about 0.25-0.5 miles from the project site and are accessible via existing pedestrian and bicycle facilities. There are existing, continuous sidewalks on Lakeside Drive, Oakmead Parkway, and Lawrence Expressway, and signalized crossings at the Lakeside Drive/Oakmead Parkway and Lawrence Expressway/Oakmead Parkway intersections to facilitate pedestrian access between the project site and existing bus stops in the area.

Bicycle access to the bus stops are provided via existing bike lanes on Lakeside Drive and Oakmead Parkway east of Lawrence Expressway, as well as the existing bike route on Lawrence Expressway.

Based on the above discussion, the project would not result in significant impacts to transit facilities. In addition, an analysis was completed to determine whether the buses operating in the site vicinity

would incur additional delay due to increased traffic congestion from project-generated vehicle trips. The analysis determined that buses would incur at most 1.5 seconds of delay along corridors. This increase in delay is not considered substantial. Refer to Appendix C for details regarding the transit vehicle delay analysis. **(No New Impact)**

2.1.2.7 *Other Impacts*

Air Traffic

The project is not located within an airport land use plan and, therefore, would not result in safety impacts to aircraft. Nor would the project change air traffic patterns or increase air traffic levels. **(No New Impact)**

Design Hazards

The project design does not include sharp curves or dangerous intersections that could result in safety hazards. Nor does the project propose incompatible uses, such as farm equipment. The project proposes hotel and residential uses on the site, which are existing land uses in the project area.

It is estimated that both access driveways would experience minimal vehicle delay from the stop controlled approaches. Both driveways would operate acceptably with typical queues of no more than one vehicle during both the AM and PM peak hours. Additionally, little conflict is expected between vehicles entering and exiting the parking garages within the driveways because there is adequate sight distance and the efficient one-way circulation pattern eliminates left-turning conflicts at the garage entry/exits points.

Based on the above discussion, the project would not result in substantial hazards due to its site design. **(No New Impact)**

Emergency Access

Emergency (and service) vehicles would be able to access the project via the easternmost and westernmost driveways, as well as the pedestrian and bicycle path on the south side of the site. The dual use of the pedestrian and bicycle path by emergency response vehicles, combined with access from Lakeside Drive and the proposed driveways, would provide adequate emergency access to all building faces and all major building entry/exit points on site. For these reasons, the project would not result in inadequate emergency access. **(No New Impact)**

2.1.2.8 *Cumulative and Cumulative Plus Project Conditions*

Cumulative impacts, as defined by CEQA, refer to two or more individual effects, which when combined, compound or increase other environmental impacts. Cumulative impacts may result from individually minor, but collectively significant effects taking place over a period of time. CEQA Guideline Section 15130 states that an EIR should discuss cumulative impacts “when the project’s incremental effect is cumulatively considerable.” The discussion does not need to be in as great

detail as is necessary for project impacts, but is to be “guided by the standards of practicality and reasonableness.” The purpose of the cumulative analysis is to allow decision makers to better understand the impacts that might result from approval of past, present, and reasonably foreseeable future projects, in conjunction with the proposed project addressed in this EIR.

The CEQA Guidelines advise that a discussion of cumulative impacts should reflect both their severity and the likelihood of their occurrence. To accomplish these two objectives, the analysis should include either a list of past, present, and probable future projects or a summary of projections from an adopted general plan or similar document. The analysis must then determine whether the project’s contribution to any cumulatively significant impact is cumulatively considerable, as defined by CEQA Guideline Section 15065(a)(3).

The cumulative discussion addresses two aspects of cumulative impacts: 1) would the effects of all of the pending development listed result in a cumulatively significant impact on the resources in question? And, if that cumulative impact is likely to be significant, 2) would the contributions to that impact from the proposed project make a cumulatively considerable contribution to those cumulative impacts?

This section discusses the results of LOS calculations under cumulative conditions with and without the project. Cumulative conditions (without the project) are defined as conditions within the next 10 years (2025). Traffic volumes for cumulative conditions comprise existing volumes, added background volumes, volumes from pending (“not yet approved”) developments in the area, and a 10-year growth factor. Cumulative plus project conditions are defined as cumulative conditions plus traffic generated by the project.

Cumulative Transportation Network

There are no approved and funded transportation network improvements that were assumed to be constructed prior to cumulative horizon year of 2025. Therefore, the existing roadway network described in *Section 2.1.2.3* was used for the cumulative analysis.

Cumulative Traffic Volumes

Cumulative traffic volumes were developed by applying a 10-year growth factor to existing volumes, adding vehicle trips from the background conditions, and vehicle trips from pending development projects in the study area. The development of cumulative traffic volumes is discussed in more detail in Appendix C.

