



Final Transportation Environmental Impact Report

Google Caribbean Campus

Planning Project #2107-8042
SCH# 2007052121

February 2020



GOOGLE CARIBBEAN CAMPUS PROJECT

Final

Transportation Environmental Impact Report

PROJECT NUMBER: 2107-8042

STATE CLEARINGHOUSE NO. 2007052121

City of Sunnyvale
Community Development Department
456 West Olive Avenue
Sunnyvale, California 94086
Contact: Michelle King

FEBURARY 2020

Prepared By:

Kimley»Horn

Contents

1 Introduction and List of Commenters..... 1-1

2 Reponses To Comments..... 2-1

3 Revisions To The Draft EIR Text..... 3-1

4 Mitigation Monitoring and Reporting Program 4-1

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1.0 INTRODUCTION AND LIST OF COMMENTERS

1.1 INTRODUCTION

This Final Transportation Environmental Impact Report (TEIR) contains agency, organization, and resident comments received during the public review period of the Google Caribbean Campus Project (proposed project) Draft TEIR. This document has been prepared by the City of Sunnyvale, as Lead Agency, in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, Section 15132. The Introduction and List of Commenters chapter of the Final TEIR discusses the background of the Draft TEIR and purpose of the Final TEIR, identifies the comment letters received on the Draft TEIR, and provides an overview of the Final TEIR's organization.

1.2 BACKGROUND

The Draft TEIR identified the proposed project's potential impacts and the mitigation measures that would be required to be implemented. The following environmental analysis chapters are contained in the proposed project Draft TEIR:

- Transportation and Circulation;
- Cumulative Impacts and other CEQA Sections; and
- Alternatives.

In accordance with CEQA, a Notice of Availability (NOA) of the Draft TEIR was published on the City of Sunnyvale Community Development Department website, and the Draft TEIR was sent to the State Clearinghouse (SCH#:2007052121) for distribution to State agencies on December 2, 2019 for a 45-day public review period, ending on January 16, 2020. Printed copies of the document were made available for review at the City's One Stop Permit Center located at 456 West Olive Avenue, Sunnyvale, California, 94088. In addition, a public hearing was held on December 16, 2019 to solicit public comments regarding the Draft TEIR.

1.3 PURPOSE OF THE FINAL TEIR

Under CEQA Guidelines, Section 15132, the Final TEIR shall consist of:

1. The Draft TEIR or a revision of the Draft.
2. Comments and recommendations received on the Draft TEIR.

3. A list of persons, organizations, and public agencies commenting on the Draft TEIR.
4. The responses to significant environmental points raised in the review process.
5. Any other information added by the Lead Agency.

As required by CEQA Guidelines, Section 15090(a)(1)-(3), a Lead Agency must make the following three determinations in certifying a Final TEIR:

1. The Final TEIR has been completed in compliance with CEQA.
2. The Final TEIR was presented to the decision-making body of the Lead Agency, and the decision-making body reviewed and considered the information in the Final TEIR prior to approving the project.
3. The Final TEIR reflects the Lead Agency's independent judgment and analysis.

Under CEQA Guidelines, Section 15091, a public agency shall not approve or carry out a project for which an TEIR has been certified that identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings (Findings of Fact) for each of those significant effects. Findings of Fact must be accompanied by a brief explanation of the rationale for each finding supported by substantial evidence in the record. The Findings of Fact are included in a separate document that will be considered for adoption by the County's decision-makers.

In addition, pursuant to CEQA Guidelines, Section 15093(b), when a Lead Agency approves a project that would result in significant and unavoidable impacts, the agency must state in writing the reasons supporting the action (Statement of Overriding Considerations). The Statement of Overriding Considerations shall be supported by substantial evidence.

1.4 LIST OF COMMENTERS

The City of Sunnyvale received 4 comment letters during the public comment period on the Draft TEIR for the proposed project, plus comments during a public hearing. The comment letters were authored by the following agencies:

1.4.1 PUBLIC AGENCIES

Letter A: Valley Water

Letter B: City of Santa Clara

Letter C: City of Mountain View

Letter D: San Francisco Bay Conservation and Development Commission

Letter E: Minutes from the December 16, 2019 Planning Commission hearing.

1.5 ORGANIZATION OF THE FINAL TEIR

The Final TEIR is organized into the following chapters:

Chapter 1: Introduction and List of Commenters

Chapter 1 of the Final TEIR provides an introduction and overview of the document, describing the background and organization of the Final TEIR. Chapter 1 also provides a list of commenters who submitted letters in response to the Draft TEIR.

Chapter 2: Responses to Comments

Chapter 2 of the Final TEIR presents the comment letters received and responses to each comment. Each comment letter received has been numbered at the top and bracketed to indicate how the letter has been divided into individual comments. Each comment is given a number with the letter number appearing first, followed by the comment number. For example, the first comment in Letter A would have the following format: A-1. The response to each comment will reference the comment number.

Chapter 3: Revisions to the Draft TEIR Text

Chapter 3 of the Final TEIR summarizes changes made to the Draft TEIR text in response to comment letters.

Chapter 4: Mitigation Monitoring and Reporting Program

CEQA Guidelines, Section 15097, requires lead agencies to adopt a program for monitoring the mitigation measures required to avoid the significant environmental impacts of a project. The intent of the Mitigation Monitoring and Reporting Program (MMRP) is to ensure implementation of the mitigation measures identified within the Draft TEIR for the proposed project.

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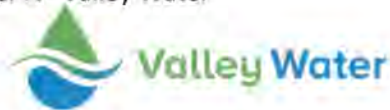
2 RESPONSES TO COMMENTS

This chapter contains responses to each of the comment letters submitted regarding the Google Caribbean Campus project Draft Transportation EIR (TEIR). Each bracketed comment letter is followed by numbered responses to each bracketed comment. The responses amplify or clarify information provided in the Draft TEIR and/or refer the reader to the appropriate place in the document where the requested information can be found. Comments that are not directly related to environmental issues (e.g., opinions on the merits of the project that are unrelated to its environmental impacts) are either discussed or noted for the record, as appropriate. Where revisions to the Draft TEIR text are required in response to the comments, such revisions are noted in the response to the comment and are also listed in Chapter 3, Revisions to the Draft TEIR Text, of this Final TEIR. All new text is shown as double underlined and deleted text is shown as ~~struck through~~.

The changes to the analysis contained in the Draft TEIR represent only minor clarifications or amplifications and do not constitute significant new information or change any of the conclusions of the Draft EIR. In accordance with CEQA Guidelines, Section 15088.5, recirculation of the Draft EIR is not required.

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Letter A - Valley Water



Clean Water • Healthy Environment • Flood Protection

File: 34005
Sunnyvale West Outfall

January 16, 2020

Michelle King, Principal Planner
City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94087-3707

Re: Draft Traffic Environmental Impact Report (DTEIR) and Initial Study (IS) Checklist for Google Caribbean Campus Project

Dear Ms. King:

The Santa Clara Valley Water District (Valley Water) is a special district with jurisdiction throughout Santa Clara County. Valley Water acts as the county's groundwater management agency, principal water resources manager, flood protection agency and is the steward for its watersheds, streams and creeks, and underground aquifers.

The Google Caribbean Campus Project (Project) includes redevelopment of a 40.5 acre site consisting of 710,381 square feet of existing office and manufacturing buildings into two new office buildings totaling 1,041,890 square feet, two bridge crossings (One pedestrian and One vehicular), one temporary vehicular bridge crossing over Valley Water's Sunnyvale West Channel (West Channel) along with widening of 1100 feet of West Channel and introduction of habitat to West Channel adjacent to the Google Caribbean campus. Improvements to Valley Water's West Channel will require Valley Water's review and approval including but not limited to issuance of a Water Resources Protection Ordinance encroachment permit, execution of an agreement between Valley Water and Google for Google to construct the improvements along the approximately 1,100-feet of the West Channel, and approval of a license to construct and maintain bridge crossings on Valley Water properties. Accordingly, Valley Water is a Responsible Agency under the California Environmental Quality Act.

We appreciate the opportunity to comment on the DTEIR for the Project. This letter transmits comments that focus on the areas of interest and expertise of Valley Water and its concerns as a Responsible Agency.

Valley Water has approved a flood protection project (Sunnyvale East and West Channel Flood Protection Project) along Sunnyvale West Channel, both upstream and downstream of this project which includes construction of floodwalls on both sides of the channel.

Comment 1—DTEIR, Pages 2-3 thru 2-5, "Valley Water's West Channel"

A-1 This section describes the proposed improvements which would modify Valley Water's Sunnyvale East and West Channels Flood Protection Project design along that reach of the West Channel. Our understanding is that Google would construct small sections of floodwalls to tie into Valley Water's flood protection project both upstream and downstream of the 1,100-foot channel reach. We recommend that clarifying text be added to indicate that the Project would be constructed to be compatible with our flood protection improvements at the upstream and downstream end of the channel reach. Valley Water staff will review Google's design and construction documents thoroughly during the

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Michelle King
Page 2
January 16, 2020

A-1
cont. | encroachment permit review process and may require design refinement or otherwise impose permit conditions to ensure that the Project's design is in compliance with the Water Resources Protection Ordinance and does not adversely affect Valley Water's flood protection objectives.

Comment 2—DTEIR, Pages 3-34, Table 3-7

A-2 | As stated above, the proposed improvements along the 1,100-ft West Channel Reach would be subject to several approvals by Valley Water. Please add "Authorization Agreement for Construction" and "License" to the discretionary action/approval for Valley Water.

Comment 3—DTEIR, Appendix B, Pages 36 thru 44, "Valley Water's West Channel"

A-3 | See Comment 1. This section should include more discussion on the temporary bridge, its necessity for the project, the benefits it provides, the method of construction, and any feasible BMPs that will be employed to protect the channel from construction material and/or sediment debris from construction traffic. We recommend that you consider utilizing some of the other BMPs already included in the DTEIR (in other sections) if applicable and feasible.

Comment 4—DTEIR, Appendix B, Section 4.4 "Biological Resources"

A-4 | This section quantifies total proposed habitat mitigation acreages based on the biological reports in Appendices E-1 thru E-4. The text also states that the Project impacts on riparian and aquatic habitats would be mitigated consistent with Valley Water's flood protection project EIR's mitigation measures including Mitigation Measure BIO-1 and that such requirement would be included as a condition of approval by the City. The precise design of the channel along the 1,100-ft reach, the type of vegetation and where it will be planted, and the manner in which such vegetation would be maintained, would be subject to Valley Water's review and approval during the permit review process. However, the mitigation ratios will still be required to be consistent with or exceed those identified in Valley Water's flood protection project EIR. This section should clarify that the West Channel mitigation acreages, planting palette and planting areas identified in Appendix E-3 are subject to change but that the minimum mitigation ratios identified in Valley Water's EIR Mitigation Measure BIO-1 would remain the same.

Comment 5—DTEIR, Appendix B, Section 4.10 "Hydrology and Water Quality", Checklist c)

A-5 | This section includes the Project impacts on hydrology and water quality. The final design of the 1,100-ft reach West Channel is subject to Valley Water's review and approval, and as part of our encroachment permit review process, Valley Water will review the design carefully and work with Google to approve a final design that would avoid or minimize Project impacts on hydrology and water quality.

Comment 6—Appendix E-3, "Google West Channel Enhancement Project"

A-6 | See Comment 3. As part of Valley Water's encroachment permit review process, final mitigation planting palettes and planting locations, consistent with a final approved hydraulic analysis if needed, may change the precise acreages and plant palette identified in the report. However, any changes will not reduce the mitigation ratios as identified in Valley Water's flood protection project EIR.

Comment 7—Appendix I-1, "West Channel Enhancement for Google Hydraulic Basis of Design Memorandum, Page 12, Erosion and Sedimentation"

Michelle King
Page 3
January 16, 2020

- A-7 [Generally, it is acceptable to assume an operating sediment level due to tidal influence of elevation 2.3 feet as sediment will fill into the structure. However, it is possible that sedimentation higher than that point can occur due to the widening of the channel and slowing of channel velocities that are being introduced. The Project design along the 1,100-ft reach may be further refined as part of the encroachment permit review process to ensure that expected sediment deposition in conjunction with planned channel vegetation are to ensure that the 100-year flood capacity along the channel is maintained while minimizing future maintenance needs.

Comment 8 —Appendix I-1, "West Channel Enhancement for Google Hydraulic Basis of Design Memorandum, Page 14, Freeboard Criteria

- A-8 [This section should be revised to reflect that FEMA considers any fill above natural grade a levee, and the Project grades will be above natural grade. Therefore, the fill on both sides of the West Channel will be considered levees and subject to FEMA freeboard requirements. As noted above, during the encroachment permit review process, Valley Water will work with Google to refine the final design, if needed, to ensure compliance with such requirements.

Comment 9 —Appendix I-1, "West Channel Enhancement for Google Hydraulic Basis of Design Memorandum, Page 1, Levee Vegetation

- A-9 [Although not an Army Corps project, Valley Water holds similar standards to those enforced by the Army Corps on levees. In order to further Valley Water's mission of environmental enhancement, Valley Water will work with Google on the Project design that provides both structural protection for the levees and provide opportunities for planting consistent with and/or exceeding the mitigation measures identified in Valley Water's flood protection project EIR.

We appreciate the opportunity to comment on the DTEIR. If you have any questions, please contact Ms. Yvonne Arroyo at (408) 630-2319 or via e-mail at yarroyo@valleywater.org or me at (408) 630-2731 or via e-mail at uchatwani@valleywater.org.

Sincerely,



Ms. Usha Chatwani, P.E., CFM
Engineering Unit Manager
Community Projects Review Unit

Cc: U. Chatwani, Y. Arroyo, C. Houston, S. Tippetts, S. Ferranti, File

Response to Letter A – Valley Water

- A-1 The City concurs that the West Valley Channel Improvements will be constructed to be compatible with upstream and downstream flood protection improvements and that Valley Water will review the construction documents. Pages 2-3, 2-5, and 3-25 of the Draft TEIR and page 36 in the Appendix B have been revised in the Final EIR to include the clarifications recommended in the comment.
- A-2 The City concurs that Valley Water would require be the Responsible Agency for approving an Authorization Agreement for Construction and License. Table 3-7 on page 3-34 have been revised to include these approvals.
- A-3 An additional description of the temporary bridge, and reference to VW water quality BMPs, has been added to pages 2-3 and 3-25 of the Draft TEIR, and page 36 of Appendix B have been revised in the Final EIR.
- A-4 The City concurs that biological impacts as a result of flood control improvement to the West Channel would be mitigated consistent with VW's flood protection project EIR. Additional text was added to page 96 of Appendix B to note that changes to the plant palate and mitigation locations may occur but the applicant will be required to meet or exceed the mitigation ratios specified in Mitigation Measure BIO-1 of the VW EIR.
- A-5 The City concurs with this comment. The City and the project applicant recognize that Valley Water would review and approve the final project design as it is related to flood control improvements in the West Valley Channel. Please see Response A-1.
- A-6 The City concurs with this comment. Please see Response A-4.
- A-7 The City concurs with this comment. The City and the project applicant recognize that Valley Water would review and approve the final project design as it is related to flood control improvements in the West Valley Channel. Some changes to the overall design may occur as part of the review of final flood improvement designs during the encroachment permit review process.
- A-8 The City concurs that the proposed flood control improvements are subject to FEMA standards as it relates to levee design and freeboard requirements. The City and the project applicant recognize that Valley Water would review and approve the final project design as it is related to flood control improvements in the West Valley Channel. Some changes to the overall design may occur as part of the review of final flood improvement designs during the encroachment permit review process.
- A-9 The City concurs with this comment. Please see Response A-4.

Letter B - City of Santa Clara



**City of
Santa Clara**
The Center of What's Possible

Planning Division

January 15, 2020

City of Sunnyvale
Community Development Department
456 W. Olive Avenue
Sunnyvale, CA 94086

Attention: Michelle King

Subject: Notice of Availability of the Draft EIR for the Google Caribbean Campus Project

Dear Ms. King:

Thank you for including the City of Santa Clara in the environmental review process for the Google Caribbean Campus Project which proposes demolition of multiple buildings and construction of 1,041,890 sq ft of office development. The City of Santa Clara has the following comments:

The traffic study within Appendix C of the Draft Transportation Environmental Impact Report (DTEIR) was reviewed by the City of Santa Clara and the following comments are provided for your review and response:

- B-1 Within Table 10 of the Draft EIR, Project Trip Generation Volumes Table, there is no discussion in the traffic study as to whether existing buildings were vacant less than 2 years or not and trip reductions were given for all existing land uses. The traffic study should clarify whether this is the case so that existing credits can be given correctly as trip credits should be given if the buildings have been vacant for less than 2 years. If it is not known, then possibly driveway counts should be conducted at all existing buildings to get an accurate existing trip count at these locations.
- B-2 Figure 8, Project Trip Distribution, should be re-considered. Google will draw employees regionally from the Bay Area. It is understandable that a majority of the employees will take the freeway. However, it seems that a small percentage was assigned to using Central Expressway and El Camino Real to access the site and this percentage should be increased.
- B-3 The City of Santa Clara sent a comment letter dated May 30, 2019 related to the NOP for this project and requested that 11 intersections to be considered for traffic analysis. None of the intersections were included in the traffic analysis and a trip assignment graphic is being requested to show that these intersections do not meet the VTA 10-trip rule. Based on trip distribution figure in the TIA, since a majority of trips are using the freeways, it is surprising that
- B-4 the two intersections related to the US 101/Bowers interchange within Santa Clara were not

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B-4
cont. selected for evaluation. Please share why these were not chosen and/or include these intersections in the analysis.