Cumulative and Cumulative Plus Project Intersection Levels of Service

The results of the level of service analysis under cumulative and cumulative plus project conditions are summarized in Table 12. Under cumulative (no project) conditions, five study intersections would operate at unacceptable service levels (intersections #2-5 and 11). The results of the LOS analysis under cumulative plus project conditions shows that the project would have a significant impact at three of those five intersections according to the impact criteria outlined in *Section 2.1.2.1*:

- (#2) Lawrence Expressway/US-101 Southbound off-ramp (PM peak hour);
- (#3) Lawrence Expressway/Oakmead Parkway (AM peak hour); and
- (#11) Central Expressway/Oakmead Parkway (AM peak hour).

The remaining two intersections (#4 and 5) would operate at unacceptable LOS under cumulative plus project conditions but would not meet the criteria for significant impacts. In other words, intersections #4 and 5 would operate at LOS F under the cumulative condition and the addition of project traffic would not exacerbate the critical v/c ratio and average critical delay to the point of meeting the significant impact criteria. All other study intersections would operate at acceptable service levels during the AM and PM peak hours, without and with the project.

As previously discussed for the existing and background results, some of the study intersections, such as Lakeside Drive/Oakmead Parkway (#6), show a reduction in average delay with the addition of project traffic for both peak hours. The average delay values in the table are weighted averages.

Impact TRAN-2: The project would result in significant cumulative impacts at the intersections of Lawrence Expressway/US 101 southbound off-ramp (#2, PM peak hour), Lawrence Expressway/Oakmead Parkway (#3, AM peak hour), and Central Expressway/Oakmead Parkway (#11, AM peak hour) under cumulative plus project conditions. (Significant Cumulative Impact)

Mitigation Measure: In addition to the implementation of mitigation measure MM TRAN-1.1, the project proposes to implement the following mitigation measure to reduce the project's contribution to significant cumulative impacts:

MM TRAN-2.1: Lawrence Expressway/US 101 southbound off-ramp (#2) – Pay a fair share contribution to construct an additional right turn lane at the southbound off-ramp, which would improve the PM Cumulative Plus Project operations from an unacceptable LOS F to an acceptable LOS D. The additional right-turn lane would be accommodated within the existing right-of-way and therefore, no significant environmental impacts are anticipated from construction of this improvement. If existing trees in the right-of-way are required to be removed, replacement trees would be planted to mitigate their removal.

Implementation of the above improvement would reduce the project's contribution to the significant cumulative impact at the intersection of Lawrence Expressway/US 101 southbound off-ramp to a less than significant level. This intersection, however, is under the jurisdiction of Santa Clara County and implementation of improvements at this intersection is not under the City of Sunnyvale's control. Because payment of a fair share contribution, however, does not guarantee that the full construction price will be obtained by the County or that the improvement would be constructed concurrently with the project, this impact with the payment of the project's fair-share contribution is considered significant and unavoidable.

Table 12: Cumulative and Cumulative Plus Project Conditions Intersection Levels of Service

Study Intersection (Jurisdiction)	LOS Standard	Peak Hour ³	Cumulative Conditions		Cumulative Plus Project Conditions			
			Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Change in Crit. V/C ⁶	Change in Crit. Delay ⁷
1. Lawrence Expressway/US 101 Northbound off-ramp (Santa Clara County)	E	AM PM	20.9 29.0	C+ C	21.6 29.5	C+ C	0.010 0.011	0.4 0.8
2. Lawrence Expressway/ US 101 Southbound off-ramp (Santa Clara County)	E	AM PM	48.2 82.6	D F	52.0 87.9	D- F	0.021 0.023	5.9 10.5
3. Lawrence Expressway/Oakmead Parkway (Santa Clara County)	E	AM PM	150.8 132.9	F F	153.5 138.9	F F	0.026 0.000	6.3 0.0
4. Lawrence Expressway/East Arques Avenue (VTA Congestion Management Program)	E	AM PM	88.4 156.2	F F	90.4 158.6	F F	0.009 0.008	3.9 4.7
5. Lawrence Expressway/Kifer Road (Santa Clara County)	E	AM PM	137.5 164.6	F F	139.4 166.1	F F	0.004 0.005	3.5 2.7
6. Lakeside Drive/Oakmead Parkway (City of Sunnyvale)	D	AM PM	24.6 25.7	C C	23.1 23.6	C C	0.062 0.111	7.4 -1.5
7. Lakeside Drive/East Arques Avenue (City of Sunnyvale)	D	AM PM	35.3 38.7	D+ D+	36.2 39.3	D+ D	0.011 0.012	1.0 1.0
8. Lakeway Drive/Lakeside Drive (City of Sunnyvale)*	D	AM PM	9.9 10.5	A B	10.2 11.0	B B	N/A N/A	N/A N/A
9. Lakeway Drive/Oakmead Parkway (City of Sunnyvale)*	D	AM PM	12.7 18.3	B C	13.2 19.7	B C	N/A N/A	N/A N/A
10. Scott Boulevard/Oakmead Parkway (City of Sunnyvale)	D	AM PM	34.3 38.4	C- D+	35.0 39.1	D+ D	0.006 0.008	1.0 1.0
11. Central Expressway/Oakmead Parkway (VTA Congestion Management Program)	E	AM PM	136.2 113.1	F F	135.7 113.5	F F	0.011 0.010	-0.7 1.1
12. Bowers Avenue/Augustine Drive (City of Santa Clara)	D	AM PM	26.0 35.0	C D+	26.2 35.2	C D+	0.004 0.003	0.2 0.4
13. Lakeside Drive/Augustine Drive (City of Santa Clara)	D	AM PM	24.5 29.1	C C	24.9 29.1	C C	0.012 0.005	0.5 0.1

Notes: * = unsignalized intersection; **Bold** font indicates unacceptable operations based on the appropriate jurisdiction's LOS standards. **Bold and highlight** indicates an impact due to the addition of project trips. ¹ AM = morning peak hour (between 7:00 and 9:00 AM), PM = evening peak hour (between 4:00 and 6:00 PM); ² Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections; ³ LOS = Level of Service; ⁴ Change in critical volume-to-capacity ratio (V/C) between Existing and Project Conditions; ⁵ Change in critical movement delay between Existing and Project Conditions.

For the project's cumulative impact at Lawrence Expressway/Oakmead Parkway (#3), the implementation of the previously identified mitigation measure MM TRAN-1.1 would improve AM peak hour operations in the cumulative plus project condition from 153.5 seconds (LOS F) to 147.9 seconds (LOS F); however, it does not improve intersection operations to an acceptable LOS E or to cumulative no project levels. Thus, MM TRAN-1.1 would not fully mitigate the project's cumulative impact at this intersection. The Expressway Plan 2040 outlines a long-term Tier 3 improvement to provide a grade separation at the intersection. The grade separation would significantly improve the north-south flow of traffic and mitigate the project's cumulative impact to a less than significant level. However, there is no established implementation timeline for Tier 3 improvements, and there is currently no mechanism in place to collect fees for such improvements. In addition, this intersection is outside the City of Sunnyvale's jurisdiction and implementation of the mitigation measure cannot be guaranteed. For these reasons, the project's cumulative impact at Lawrence Expressway/Oakmead Parkway is considered significant and unavoidable.

For the project's cumulative impact at Central Expressway/Oakmead Parkway (#11), the widening Central Expressway from four to six through-lanes, as outlined in the Tier 3 list of the Expressway Plan 2040, would improve the AM peak hour LOS in the cumulative plus project condition from LOS F to D- and mitigate the project's cumulative impact at Central Expressway/Oakmead Parkway to a less than significant level. However, there is no established implementation timeline for Tier 3 improvements, and there is currently no mechanism in place to collect fees for such improvements. In addition, this intersection is outside the City of Sunnyvale's jurisdiction and implementation of the mitigation measure cannot be guaranteed. For this reason, the project's cumulative impact at Central Expressway/Oakmead Parkway is considered significant and unavoidable.

Based on the above discussion, the project's cumulative impacts at the intersections of Lawrence Expressway/US 101 southbound off-ramp (#2), Lawrence Expressway/Oakmead Parkway (#3), and Central Expressway/Oakmead Parkway (#11) are considered significant and unavoidable. **(New Significant and Unavoidable Cumulative Impact)**

2.1.3 Conclusion

Impact TRAN-1: The project would result in a significant impact at the intersection of Lawrence Expressway and Oakmead Parkway under background plus project conditions. The project shall pay its fair-share towards the Santa Clara County Expressway Plan 2040 near-term Tier 1 improvement that would change the southbound HOV lane to a general purpose lane (mitigation measures MM TRAN-1.1). This improvement would mitigate the project's impact to a less than significant level. Because payment of a fair share contribution, however, does not guarantee that the full construction price will be obtained by the County or that the improvement would be constructed concurrently with the project, this impact with the payment of the project's fair-share contribution is considered significant and unavoidable. **(New Significant and Unavoidable)**

Impact TRAN-2: The project would result in significant cumulative impacts at the intersections of Lawrence Expressway/US 101 southbound off-ramp (#2, PM peak hour), Lawrence Expressway/Oakmead Parkway (#3, AM peak hour), and Central Expressway/Oakmead Parkway (#11, AM peak hour) under cumulative plus project conditions. The project shall implement mitigation measures MM TRAN-1.1 and -2.1 to reduce its cumulative impacts but not to a less than significant level.