B-5 Figure 9-2, Project Only Traffic Volumes, shows that 32 AM trips would travel westbound on Tasman and 34 PM trips would travel eastbound on Tasman. Thus, the signalized intersections of Tasman/Old Ironsides and Tasman/Patrick Henry should also be analyzed in the traffic study as they meet the 10-trip rule. Please contact the City of Santa Clara to obtain the signal timing for these two intersections and use the PHF from the traffic counts when analyzing these intersections.

B-6 The traffic study discusses that approved and pending projects within 1-mile radius were considered to be included in the traffic analysis. However, the City Place/Related project within Santa Clara may not be within 1-mile radius of the project, but is a significantly large project with approximately 9 million sq. ft. of development which can contribute to both background and cumulative conditions in the traffic analysis. Phases 1-3 of City Place/Related Santa Clara should be included in the background conditions, while full buildout of City Place should be considered in cumulative conditions of the traffic analysis. Please consider revising the traffic analysis to include this large development project.

Should you have any questions regarding this letter, please contact Reena Brilliot, Planning Manager, at (408) 615-2450 or Carol Shariat, Principal Transportation Planner, at (408) 615-3024.

Sincerely,


for Andrew Crabtree
Director of Community Development

Response to Letter B – City of Santa Clara

- B-1 As stated in Section 3.1.1 (page 55) of the Final 100-200 West Caribbean Drive Transportation Impact Analysis (TIA) (Wood Rodgers, August 2019), the project site contains seven vacant existing buildings (totaling 400,157 square feet) and six occupied existing buildings (totaling 310,224 square feet). All seven of the vacant existing buildings were vacant for two or more years before the preparation of the Final 100-200 West Caribbean Drive TIA. As noted on page 1 of the VTA Guidelines, “It is not intended that TIAs following the VTA CMP TIA Guidelines will provide all information required for California Environmental Quality Act (CEQA) purposes.”

Trip reductions for existing buildings were only taken for the six existing occupied buildings on the project site. The traffic counts performed for the Final 100-200 West Caribbean Drive TIA were all performed while the seven vacant existing buildings were vacant, and the six occupied existing buildings were occupied. In addition, Section 2.1 (page 6) of the VTA TIA Guidelines states the following:

“Discounting of trips from existing or entitled development on the project site is subject to Lead Agency discretion. The Lead Agency may always take a more conservative approach than the one outlined in this document.”

No new or more significant impacts were identified as a result of this comment and no changes were made to the TEIR.

- B-2 As stated in Section 3.2.2 (page 61) of the 100-200 West Caribbean Drive TIA, the project trip distribution was based on existing conditions traffic volumes and patterns, engineering judgement, and distributions from recently approved traffic studies for similar proposed developments in the Moffett Park Specific Plan area, including the 1111 Lockheed Martin Way TIA (Kimley-Horn, November 2015) and the Moffett Place TIA (Fehr & Peers, August 2013). The project trip distribution has been approved by the City of Sunnyvale. The project trip distribution was provided to City of Santa Clara for review, along with a draft version of the 100-200 West Caribbean Drive TIA, on February 25, 2019, with a deadline for comments of March 12, 2019.

No new or more significant impacts were identified as a result of this comment and no changes were made to the TEIR.

- B-3 The 11 intersections requested by the City of Santa Clara were considered during the scoping process for the 100-200 West Caribbean Drive TIA. As stated in Section 1.2.1 (page 15) of the 100-200 West Caribbean Drive TIA, intersections were selected for analysis using VTA TIA Guidelines (adopted October 2014) criteria thresholds, engineering judgement, and coordination with City staff. Generally, intersections that were projected to experience 10 or more project peak hour vehicle trips per lane for any movement, based on project trip generation and distribution, were considered for inclusion in this TIA, except those intersections that were analyzed in the City of

Sunnyvale Land Use and Transportation Element Draft Traffic Impact Analysis (Hexagon Transportation Consultants, Inc., March 23, 2016) (Appendix C of the City of Sunnyvale Land Use and Transportation Element Draft Environmental Impact Report, by Michael Baker International, dated August 2016) or the Traffic Operations Analysis Report: Mathilda Avenue Improvements between SR 237 and US 101 Project (Fehr and Peers, June 2016). The study intersections for the 100-200 West Caribbean Drive TIA were approved by the City of Sunnyvale.

The 11 intersections requested by the City of Santa Clara were not projected to experience 10 or more project peak hour vehicle trips per lane for any movement based on the project trip generation and distribution. The project trip generation is provided in Table 10 (page 61), the project trip distribution is provided in Figure 8 (page 63), and the project trip assignment is provided in Figures 9 and 10 (pages 64-68) of the 100-200 West Caribbean Drive TIA. Based on the location of housing and other land use in the South Bay region, it was projected that the 15% of traffic traveling to/from the area east of the project site via US 101 would disperse enough so that the two intersections related to the US 101/Bowers Avenue interchange within Santa Clara would not experience 10 or more Project peak hour vehicle trips per lane for any movement.

No new or more significant impacts were identified as a result of this comment and no changes were made to the TEIR.

- B-4 In response to this comment, City staff (through the project consultant Wood Rogers) analyzed the signalized intersections of Old Ironside Drive / Tasman Drive and Patrick Henry Drive / Tasman Drive on February 1, 2020 as a supplemental analysis to the 100-200 West Caribbean Drive TIA. The two intersections were analyzed in Traffix software using traffic counts and signal timing sheets provided by the City of Santa Clara, as well as traffic volume growth projections from the 100-200 West Caribbean Drive TIA. The two intersections were analyzed under all analysis scenarios included in the 100-200 West Caribbean Drive TIA. The Traffix model was prepared following VTA and City of Santa Clara guidelines. Based on the supplemental analysis, it was projected that the 100-200 West Caribbean Drive project would not have significant impacts on the Old Ironside Drive / Tasman Drive or Patrick Henry Drive / Tasman Drive signalized intersections. Delay and LOS results from the supplemental analysis are summarized in the tables below. Traffix outputs for the Old Ironside Drive / Tasman Drive and Patrick Henry Drive / Tasman Drive signalized intersections can be provided upon request.

The analysis in the tables below demonstrate that no significant impact would occur at the Old Ironside Drive / Tasman Drive and Patrick Henry Drive / Tasman Drive intersections. The Patrick Henry/Tasman would operate at LOS E under both the Cumulative PM Peak Hour and Cumulative plus Project PM Peak Hour scenarios. However, in both scenarios the change in critical delay is less than 4 seconds and the

change in critical Volume to Capacity (V/C) is less than 0.01. Therefore, potential impacts are less than significant. No new or more significant impacts were identified as a result of this comment and no changes were made to the TEIR.

Existing and Existing plus Project LOS

Intersection	Control Type	LOS Criteria	Peak Hour	Existing		Existing plus Project			
				Delay (S/V) ¹	LOS	Delay (S/V) ¹	LOS	Δ in Critical V/C	Δ in Critical Delay
Patrick Henry Drive / Tasman Drive	Signal	D	AM	29.1	C	29.3	C	0.002	0.0
			PM	26.0	C	26.1	C	0.010	0.3
Old Ironside Drive / Tasman Drive	Signal	D	AM	18.3	B	20.4	C	0.012	2.3
			PM	19.7	B	19.7	B	0.002	-0.2

Notes: 1. S/V = Seconds per vehicle.

Background and Background plus Project LOS

Intersection	Control Type	LOS Criteria	Peak Hour	Background		Background plus Project			
				Delay (S/V) ¹	LOS	Delay (S/V) ¹	LOS	Δ in Critical V/C	Δ in Critical Delay
Patrick Henry Drive / Tasman Drive	Signal	D	AM	35.2	D	35.8	D	0.001	0.2
			PM	45.9	D	46.9	D	0.002	0.9
Old Ironside Drive / Tasman Drive	Signal	D	AM	37.1	D	37.4	D	0.001	0.2
			PM	24.8	C	25.0	C	0.011	0.4

Notes: 1. S/V = Seconds per vehicle.

Cumulative and Cumulative plus Project LOS

Intersection	Control Type	LOS Criteria	Peak Hour	Cumulative		Cumulative plus Project			
				Delay (S/V) ¹	LOS	Delay (S/V) ¹	LOS	Δ in Critical V/C	Δ in Critical Delay
Patrick Henry Drive / Tasman Drive	Signal	D	AM	39.9	D	41.0	D	0.010	2.0
			PM	56.7	E	58.5	E	0.002	1.1
Old Ironside Drive / Tasman Drive	Signal	D	AM	39.9	D	40.5	D	0.002	0.4
			PM	25.9	C	26.2	C	0.011	0.5

Notes: 1. S/V = Seconds per vehicle.