The physical improvements identified in the aforementioned mitigation measures would mitigate the project's cumulative impacts at the intersections of Lawrence Expressway/US 101 southbound off-ramp (#2) and Lawrence Expressway/Oakmead Parkway (#3). However, these intersections are not within the jurisdiction of the City of Sunnyvale and the payment of fair-share fees towards improvements does not guarantee that the full construction prices will be obtained by the County or that the improvements would be constructed concurrently with the project.

There are identified Tier 3 improvements in the County's Expressway Plan 2040 of providing a grade separation at Lawrence Expressway/Oakmead Parkway and widening Central Expressway that would reduce the project's significant cumulative impacts at the intersections of Lawrence Expressway/Oakmead Parkway (#3) (in combination with MM TRAN-1.1) and Central Expressway/Oakmead Parkway (#11) to a less than significant level. However, there is no established implementation timeline for Tier 3 improvements and there is currently no mechanism in place to collect fees for such improvements. In addition, these intersections are outside the City of Sunnyvale's jurisdiction.

For these reasons, the project's cumulative impacts at Lawrence Expressway/US 101 southbound off-ramp, Lawrence Expressway/Oakmead Parkway, and Central Expressway/Oakmead Parkway are considered significant and unavoidable. **(New Significant and Unavoidable Cumulative Impact)**

The project would not result in other significant transportation impacts. **(No New Impact)**

In general, new development is “growth.” The proposed growth on the project site, however, would not be “induced” by the proposed project – it is the proposed project. The CEQA Guidelines require that an EIR identify the likelihood that a proposed project could “foster” or stimulate “...economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment” [§15126.2(d)]. This section of the EIR is intended to evaluate the impacts of such growth in the surrounding environment.

The project site is considered an infill development site because it has been previously developed with urban uses and is surrounded on all sides by urban development. In addition, the project site is located within the City’s existing urban boundaries and served by existing infrastructure. Compared to existing conditions, implementation of the project would increase population on the site. The project, however, is consistent with the City’s adopted General Plan and LSP’s vision for the site to redevelop with hotel and residential uses. The amount of proposed development (263-room hotel and 250 residential units) is within the adopted LSP. The project, therefore, would not result in growth beyond what is already anticipated in the City’s General Plan and LSP.

The development of the project would generate revenue for the City in terms of taxes (e.g., property tax and transient occupancy tax), however, this revenue would not result in substantial economic growth for the City.

The proposed hotel would generate approximately 238 jobs on-site.² The project includes 250 residential units on-site, which could off-set the increase in jobs resulting from the project. The project, therefore, would not likely foster or stimulate the construction of additional housing elsewhere in the City.

The project does not include infrastructure improvements that would create capacity for additional development beyond the scope of the project.

Based on the above discussion, the project would not result in substantial growth inducing impacts because: 1) it is consistent with the growth and development assumed in the City’s General Plan and LSP; 2) it does not propose growth beyond what is anticipated in the City’s General Plan; 3) would not generate substantial economic growth for the City; 4) would not likely foster or stimulate the construction of additional housing elsewhere in the surrounding environment; and 5) it does not include capacity enhancing infrastructure improvements.

The revised project would not result in new or more significant growth-inducing impacts than disclosed in the certified 2005 Final EIR. **(No New Impact)**

² Studies of hotel employment density indicate that, on average, a hotel will employ 0.9 employees per room. Source: Institute of Transportation Engineers. Trip Generation Manual. 9th Edition, Volume 2: Data. 2012. Page 603.

The project would have significant and unavoidable impacts to the following intersections:

- Lawrence Expressway/Oakmead Parkway in the PM peak hour under background plus project conditions and in the AM peak hour under cumulative plus project conditions; and
- Lawrence Expressway/US 101 southbound off-ramp in the PM peak hour under cumulative plus project conditions; and
- Central Expressway/Oakmead Parkway in the AM peak hour under cumulative plus project conditions.

The project shall pay fair-share contributions to identified near-term improvements at Lawrence Expressway/Oakmead and Lawrence Expressway/US 101, as discussed in *Section 2.1 Transportation*. Future, long-term Tier 3 improvements outlined in the Expressway Plan 2040 for Lawrence Expressway/Oakmead Parkway and Central Expressway/Oakmead Parkway would mitigate the project's significant cumulative impact at these intersections. However, there is no established implementation timeline for Tier 3 improvements and there is currently no mechanism in place to collect fees for these improvements.