- B-5 The VTA TIA Guidelines require a Congestion Management Program (CMP) intersection to be included in a TIA when the proposed development project is expected to add 10 or more peak hour vehicles per lane to any intersection movement. The VTA TIA Guidelines do not require non-CMP intersections to be included in a TIA. The intersections of Patrick Henry Drive / Tasman Drive and Old Ironsides Drive / Tasman Drive are not CMP intersections, and therefore not required

to be included by VTA TIA Guidelines. Furthermore, page 1 of the VTA TIA Guidelines states, “Member Agencies may maintain their own guidelines that supplement the procedures in the VTA TIA Guidelines, and Member Agencies may also have a lower size threshold for when a transportation analysis must be prepared in their jurisdiction.”

When determining which non-CMP intersections to include in the study, engineering judgment was used. Generally, any intersections which were expected to experience 10 or more project peak hour vehicle trips per lane for any movement, based on project trip generation and distribution, were considered for inclusion in the 100-200 West Caribbean Drive TIA, but not necessarily included in the TIA based on that criteria alone. The number of project trips experienced by an intersection was only one factor considered in the selection of study intersections. Other factors that were considered include input from other agencies during the TIA scoping process, the classification of the streets that make up an intersection, and proximity to the project site. The City of Santa Clara did not request the Patrick Henry Drive / Tasman Drive and Old Ironsides Drive / Tasman Drive intersections be included in the TIA in their comment letter (dated June 5, 2018) on the 100-200 West Caribbean Drive TIA Scope of Work, or when provided the Draft 100-200 West Caribbean Drive TIA for comment on February 25, 2019. In addition, Patrick Henry Drive and Old Ironsides Drive are classified as local streets and are located approximately 2.3+ miles away from the project site.

No new or more significant impacts were identified as a result of this comment and no changes were made to the TEIR.

- B-6 As stated in Section 4.1 (page 85) of the 100-200 West Caribbean Drive TIA, projects that were designated as “approved” on the City of Santa Clara list of approved and pending projects (dated April 30, 2018), that consisted of land uses larger than 20 residential units or 10,000 square-feet of office/commercial space, and which were located within or nearby the project study area were selected to be a part of “Background” conditions volumes. As stated in Section 6.1 (page 104) of the 100-200 West Caribbean Drive TIA, projects that were designated as “approved” or “pending” on the City of Santa Clara list of approved and pending projects (dated April 30, 2018), that consisted of land uses larger than 20 residential units or 10,000 square-feet of office/commercial space, and which were located within or nearby the project study area were selected to be a part of “Cumulative” conditions volumes. Generally, approved projects that were located within approximately one mile of the project study intersections were considered “nearby” the project study area, and therefore considered for inclusion in “Background” and “Cumulative” conditions volumes. Since the City Place project was listed as an approved project in the list of City of Santa Clara approved and pending projects, was relatively large in size, and was located within a mile of the Great America Parkway / Tasman Drive study intersection, the City Place

project was included in “Background” and “Cumulative” conditions volumes, as shown in Appendix D of the 100-200 West Caribbean Drive TIA.

The City Place project was assumed to consist of the land uses contained in the list of City of Santa Clara approved and pending projects. Trip generation and distribution for the City Place project was obtained from the City Place Santa Clara Draft Environmental Impact Report (October 2015). Assumed City Place trip generation and trip distribution are shown in Appendices E and F of the 100-200 West Caribbean Drive TIA. Consistent with the scenarios analyzed in the City Place Santa Clara Draft Environmental Impact Report, which analyzed Background (2020) with-Project (full buildout) Conditions and Cumulative (2040) with-Project (full buildout) Conditions, full buildout of the City Place project was assumed under both “Background” and “Cumulative” conditions.

No new or more significant impacts were identified as a result of this comment and no changes were made to the TEIR.

Letter C - City of Mountain View



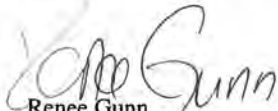
January 13, 2019

Ms. Michelle King, Principal Planner
City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94087

GOOGLE CARIBBEAN CAMPUS PROJECT, REVIEW OF DRAFT TRAFFIC ENVIRONMENTAL IMPACT
REPORT AND INITIAL STUDY CHECKLIST.

Dear Ms. King:

C-1 [Thank you for allowing the City of Mountain View to review the Draft Traffic Environmental
Impact Report and Initial Study Checklist. We have no comments at this time. Please keep us
informed on future projects that impact the City of Mountain View.


Renee Gunn
Senior Civil Engineer, Public Works

cc: LDE –Byrer, CE – Arango, PP – Alkrie, CDD - Shrivastava, File (_Other Agencies/City of
Sunnyvale/100-200 Caribbean), Chron

Response to Letter C – City of Mountain View

- C-1 The comment is noted. The comment does not raise any environmental issue within the context of the California Environmental Quality Act (CEQA). No further response is required because the comment does not raise any environmental issues. No changes were made to the EIR as a result of this comment.

Letter D: BCDC Letter

San Francisco Bay Conservation and Development Commission

375 Beale Street, Suite 510, San Francisco, California 94105 tel 415 352 3600 fax 888 348 5190

State of California | Gavin Newsom – Governor | info@bcdc.ca.gov | www.bcdc.ca.gov

January 16, 2020

Michelle King
City of Sunnyvale
P.O. Box 3707
Sunnyvale, California 94087



SUBJECT: Draft Transportation Environmental Impact Report for the Google
Caribbean Campus, City of Sunnyvale, Santa Clara County
(SCH No. 2001052121; BCDC Inquiry File No. MC.MC.8704.1)

Dear Ms. King:

D-1

On December 16, 2019, the San Francisco Bay Conservation and Development Commission (“Commission”) staff received the Draft Transportation Environmental Impact Report (DTEIR) for the Google Caribbean Campus, which involves the demolition of 13 existing structures and hardscape and the redevelopment of the project site with two five-story structures totaling approximately 1,041,890 square feet. The two buildings would share a four-story parking garage, surface parking lots, and other project amenities including landscaped courtyards, walkways, and alternative transportation elements. The buildings would consist of 271,040 square feet of office space, 345,385 square feet for amenities and meeting rooms, food service and fitness; 389,397 square feet for cores, circulation and bathrooms; and 35,059 square feet of other; and would include 2,092 parking spaces.

As a responsible agency with regulatory authority over the project, the Commission will rely partly on the TEIR in evaluating the proposal, as well as other required information. The Commission staff reviews such documents on behalf of its Commission to assess the project’s consistency with the McAteer-Petris Act, the Commission’s *San Francisco Bay Plan* (“Bay Plan”), the Commission’s federally-approved management plan for the San Francisco Bay, and the federal Coastal Zone Management Act (CZMA).

D-2

Jurisdiction. The Commission’s permit jurisdiction includes: all tidal areas of the Bay up to the mean high tide line or to the inland edge of wetland vegetation in marshlands up to five feet above Mean Sea Level; all areas formerly subject to tidal action that have been filled since September 17, 1965; and the shoreline band that extends 100 feet inland from and parallel to the Bay jurisdiction. The DTEIR identifies the West Channel that bisects West Caribbean Drive as part of the project, a tidally influenced channel, part of which is within the Commission’s Bay jurisdiction.



Ms. Michelle King
City of Sunnyvale
Draft Transportation Environmental Impact Report
for the Google Caribbean Campus

January 16, 2020
Page 2

D-3

Permit Authorization. Commission permits are required for construction, dredging, dredged material disposal, fill placement, and substantial changes in use within its jurisdiction. Permits are issued when the Commission finds proposed activities to be consistent with its laws and policies. In addition to any needed permits under its state authority, federal actions, permits, and grants affecting the coastal zone are subject to review by the Commission, pursuant to the federal CZMA, for their consistency with the Commission's federally-approved management program for the Bay.

Substantial changes in use that require a BCDC permit include "any subdivision of land pursuant to the Subdivision Map Act (Government Code Section 66410 et seq.) or other division of land, including a lot split, where the subdivision or other division of land will substantially affect either present or future public access to or along the shoreline or substantially affect either the present or future suitability of a water-oriented priority land use site for that priority use...."

Bay Fill. Section 66605 of the McAteer-Petris Act sets forth the criteria necessary to authorize filling of the Bay. It generally states, in part, that fill in the Bay can be authorized by the Commission only when: (1) the public benefits of the fill exceed the public detriment from the loss of the water areas; (2) the fill would serve a water-oriented use or consist of minor fill for improving shoreline appearance or public access; (3) no alternative upland location to the proposed fill exists; (4) the fill would constitute the minimum fill necessary to achieve the project purpose; (5) the activity would minimize harmful effects to the Bay's natural resources; (6) the fill would be constructed with sound safety standards; and (7) the fill would occur on land to which the project proponent has adequate title. The Commission will require information that explains how the proposed Bay fill would be consistent with requirements described above.