The project's significant impact at the above three intersections is considered significant and unavoidable because improvements at the intersections are not within the jurisdiction of the City of Sunnyvale, the payment of fair-share fees does not guarantee that the full construction prices will be obtained by the County or that the improvements would be constructed concurrently with the project, and/or there is currently no mechanism in place to collect fair-share fees for Tier 3 improvements.

CEQA requires that an EIR identify alternatives to a project as it is proposed. The CEQA Guidelines specify that the EIR should identify alternatives which “would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.” The purpose of this section is to determine whether there are alternatives of design, scope, or location which would substantially lessen the significant impacts, even if those alternatives “impede to some degree the attainment of the project objectives” or are more expensive (§15126.6).

In order to comply with the purposes of CEQA, it is important to identify alternatives that reduce the significant impacts which are anticipated to occur if the project is implemented, but to try to meet as many of the project’s objectives as possible. The Guidelines emphasize a common sense approach – the alternatives should be reasonable, “foster informed decision making and public participation,” and focus on alternatives that avoid or substantially lessen the significant impacts. The range of alternatives selected for analysis is governed by the “rule of reason” which requires the EIR to discuss only those alternatives necessary to permit a reasoned choice.

The three critical factors to consider in selecting and evaluating alternatives are, therefore: 1) the significant impacts from the proposed project which could be reduced or avoided by an alternative, 2) the project’s objectives, and 3) the feasibility of the alternatives available. Each of these factors is discussed below.

5.1 SIGNIFICANT IMPACTS OF THE PROJECT

As mentioned above, the CEQA Guidelines advise that the alternatives analysis in an EIR should be limited to alternatives that would avoid or substantially lessen any of the significant effects of the project and would achieve most of the summarized project objectives. As discussed in *Section 2.0* and summarized in *Section 4.0*, the project would result in significant and unavoidable impacts at three intersections:

- Lawrence Expressway/Oakmead Parkway in the PM peak hour under background plus project conditions and in the AM peak hour under cumulative plus project conditions; and
- Lawrence Expressway/US 101 southbound off-ramp in the PM peak hour under cumulative plus project conditions; and
- Central Expressway/Oakmead Parkway in the AM peak hour under cumulative plus project conditions.

Alternatives may be considered if they would further reduce impacts that are being mitigated to a less than significant level by the project. The proposed project’s impacts that would be significant in the absence of proposed mitigation include construction-related noise and air quality impacts on nearby sensitive receptors and nesting birds (if present) (refer to the Initial Study analysis in Appendix A). The alternatives discussion does not focus on project impacts that are less than significant.

CEQA encourages consideration of an alternative site when impacts of the project might be avoided or substantially lessened. Only locations that would avoid or substantially lessen any of the impacts of the project and meet most of the summarized project objectives need to be considered for inclusion in the EIR.

5.2 PROJECT OBJECTIVES

While CEQA does not require that alternatives must be capable of meeting all of the project objectives, their ability to meet most of the objectives is considered relevant to their consideration. Below is a summary of the project applicant's project objectives:

1. Create a dynamic, economically viable hotel and residential development project that is beneficial to the City's economic base and will complement the quality and character of the neighborhood and adjacent land uses, integrate the project with the surrounding neighborhood, and that will best utilize existing transportation infrastructure and access.
2. Implement the goals, policies and directives in the LSP by enhancing the project site with hotel and residential uses.
3. Provide space for meetings, conferences, and other larger scale gatherings and events.
4. Increase the diversity of housing units to permit a range of choices for current and future Sunnyvale residents and improve the jobs/housing ratio.
5. Develop indoor and outdoor social gathering places and open space areas that create synergies between the hotel and residential uses.
6. Facilitate and encourage convenient public access to the lake and open park spaces on the site and optimize pedestrian and traffic flow to and within the site and between the uses on the property.
7. Develop a minimum LEED Gold Level certified project.
8. Provide opportunities for alternative modes of transportation including bicycle racks, electric vehicle charging stations, share cars and shuttle buses.
9. Create a landmark project that showcases the City of Sunnyvale at a highly visible and gateway site along US Highway 101.

5.3 FEASIBILITY OF ALTERNATIVES

CEQA, the CEQA Guidelines, and case law on the subject have found that feasibility can be based on a wide range of factors and influences. The Guidelines advise that such factors *can* include (but are not necessarily limited to) the suitability of an alternate site, economic viability, availability of infrastructure, consistency with a general plan or with other plans or regulatory limitations, jurisdictional boundaries, and whether the project proponent can “reasonably acquire, control or otherwise have access to the alternative site [§15126.6(f)(1)].”