In the DTEIR, flood protection is discussed for the West Channel, with approximately 69,857 cubic yards of fill. Further, the proposed Bay fill would involve fill for shoreline protection, which will also need to be consistent with Bay Plan Policies on Shoreline Protection and Sea Level Rise.

Fill for Bay-oriented public access, public assembly, and commercial recreation may be authorized if the fill is consistent with the McAteer-Petris Act and other related Commission policies. The project proponent should identify the activities proposed in the Bay and shoreline band jurisdiction.

D-4

Public Access. The McAteer-Petris Act requires that projects provide maximum feasible public access consistent with the project, and Bay Plan Public Access policies state that a "proposed fill project should increase public access to the bay to the maximum extent feasible." The Bay Plan policies provide further direction on public access to help determine whether a proposed project include the maximum feasible public access consistent with the project.



Ms. Michelle King
City of Sunnyvale
Draft Transportation Environmental Impact Report
for the Google Caribbean Campus

January 16, 2020
Page 3

D-4
cont

The DTEIR outlines the creation of a multi-use trail with an approximate 10-foot width, 2-foot wide shoulders on either side, and a total width of approximately 14 feet. The DTEIR also states that the West Channel construction would take place over 30 months. The Final TEIR should include information as to the proposed detours for public access along Caribbean Drive.

D-5

Transportation and Land Use. The Final TEIR should consider the transportation policies in the Bay Plan. Because of the continuing vulnerability of the Bay to filling for transportation and development projects, the transportation findings of the Bay Plan state, in part, "pressure to fill the Bay for surface transportation projects can be reduced by improving the efficiency and increasing the capacity of existing transportation facilities and services, increasing access to public transit, providing safe and convenient public pathways for non-motorized forms of travel (e.g. bicycles, pedestrian)" and "transportation projects should be designed to maintain and enhance visual and physical access to the Bay and along the Bay shoreline." Furthermore, Bay Plan policies state, in part, "Transportation projects along the Bay shoreline and bridges over the Bay or certain waterways should include pedestrian and bicycle paths that will either be a part of the Bay Trail or connect the Bay Trail with other regional and community trails.

D-6

Fish, Other Aquatic Organisms and Wildlife. Because the project has work in the water, the project should include the relevant policies on Fish, Other Aquatic Organisms and Wildlife which state, in part, "To assure the benefits of fish, other aquatic organisms and wildlife for future generations, to the greatest extent feasible, the Bay's tidal marshes, tidal flats, and subtidal habitat should be conserved, restored and increased." Project elements that could impact biological resources could include elements that entail filling the Bay.

D-7

Sea Level Rise. The Bay Plan's Climate Change policies state that "when planning shoreline areas or designing larger shoreline projects, a risk assessment should be prepared...[and] based on the estimated 100-year flood elevation that takes into account the best estimates of future sea level rise and current flood protection and planned flood protection...for the proposed project or shoreline area." The Bay Plan's Safety of Fills policies state that "adequate measures should be provided to prevent damage from sea level rise and storm activity that may occur on fill or near the shoreline over the expected life of the project..." and that "[n]ew projects on fill...should either be set back from the edge of the shore so that the project will not be subject to dynamic wave energy, be built so the bottom floor level of structures will be above a 100-year flood elevation that takes future sea level rise into account for the expected life of the project, be specifically designed to tolerate periodic flooding, or employ other effective means of addressing the impacts of future sea level rise and storm activity." Further, the Public Access policies state that "[p]ublic access should be sited, designed, managed and maintained to avoid significant adverse impacts from sea level rise and shoreline flooding" and that "[a]ny public access provided as a condition of development should either be required to remain viable in the event of future sea level rise or flooding, or equivalent access consistent with the project should be provided nearby."



Ms. Michelle King
City of Sunnyvale
Draft Transportation Environmental Impact Report
for the Google Caribbean Campus

January 16, 2020
Page 4

D-7
cont

While the DTEIR includes a discussion regarding flood prevention measures and resilience to sea level rise for habitable structures, information is needed on the resilience and adaptability of all public access and open space areas and any structures on Bay fill that could be subject to flooding throughout the life of the project. This information should include cross-sections of the site showing elevations of sea level rise projections for the life of the project, including the 100-year flood elevation. A full risk assessment may also be required in order to achieve consistency with the Bay Plan.

D-8

The proposed redesign of the site's levees would provide the same level of flood protection as the original project proposal (100-year protection with 2 feet of sea level rise and an additional 4+ feet of freeboard). The DTEIR states that the proposed project would maintain sections of floodwalls at the upstream extent of the project reach to conform to Valley Water's floodwall design elevations, would maintain the bridge and culvert modifications, and would extend the box culvert with a new headwall/floodwall to accommodate a sidewalk along West Caribbean Drive (as required by the City of Sunnyvale), and meet the grade and elevation to the new earthen levee top. The top levee would be raised to an elevation of 18 feet. The Commission's policies require that the 2018 State of California sea level rise guidance from the Ocean Protection Council is used in a project's sea level rise assessment, which projects 1.9 feet of sea level rise by 2050 and between 6.9 inches of sea level rise by 2100.

Thank you for providing the Commission staff with the opportunity to comment on the project. Please contact me with any questions at (415) 352-3654 or morgan.chow@bcd.ca.gov.

Sincerely,



MORGAN CHOW
Coastal Program Analyst
MC/ra



Response D – BCDC Letter

- D-1 The City concurs with the project description and BCDC's regulatory authority over projects within its jurisdiction.
- D-2 The City concurs with BCDC's definition of its jurisdiction. However, it is not clear from the comment letter or from readily available documents on the BCDC website if the project is within the BCDC jurisdiction. No permanent improvements associated with the project, including improvements to the Valley Water West Channel extend north of West Caribbean Drive. Some temporary construction improvements located north of West Caribbean Drive include a coffer dam and pipe discharge for the temporary dewatering on the West Channel. Nonetheless, the project applicant will work with Valley Water during the flood control improvements to the West Channel to identify the BCDC jurisdictional limits. If a portion of the project area is determined to be within BCDC's jurisdiction, the applicant will coordinate with BCDC staff to satisfy BCDC's regulatory permitting process.

No new or more significant impacts were identified as a result of this comment and no changes were made to the TEIR.

- D-3 The City concurs with BCDC's Permit Authorization Process and definition of Bay Fill. The project applicant will work with Valley Water during the flood control improvements to the West Channel to identify the BCDC jurisdictional limits. If a portion of the project area is determined to be within BCDC's jurisdiction, the applicant will coordinate with BCDC staff to satisfy BCDC's regulatory permitting process and to be consistent with the Bay Plan Policies on Shoreline Protection and Sea Level Rise.

No new or more significant impacts were identified as a result of this comment and no changes were made to the TEIR.

- D-4 The City concurs with BCDC's requirements for public access. The project would provide improvements to the existing public access along the West Channel. The applicant would work with Valley Water staff (and BCDC staff, if applicable) to ensure that public access is maintained along the West Channel during construction.

No new or more significant impacts were identified as a result of this comment and no changes were made to the TEIR.

- D-5 The TEIR evaluates potential traffic impacts associated with the proposed project. Proposed improvements to the West Channel would not generate any new operational traffic impacts. The proposed improvements would improve and enhance the existing public pathways on both sides of the existing channel. The proposed improvements would enhance modes of alternative transportation for bicycles and pedestrians. These improvements would tie into the existing public pathways connected to the area.

No new or more significant impacts were identified as a result of this comment and no changes were made to the TEIR.

- D-6 The City concurs with BCDC requirements for the protection of Fish, Other Aquatic Organisms, and Wildlife. The applicant would work with Valley Water staff (and BCDC staff, if applicable) to ensure that impacts on biological resources are addressed. Please see Section 4.4, Biological Resources in Appendix B (page 87) of the TEIR. This section incorporates the biological mitigation measure from the Valley Water Sunnyvale East and West Channels Flood Protection Project Draft EIR.

No new or more significant impacts were identified as a result of this comment and no changes were made to the TEIR.

- D-7 The City concurs with BCDC's requirements for addressing sea level rise. The project would provide improvements to the existing channel to address future flooding and sea level rise. The applicant would work with Valley Water staff (and BCDC staff, if applicable) to ensure that sea level rise is evaluated and required improvements are implemented during the permitting process.

No new or more significant impacts were identified as a result of this comment and no changes were made to the TEIR.

- D-8. The project applicant will work with Valley Water during the flood control improvements to the West Channel to identify the BCDC jurisdictional limits. If a portion of the project area is determined to be within BCDC's jurisdiction, the applicant will coordinate with BCDC staff to satisfy BCDC's regulatory permitting process and to be consistent with the 2018 State of California sea level rise guidance from the Ocean Protection Council.

No new or more significant impacts were identified as a result of this comment and no changes were made to the TEIR.

Letter E - Planning Commission Minutes



City of Sunnyvale
Meeting Minutes - Final
Planning Commission

Monday, December 16, 2019

7:00 PM

Council Chambers, City Hall, 456 W. Olive
Ave., Sunnyvale, CA 94086

**Special Meeting: Public Comment on the Draft Environmental Impact Report for the
Downtown Specific Plan Amendment and the Draft Traffic Environmental Impact Report
for Google's Proposed Caribbean Campus**

7:00 PM PLANNING COMMISSION MEETING

CALL TO ORDER

Chair Howard called the meeting to order at 7:00 PM.

SALUTE TO THE FLAG

Chair Howard led the salute to the flag.

ROLL CALL

Present: 4 - Chair Daniel Howard
Commissioner John Howe
Commissioner Ken Olevson
Commissioner Carol Weiss
Absent: 3 - Commissioner Sue Harrison
Commissioner Ken Rheaume
Vice Chair David Simons

Vice Chair Simons, Commissioner Harrison, and Commissioner Rheaume's
absences are excused.

ORAL COMMUNICATIONS

PUBLIC HEARINGS/GENERAL BUSINESS

1. [19-1020](#) **Proposed Project:**
**PUBLIC COMMENTS ON THE DRAFT ENVIRONMENTAL
IMPACT REPORT** for the Downtown Specific Plan Amendment
and related private development projects.

Location / File #:

Special Development Permit and Development Agreement (File #: 2016-7438), to construct 134,000 SF of office on a 0.50 acre parcel located at 100 Altair Way (APN: 209-07-007).

Special Development Permit and Development Agreement (File#: 2017-7872) to construct 64,000 SF office on a 1.5 acre site located at 111 West Evelyn Avenue (APN: 209-06-083)

Special Development Permits, Tentative Parcel Map, and Development Agreement (File #'s: 2017-7848, 2017-7879, 2019-7250, 2019-7251, 2019-7252)

- Construct 168,000 SF office and retail building on a 1.9 acre site located at 300 Mathilda Avenue (APN: 209-34-019).
- Add one additional residential unit in an existing building located at 300 W. Washington (APN: 209-41-004).
- Construct 500,00 SF office and 467 attached residential units with ground floor commercial on a 7.3 acre site located at 200 South Taaffe Street (APNs: 209-35-022 and 023).
- Construct 325 attached residential units and ground floor retail on a 4.7 acre site located on Town Center Sub-block 6 (APNs: 209-25-016, 017, 018, and 019).

File #: 2018-8047

Zoning: DSP (Downtown Specific Plan)

Applicant: City of Sunnyvale, STC Ventures, Minkoff Group, Giurland, Inc.

Project Planner: David Hogan, 408-730-7418,
dhogan@sunnyvale.ca.gov

Assistant Director Andrew Miner informed the Commissioners that the purpose of the meeting is to collect the Commission's and public's feedback about the two agenda items and asked them to hold their specific questions regarding the proposed projects until they are considered at a future meeting.

Contract Planner Dave Hogan presented images and information about the Draft Environmental Impact Report (DEIR) and introduced Principal Planner Michelle King and Amy Wang with consultant David J. Powers and Associates.

Planning Commission

Meeting Minutes - Final

December 16, 2019

Assistant Director Andrew Miner stated that this process is a result of the City Council's approval to initiate the General Plan Amendment and explained that Alternative 5 is based on the City Council's direction to study the concept of a hotel that was included in the original approval. He added that the reduction in retail that the DEIR addresses is a reduction from the originally approved plan and that he expects the EIR to be ready for certification before Summer 2020.

Commissioner Weiss asked staff why the Transportation Demand Management (TDM) plan does not include Caltrain. Contract Planner Hogan responded that the DEIR includes a high level TDM plan and that the individual proposed projects will be required to submit specific TDM plans. Assistant Director Miner stated that only office developments are subject to TDM programs and that the proposed projects will most likely list Caltrain as an option. Commissioner Weiss asked why the Murphy Square site is not planned for LEED Gold like the other proposed projects. Contract Planner Hogan stated that LEED Silver is the applicant's current proposal and that staff will review the status closer to the time the proposed project is considered. Commissioner Weiss asked how the de-watering process for the underground parking works and Contract Planner Hogan responded that the details would be worked out during the building permit phase. Commissioner Weiss asked if exceptions to the all electric construction would be made for restaurants that prefer to use gas. Assistant Director Miner stated that staff do not have enough project-specific information at this point but will have more details when the project comes forward for review. Commissioner Weiss asked about the amount of pervious area from the future projects and Contract Planner Hogan stated that staff will ensure that the applicants meet all run-off requirements when the proposed projects are submitted. Commissioner Weiss mentioned her concern for the potential removal of a Redwood tree. Contract Planner Hogan and Assistant Director Miner answered that the Commission can make a recommendation to the City Council about the tree when it considers the final EIR and can also give direction on the tree when it considers the proposed project. Assistant Director Miner confirmed that her comments will be addressed in the final EIR.

Commissioner Howe commented that the EIR should consider alternatives to closing Sunnyvale Avenue since he believes closing it altogether would increase traffic on Wolfe and Mathilda Avenues. Assistant Director Miner clarified that any project close to Sunnyvale Avenue would be subject to CEQA review, including traffic impacts. Commissioner Howe asked about the Commission's role in the project and Assistant Director Miner stated that it is possible to brief the Commission on it since it could impact land use.

City of Sunnyvale

Page 3

Chair Howard commented that he is interested in the future of Sunnyvale Avenue and asked for consideration of pervious materials for the streets used by bicyclists and pedestrians in order to help address water quality run-off issues.

Chair Howard opened the Public Hearing.

Mike Serrone stated his overall support and added that the pedestrian and bicycle infrastructure should be improved, that the downtown area should be enlarged, that retail for the Altair Way proposed project should face Plaza del Sol, and that the City should move the DEIR and proposed projects through the process as quickly as possible.

Alice Mansell urged the Commissioners to examine recreational needs when considering the proposed projects and distributed information about curling taking place in Redwood Square.

Chair Howard closed the Public Hearing.

Contract Planner Hogan mentioned the next steps that will take place after the comment period ends from review of the public and agency comments to future public hearings on the proposed development projects.

2. [19-1250](#)

Proposed Project:
PUBLIC COMMENT ON THE DRAFT TRAFFIC ENVIRONMENTAL IMPACT REPORT for the Google Caribbean Project.

Location:

The project area is located within the northern portion of the City of Sunnyvale within the Moffett Park Specific Plan area. The proposed project would occur on 10 existing parcels and result in the construction of two new mid-rise buildings at two new addresses: one at 100 West Caribbean Drive and the second at 200 West Caribbean Drive. The project site is bound by West Caribbean Drive on the north, and lies between Mathilda Avenue on the west, Borregas Avenue on the east, and is bisected north to south by the Valley Water District's West Channel.

Project Description:

A Special Development Permit to demolish 13 existing buildings, existing surface parking lots, and the removal of vegetation and trees on the approximately 40.5-acre site and the construction of two new

Planning Commission

Meeting Minutes - Final

December 16, 2019

five-story office buildings totaling 1,041,890 square feet. Combined, the two buildings would have a FAR of 0.66.

The project includes a parking structure and surface parking with a total of 2,092 spaces as well as a new traffic signalization at the intersection of W. Caribbean Drive and the 200 W. Caribbean driveway. The project includes improvements to the existing Valley Water West Channel (West Channel) which bisects the campus such that 100 W. Caribbean Drive lies to the east and 200 W. Caribbean Drive lies to the west.

The project also includes the demolition of a single story industrial/R&D building at 1362 Borregas Avenue, totaling 39,642 square feet which will be demolished to accommodate temporary construction parking for 745 cars in lieu of onsite construction parking.

File #: 2017-8042

Zoning: Moffett Park General Industrial (MP-I) and Moffett Park Transit Oriented Development (MP-TOD)

Applicant / Owner: Google LLC

Project Planner: Michelle King, 408-730-7463,
mking@sunnyvale.ca.gov

Principal Planner Michelle King presented Alex Jewell with Kimley-Horn and Associates, Inc., the firm working on the Draft Traffic Environmental Impact Report (DTEIR).

Mr. Jewell presented images and information about the DTEIR.

E-1 Commissioner Weiss noted her serious concern for the number of anticipated new trips at the identified key intersections and asked if Google plans to provide any busing services to help alleviate this traffic. Commissioner Weiss confirmed with Mr. Jewell that the expected 4,500 work force includes all types of employees and commented that the traffic analysis should include the impact of Levi's Stadium events on the surrounding area, particularly for the Great America Parkway and Tasman Drive intersection.

E-2 Chair Howard asked if the traffic assessment considers the improved Valley Transportation Authority bus service planned for Mathilda Avenue and commented that it should hopefully reduce traffic in that area.

Chair Howard opened the Public Hearing.