5.4 SELECTION OF ALTERNATIVES

Consideration of a “No Project” alternative is mandatory. The purpose of including a No Project alternative is to allow decision makers and the public compare the impacts of approving the project with the impacts of not approving the project.

In addition to “No Project,” the CEQA Guidelines advise that the range of alternatives discussed in the EIR should be limited to those that “would avoid or substantially lessen any of the significant effects of the project [§15126.6(f)].” Given the project’s significant and unavoidable traffic impacts and less than significant construction air quality and noise impacts with mitigation incorporated, logical alternatives for the project include a reduced development alternative and alternative location.

5.4.1 Alternatives Considered But Rejected

5.4.1.1 *Alternative Locations*

In order to identify an alternative location for the proposed project that might reasonably be assumed to result in fewer and/or less significant impacts than the proposed project, an alternative site would need to be:

- Located in an area with no sensitive receptors (to avoid the project’s less than significant construction-related air quality and noise impacts);
- Be of similar size to the project site;
- Be designated for hotel and residential uses in the City’s General Plan and Zoning;
- Served by existing infrastructure; and
- Available for redevelopment.

There are no sites that meet most of the above identified criteria in the City. In addition, the project proponent does not own or have control of other sites in the City that meet the above criteria. For these reasons, alternative locations were considered but found infeasible and not evaluated further.

5.4.1.2 *Reduced Development Alternative with No Traffic Impacts*

A transportation sensitivity analysis was completed to determine the number of hotel rooms and residential units that could be developed on-site that would avoid all of the project's significant and unavoidable project and cumulative traffic impacts. The analysis found that 108 hotel rooms and 119 residential units could be developed on-site without resulting in significant traffic impacts.³

This alternative would have 155 fewer hotel rooms and 131 fewer residential units than the proposed project, which is less than half the size of the proposed project and previously approved project. Because this amount of development on-site does not meet the minimum development requirements of the LSP (237 hotel rooms and 186 residential units), a General Plan amendment would be required. Since the amount of development required to avoid the project's significant traffic impacts is not consistent with the City's current General Plan, this alternative was considered but found infeasible and not evaluated further.

5.4.2 Alternatives Selected

In addition to "No Project," reduced development alternatives were analyzed. The No Project and reduced development alternatives and their impacts, and how they differ from the proposed project, are discussed below. A summary of the environmental impacts of the proposed project and the project alternatives is provided in Table 13.

5.5 PROJECT ALTERNATIVES

5.5.1 No Project Alternatives

The CEQA Guidelines specifically advise that the No Project Alternative is "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." The CEQA Guidelines emphasize that an EIR should take a practical approach and not "...create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment [§15126.6(3)(B)]."

The project site is currently undeveloped. Under the No Project Alternative, the project could continue to remain as it does today or it could be developed as prescribed in the LSP. Therefore, there are two logical No Project alternatives: 1) No Project/No Development Alternative and 2) No Project/Development Alternative. These two alternatives are discussed below.

³ Fehr & Peers. *Memorandum – 1250 Lakeside Drive – Trip Reduction*. March 23, 2016.

5.5.1.1 *No Project/No Development Alternative*

The No Project/No Development Alternative assumes that the project site would continue to remain undeveloped.

Comparison of Environmental Impacts

The No Project/No Development Alternative would not result in any development and would avoid all of the project's significant impacts.

Relationship to Project Objectives

The No Project/No Development Alternative would not meet any of the applicant's summarized project objectives or forward the City's General Plan and LSP vision for redevelopment of the site.

Conclusion

While the No Project/No Development Alternative would avoid the project's significant impacts, it would not meet the applicant's summarized project objectives or the City's vision for the site in the General Plan and LSP.

5.5.1.2 *No Project/Development Alternative*

The No Project/Development Alternative assumes that the project site is redeveloped as prescribed in the LSP. The western portion of the site would be developed with an up to eight-story hotel development with 237-263 rooms and 2,000-3,000 square feet of support commercial uses. The eastern portion of the site would be developed with 186-250 residential units. The residential units could be grouped into multiple buildings of up to seven stories tall. All buildings on-site would not exceed 78 feet. Per the LSP, the development would incorporate green building and sustainable measures that are energy and water efficient.

Comparison of Environmental Impacts

The No Project/Development Alternative would have greater construction-related air quality and noise impacts than the proposed project because the project specifically proposes to implement modular construction techniques where the buildings would be constructed off-site then transported to the site to be connected together. The LSP does not require development to be LEED certified. Because the project proposes LEED Gold certification for the proposed hotel and a minimum of 80 points on the Build it Green GreenPoint Checklist or LEED Silver certification for the proposed residential development, the No Project/Development Alternative would result in greater energy and utility demands than the proposed project.

The No Project/Development Alternative would have similar transportation impacts as the project because the same amount of development is proposed. The No Project/Development Alternative would result in the same impacts to other resources, including nesting birds (if present on or adjacent to the site), as the proposed project.

Although the No Project/Development Alternative would not be as tall as the proposed project, the difference of in maximum building height between 80 feet (the maximum building height analyzed in the 2005 Final EIR and was determined to have a less than significant aesthetics impact) and 85 feet (the maximum building height of the proposed project) is not a substantial difference.

In addition, the location of the uses under the proposed project is slightly more compatible with the existing land uses than the location of the uses under the No Project/Development Alternative because proposed residences would be located adjacent residences and the proposed hotel would be located adjacent to an existing hotel. No land use impact would occur with the proposed project or No Project/Development Alternative.

Relationship to Project Objectives

The No Project/Development Alternative would have the ability to meet all of the summarized project objectives, except for objective #7 of developing a minimum LEED Gold Level certified project. The LSP does not currently require development to meet LEED standards.

Conclusion

The No Project/Development Alternative would have greater construction-related air quality and noise impacts than the proposed project and would have greater energy and utility demands than the proposed project. The No Project/Development Alternative would have similar transportation and aesthetic impacts as the proposed project. The No Project/Development Alternative would result in the same impacts to other resources as the proposed project. The No Project/Development Alternative would have the ability to meet all of the summarized project objectives, except for objective #7 of developing a minimum LEED Gold Level certified project.

5.5.2 Reduced Development Alternative

The purpose of the Reduced Development Alternative is to avoid the project's significant and unavoidable impact at the intersection of Lawrence Expressway and Oakmead Parkway under background plus project conditions in the PM peak hour. The project's PM inbound trips would need to be reduced by 27 percent to avoid the project's impact at Lawrence Expressway and Oakmead Parkway. As a result, the Reduced Development Alternative assumes the development of 241 hotel rooms and 235 residential units on-site, which is 92-94 percent of the hotel rooms and residential units proposed.⁴

Comparison of Environmental Impacts

The Reduced Development Alternative would develop 22 fewer hotel rooms and nine fewer residential units on-site. This alternative would avoid the project's significant and unavoidable impact at the intersection of Lawrence Expressway and Oakmead Parkway under background plus project conditions in the PM peak hour. This alternative, however, would still result in significant and unavoidable cumulative impacts at Lawrence Expressway/Oakmead Parkway, Oakmead

⁴ Fehr & Peers. *Memorandum – 1250 Lakeside Drive – Trip Reduction*. March 23, 2016.

Parkway/Central Expressway, and Lawrence Expressway/US 101 southbound off ramp as the proposed project.

Because the Reduced Development Alternative would have less development than the proposed project, it is assumed its construction-related air quality and noise impacts would be less though still require the same mitigation measures as the proposed project.

The Reduced Development Alternative would result in the same impacts to other resources, including nesting birds (if present on or adjacent to the site), as the proposed project.

Relationship to Project Objectives

The Reduced Development Alternative would have the ability to meet all of the summarized project objectives. Per CEQA Guidelines §15091(a)(3), the City Council must make findings whether an environmentally superior alternative to the project is feasible based on substantial evidence in the record. For this reason, consistent with CEQA, the City Council will ultimately determine whether the Reduced Development Alternative is a feasible alternative (e.g., economically feasible) when making a decision on the project.

Conclusion

The Reduced Development Alternative would avoid one of the project's significant and unavoidable traffic impacts, but would still result in significant and unavoidable cumulative traffic impacts at three intersections as the proposed project. This alternative would result in reduced construction-related air quality and noise impacts compared to the project because less development is assumed, but the alternative would still need to implement the same mitigation measures as the project to reduce the construction-related air quality and noise impacts to a less than significant level. All other impacts of the Reduced Development Alternative would be the same as the proposed project.

The Reduced Development Alternative could meet all of the summarized project objectives. It is ultimately the City Council that will determine whether this alternative is feasible, including economically feasible.