E-3 Mike Serrone praised the proposed project for its unique design and commented

City of Sunnyvale

Page 5

E-3
cont.

that the bicycle paths should connect to the Bay Trail and Borregas Avenue to facilitate bicycle circulation throughout the city. He also expressed interest in the swift development of the area.

Chair Howard closed the Public Hearing.

NON-AGENDA ITEMS AND COMMENTS

-Commissioner Comments

-Staff Comments

Assistant Director Andrew Miner thanked the Commissioners for attending the Special Meeting.

ADJOURNMENT

Chair Howard adjourned the meeting at 7:48 PM.

Response to Letter E – Planning Commission Minutes

- E-1 As an existing operation, traffic volumes from Levi Stadium are included in the existing conditions of the traffic analysis.

The Moffett Park Specific Plan requires projects to implement a trip reduction when accepting a density increase. The proposed project includes the follow trip reduction measures: location within 2,000 feet of a light rail station, financial incentives to take public transit, project funded dedicated shuttle for employees. Other trip reduction measures include: Class I bike paths, bicycle parking and sharing, and shower and changing rooms; and priority parking for carpools, vanpools, and clean-fuel vehicles. No changes were made to the EIR as a result of this comment.

- E-2 The TIA identifies existing VTA bus routes on page 35. Planned VTA bus routes were not included in the analysis because the City does not have any control over when the bus routes would become active. To provide a conservative analysis with regard to the volume of cars on the roadway only existing bus routes were considered in the analysis to ensure the traffic generated by the project was not understated. No changes were made to the EIR as a result of this comment.

- E-3 The comment is noted. The comment does not raise any environmental issue within the context of the California Environmental Quality Act (CEQA). No further response is required because the comment does not raise any environmental issues. No changes were made to the EIR as a result of this comment.

3.0 REVISIONS TO THE DRAFT TRANSPORTATION EIR TEXT

3.1 INTRODUCTION

The Revisions to the Draft TEIR Text chapter presents minor corrections, clarifications, and revisions made to the Draft TEIR initiated by the Lead Agency (City of Sunnyvale) based on comments received during the public review period by reviewing agencies and the public.

The changes represent minor clarifications or amplifications of the analysis contained in the Draft TEIR and do not constitute significant new information or change any of the conclusions in the Draft TEIR that, in accordance with the State CEQA Guidelines, Section 15088.5, would trigger the need to recirculate portions or all of the Draft EIR.

3.2 DESCRIPTION OF CHANGES

New text is double underlined and deleted text is ~~struck through~~. Text changes are presented in the page order in which they appear in the Draft EIR.

Chapter 1: Introduction

For clarification purposes, page 1-11, under Section 1.5, Incorporation by Reference is revised as follows:

The Valley Water East and West Channels Flood Protection Project Final EIR is an appropriate document to incorporate by reference because it evaluates improvements to the Sunnyvale West Channel. The Sunnyvale West Channel bisects the project site, and the proposed project would implement some of the flood protection and restoration measures discussed in the EIR. After VW's certification of its flood protection project EIR, the project applicant proposed to partner with VW to improve roughly 1,100 linear feet of the Sunnyvale West Channel which is being incorporated in the Google Caribbean Campus project. More information on the modified project design along the reach is provided in Section 3.4, Proposed Project. Appendix L discusses changes in environmental impacts within the approximately 1,100 linear feet of the Sunnyvale West Channel that would arise from the design modification compared to the impacts described in the VW EIR. This TEIR tiers off of the analysis in the VW East and West Channels Flood Protection Project Final EIR.

Chapter 2: Executive Summary

For clarification purposes, page 2-3, under Transportation and Circulation is revised as follows:

It should be noted that a third, temporary construction channel crossing (bridge) is proposed adjacent to the south side of the existing Caribbean Drive channel crossing. The temporary

construction bridge (consisting of three railroad flatcar bridges with a combined width of approximately 30 feet) would be installed near West Caribbean Drive and would not result in impacts on the West Channel. The temporary bridge is required to allow access between the Caribbean 100 and 200 building during construction of the larger campus. Access over the channel and would reduce construction traffic on Caribbean Drive. The temporary bridge would be a freespan design over the existing West Channel and supported by engineered fill abutments construction on top of the existing levee. The bridge would be installed when construction of the proposed project begins, anticipated in the spring of 2020, and would remain for the duration of the proposed improvements to the West Channel. The temporary bridge would have greater freeboard than the existing capacity of the channel, and no impacts on winter flows within the channel are anticipated. Construction and use of the bridge would employ the same VW water quality best management practices to control erosion and sediments as with other construction areas of the project. These BMPs are discussed and listed in Section 4.10 of Appendix B. This temporary channel crossing would be removed once construction is completed. Additional details regarding vehicle circulation, accessibility and roadway configuration for the proposed project are discussed in Chapter 3.0, Project Description.

This change was made based on Comment A-3.

For clarification purpose, page 2-3, under Valley Water's West Channel is revised as follows:

The VW's West Channel bisects the project site from north to south. As part of the project, flood protection along the approximate 1,300 feet of the West Channel would be improved. The improvements to the West Channel would be similar to those identified within the certified VW EIR but have been modified slightly from the approved design to accommodate the proposed project and enhance flood control, aesthetics, and habitat functionality. The proposed improvements to the West Channel would be constructed to be compatible with the flood protection improvements at the upstream and downstream end of the channel. Improvements would require approximately 7,843 cubic yards of cut and 69,857 cubic yards of fill. The channel would be reestablished to include two westward meanders of approximately 24 feet and 49 feet and to replicate a natural streambed flow. The reestablished channel would be designed to match the existing low-flow channel and ultimately this would provide enhanced ecological function and deliver enhanced flood protection.

For clarification purposes, page 2-5, under Valley Water's West Channel is revised as follows:

Construction of the proposed West Channel improvements would primarily occur over the course of two construction seasons (April 15-October 31) in 2021 and 2022. Dewatering is anticipated to occur from April 15-October 31 during this time. The proposed design requires final approval

by Valley Water and would provide at a minimum, an equivalent level of flood protection through the project reach and will not compromise flood protection at this location or any other reach of Valley Water's overall project. VW staff will review the proposed West Channel improvements design and construction documents during the encroachment permit review process and may require design refinements or otherwise impose permit conditions to ensure that the project design is in compliance with the VW Water Resources Protection Ordinance and does not adversely affect VW's flood protection objectives.

In sum, these modifications to the original design are intended to enhance the creek corridor and improve habitat value while providing flood protection and enhancing campus aesthetics, recreational opportunities and environmental resources for wildlife. Overall, the channel has been designed to integrate into the existing regional flood control and drainage plan and would be adaptable to future climate conditions.

This change was made based on Comment A-1.

Chapter 3.0: Project Description

For clarification purposes, page 3-25, Valley Water's West Channel is revised as follows:

Valley Water's West Channel bisects the project site from north to south. The project applicant is working closely with Valley Water to ensure improvements are consistent with Valley District design requirements and to improve the functionality and overall usability of the area and of the channel for multiple uses. The proposed improvements to the West Channel would be constructed to be compatible with the flood protection improvements at the upstream and downstream end of the channel. VW staff will review the proposed West Channel improvements design and construction documents during the encroachment permit review process and may require design refinements or otherwise impose permit conditions to ensure that the project design is in compliance with the VW Water Resources Protection Ordinance and does not adversely affect VW's flood protection objectives.

This change was made based on Comment A-1.

For clarification purposes, page 3-26, under Flood Control is revised as follows:

These improvements would require some additional grading to accommodate the low-flow storm drainage channel and associated flood plains, and for construction of two new pedestrian bridge crossings (one bridge crossing would accommodate emergency vehicles). VW maintenance vehicles would still be authorized to use the proposed pathways on the levee tops. In addition, the existing 54-inch storm drain pipe would be relocated within the existing right-of-way. Improvements also would require a temporary bridge needed to enable channel improvements for approximately two-

years. The temporary construction bridge (consisting of three railroad flatcar bridges with a combined width of approximately 30 feet) would be installed near West Caribbean Drive and would not result in impacts on the West Channel. The temporary bridge is required to allow access between the Caribbean 100 and 200 building during construction of the larger campus. Access over the channel and would reduce construction traffic on Caribbean Drive. The temporary bridge would be a freespan design over the existing West Channel and supported by engineered fill abutments construction on top of the existing levee. The bridge would be installed when construction of the proposed project begins, anticipated in the spring of 2020, and would remain for the duration of the proposed improvements to the West Channel. The temporary bridge would have greater freeboard than the existing capacity of the channel, and no impacts on winter flows within the channel are anticipated. Construction and use of the bridge would employ the same VW water quality best management practices to control erosion and sediments as with other construction areas of the project. These BMPs are discussed and listed in Section 4.10 of Appendix B. Lastly, the disturbed areas would be revegetated and a habitat mitigation/restoration plan for the enhancement of wetland and riparian habitat would be implemented.