5.5.3 Environmentally Superior Alternative

The CEQA Guidelines state that an EIR shall identify an environmentally superior alternative. Based on the above discussion, the environmentally superior alternative to the proposed project is the No Project/No Development Alternative because all of the project's significant environmental impacts would be avoided. However, Section 15126.6(e)(2) states that "if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." This would be the alternative that would result in fewer environmental impacts. Given this requirement, the Reduced Development Alternative would be considered the Environmentally Superior Alternative (refer to Table 13 below).

Table 13: Matrix Comparison of the Project and Alternative Impacts

Impacts	Proposed Project	No Project/No Development Alternative	No Project/Development Alternative	Reduced Development Alternative
Transportation				
Lawrence Expressway/Oakmead Parkway – background plus project conditions	SU	NI	SU	LTS
Lawrence Expressway/Oakmead Parkway – cumulative plus project conditions	SU	NI	SU	SU
Lawrence Expressway/US 101 southbound off-ramp – cumulative plus project conditions	SU	NI	SU	SU
Central Expressway/Oakmead Parkway – cumulative plus project conditions	SU	NI	SU	SU
Construction-Related Impacts				
Air Pollutant Emissions	SM	NI	SM	SM
Community Health Risk	SM	NI	SM	SM
Noise	SM	NI	SM	SM
Aesthetics	LTS	NI	LTS	LTS
Meets Summarized Project Objectives?	Yes	No	Partially	Yes
Notes: SU = Significant and Unavoidable Impact; SM = Significant Impact but can be mitigated to a less than significant level; LTS = Less Than Significant Impact; NI = No Impact Bold text indicates being environmentally superior to the proposed project				

SECTION 6.0

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

This section was prepared pursuant to CEQA Guidelines §15126.2(c), which requires a discussion of the significant irreversible changes that would result from the implementation of a proposed project. Significant irreversible changes include the use of nonrenewable resources, the commitment of future generations to similar use, irreversible damage resulting from environmental accidents associated with the project, and irretrievable commitments of resources. Applicable environmental changes are described in more detail below.

6.1 USE OF NONRENEWABLE RESOURCES

The proposed project, during construction and operation, would require the use and consumption of nonrenewable resources. Renewable resources, such as lumber and other wood byproducts, would also be used. Unlike renewable resources, nonrenewable resources cannot be regenerated over time. Nonrenewable resources include fossil fuels and metals.

Energy would be consumed during both the construction and operational phases of the project. The construction phase would require the use of nonrenewable construction material, such as concrete, metals, and plastics. Nonrenewable resources and energy would also be consumed during the manufacturing and transportation of building materials, preparation of the site, and construction/assembly of the buildings. The operational phase would consume energy for multiple purposes including, building heating and cooling, lighting, appliances, and electronics. Energy, in the form of fossil fuels and electricity, would be used to fuel vehicles traveling to and from the project sites.

The project would result in substantial increase in demand upon nonrenewable resources. The project would be constructed in compliance with the current building and energy standards, including CalGreen.

In addition, as described in *Section 1.3 Project Description*, the project includes the following transportation resource amenities to encourage more sustainable modes of transportation:

- 64 electric vehicle parking spaces,
- 80 secure bicycle parking spaces for apartment residents,
- 18 guest bicycle parking spaces,
- Bike repair station,
- Tenant web portal for carpooling, and
- Business center and conference room for telecommuting.

6.2 COMMITMENT OF FUTURE GENERATIONS TO SIMILAR USE

The project proposes hotel and residential uses. The development of the proposed project would commit a substantial amount of resources to prepare the site, construct the buildings, and operate them.

6.3 IRREVERSIBLE DAMAGE RESULTING FROM ENVIRONMENTAL ACCIDENTS ASSOCIATED WITH THE PROJECT

The project does not propose any new or uniquely hazardous uses, and its operation would not be expected to cause environmental accidents that would impact other areas. As discussed in Appendix A, there are no significant mitigatable on-site or off-site sources of contamination (such as on-site soil or groundwater contamination) that would exacerbated due to the proposed project.

The project site is located within a seismically active region and the proposed project would be subject to soil hazards related to undocumented fill and expansive soils on-site. Conformance with the standard engineering practices in the Uniform Building Code and implementation of the recommendations in the project-specific geotechnical report to be prepared for the project would not result in significant geological impacts (refer to Appendix A).

The project, with the implementation of the identified mitigation measures to reduce hazards and hazardous material impacts and standard measures to reduce geology and soil impacts (refer to Appendix A), would not likely result in irreversible damage that may result from environmental accidents.

SECTION 7.0

REFERENCES

City of Sunnyvale. *Initial Study for the 1250 Lakeside Drive Hotel and Residential Project*. July 2016.

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SECTION 8.0

LEAD AGENCY AND CONSULTANTS

8.1 LEAD AGENCY

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