This change was made based on Comment A-3.

For Clarification purposes, Page 3-34 - Table 3-7, is revised as follows:

Table 3-7: Matrix of Project Approvals and Permits

Permit Required	Approving Agency	Lead/Trustee/Responsible Agency Designation
Moffett Park Major Design Review	City of Sunnyvale	Lead Agency
Tree Removal Permit	City of Sunnyvale	Lead Agency
Demolition Permit	City of Sunnyvale	Lead Agency
Grading Permit	City of Sunnyvale	Lead Agency
Building Permits	City of Sunnyvale	Lead Agency
Certificates of Occupancy	City of Sunnyvale	Lead Agency
Building Plan Review and Approval	City of Sunnyvale	Lead Agency
Soil Remediation and Management Plan	City of Sunnyvale	Lead Agency
Stormwater Pollution Prevention Plan	City of Sunnyvale	Lead Agency
Demolition Permit	City of Sunnyvale	Lead Agency
Site Clean-Up/Imported Soil	County of Santa Clara Department of Environmental Health	Responsible Agency
Encroachment Permit	Santa Clara Valley Water District	Responsible Agency
<u>Authorization Agreement for Construction</u>	<u>Santa Clara Valley Water District</u>	<u>Responsible Agency</u>
<u>License</u>	<u>Santa Clara Valley Water District</u>	<u>Responsible Agency</u>
Lake and Streambed Alteration Agreement	California Department of Fish and Wildlife	Responsible Agency
Clean Water Act Section 401 Water Quality Certification	Regional Water Quality Control Board	Responsible Agency
Clean Water Act Section 404 Permit	U.S. Army Corps of Engineers	Responsible Agency

This change was made based on comment A-2.

Chapter 6: Alternatives

For clarification purposes, page 6-16, under Section 6.5, Environmentally Superior Alternative is revised as follows:

After the No Project alternative, the environmentally superior alternative to the proposed project is the one that would result in the fewest or least significant environmental impacts. Based on the evaluation undertaken, Alternative 2: Single Building Alternative is the environmentally superior alternative. However, the development of a single building proposed under this alternative would not meet most of the project objectives. Most critically, the Single Building Alternative would not meet the following project objectives:

- Developing an office campus of sufficient size to accommodate Google's space needs,
- Develop an office campus of sufficient density to take advantage of the site's proximity to existing transit facilities,
- Construct office buildings that accommodate proposed project amenities and efficient/effective employee collaboration space,
- Construct improvements to the portion of the Valley Water's (VW) West Channel to facilitate greater connectivity and public access,
- Realign the VW's West Channel to enhance its natural habitat value,

Develop a project of sufficient density to support the proposed project amenities and to be financially feasible.

Appendix B: Initial Study Checklist

For clarification purposes, page 36, under Section 3.1, Project Description is revised as follows:

Valley Water's West Channel

Valley Water's West Channel bisects the project site from north to south. The project applicant is working closely with Valley Water to ensure improvements are consistent with Valley District design requirements and to improve the functionality and overall usability of the area and of the channel for multiple uses. The proposed improvements to the West Channel would be constructed to be compatible with the flood protection improvements at the upstream and downstream end of the channel. VW staff will review the proposed West Channel improvements design and construction documents during the encroachment permit review process and may require design refinements or otherwise impose permit conditions to ensure that the project

design in in compliance with the VW Water Resources Protection Ordinance and does not adversely affect VW's flood protection objectives.

This change was made based on Comment A-1.

For clarification purposes, under Section 3.1, Project Description page 41 is revised as follows:

These improvements would require some additional grading to accommodate the low-flow storm drainage channel and associated flood plains, and for construction of two new pedestrian bridge crossings (one bridge crossing would accommodate emergency vehicles). VW maintenance vehicles would still be authorized to use the proposed pathways on the levee tops. Figure 15: Valley Water Access Routes, shows the levee tops and access that would be used by Valley Water personnel.

In addition, an existing 54-inch stormwater pipe that runs along the West Channel will be relocated approximately 110 feet to the west of its current location. Improvements also would require a temporary bridge needed to enable channel improvements for approximately two-years. The temporary construction bridge (consisting of three railroad flatcar bridges with a combined width of approximately 30 feet) would be installed near West Caribbean Drive and would not result in impacts on the West Channel. The temporary bridge is required to allow access between the Caribbean 100 and 200 building during construction of the larger campus. Access over the channel and would reduce construction traffic on Caribbean Drive. The temporary bridge would be a freespan design over the existing West Channel and supported by engineered fill abutments construction on top of the existing levee. The bridge would be installed when construction of the proposed project begins, anticipated in the spring of 2020, and would remain for the duration of the proposed improvements to the West Channel. The temporary bridge would have greater freeboard than the existing capacity of the channel, and no impacts on winter flows within the channel are anticipated. Construction and use of the bridge would employ the same VW water quality best management practices to control erosion and sediments as with other construction areas of the project. These BMP are discussed and listed in Section 4.10 below.

Lastly, the disturbed areas would be revegetated and a habitat mitigation/restoration plan for the enhancement of wetland and riparian habitat would be implemented. Figure 16: West Channel Enhancement Project, shows the channel enhancement areas including tidal aquatic, estuarine wetlands, wetland planting pockets, riparian mitigation, and additional riparian habitat. Overall, West Channel work contemplated in the proposed project would entail approximately 7,843 cubic yards of cut and 69,857 cubic yards of fill for the realignment, levee modifications, and subsequent vegetation improvements discussed above.

This change was made based on Comment A-3.

For clarification purposes, page 89, under Section 4.4, Biological Resources is revised as follows:

Table 4.4-1: VW EIR Biological Resources Mitigation

MM BIO-1: Implement Compensatory Mitigation for Temporal Loss of Vegetated Wetlands and Permanent Loss of Vegetated and Unvegetated Wetlands and Other Waters	MM BIO-2: Conduct Fish Removal during Project Site Dewatering Activities
MM BIO-3: Conduct Pre-Construction Surveys for Western Pond Turtles	MM BIO-4: Pre-Construction Surveys for Nesting Birds
MM BIO-5: Implement Buffer Zones for Nesting Birds	MM BIO-6: Conduct Pre-Construction Surveys for Burrowing Owls
MM BIO-7: Implement Buffer Zones for Burrowing Owls	MM BIO-8: Monitor Owls during Construction
MM BIO-9: Passively Relocate Burrowing Owls	MM BIO-10: Restoration of Temporary Impact Areas
MM BIO-11: Compensatory Mitigation for Burrowing Owls	MM BIO-12: Maintain Buffer during Construction Adjacent to Salt Marsh Harvest Mouse and Salt Marsh Wandering Shrew Habitat
MM BIO-13: Avoid Construction during Bat Maternity Season	

This change was made because MM BIO-12 does not apply to the project area.

For clarification purposes, page 96, under Section 4.4, Biological Resources is revised as follows:

The proposed project includes revegetation of the West Channel corridor within the project site. The proposed project design includes relying primarily on passive revegetation of the estuarine wetland areas and utilizing native seed from adjacent reaches that will be naturally dispersed to the site from upstream storm drain flows and from downstream through tidal action. However, revegetation of the floodplains will also be supplemented by installing pockets of native wetland plants. Supplemental plantings will be installed after all mitigation site construction is complete and immediately prior to removing dewatering infrastructure. The two most common species anticipated to colonize the floodplains include California bulrush and alkali bulrush. Planting pockets will be planted with these two species from 1-gallon container stock. Both species will be installed near the upper edge of the known tidal elevation ranges to allow establishment under limited inundation stress. It should be noted that the mitigation acreages discussed above and the planting palate and planting area discussed herein and in Appendix E-3 are subject to change as part of the VW review of the design and construction documents during the encroachment permit review process. However, the minimum mitigation ratio's identified in MM BIO-1 in the VW EIR would remain the same.

This change was made based on Comment A-4.

For clarification purposes, page 142, under Section 4.9, Hazards and Hazardous Materials is revised as follows:

Conclusion

Application of ~~mitigation measures~~ LUTE Policies ~~from~~ discussed the LUTE EIR, conformance with state laws and regulations, and uniformly applied City development standards and policies would reduce impacts to less than significant.

For clarification purposes, page 160, under Section 4.10, Hydrology and Water Quality is revised as follows:

Conclusion

Application of ~~mitigation measures and~~ BMPs from the LUTE EIR and VW EIR, and uniformly applied City development standards and policies, conformance with federal and state requirements would reduce impacts to less than significant.

For clarification purposes, page 164, under Section 4.10, Hydrology and Water Quality is revised as follows:

Conclusion

Application of ~~mitigation measures and~~ BMPs from the LUTE EIR and VW EIR, and uniformly applied City development standards and policies, conformance with federal and state requirements would reduce impacts to less than significant.

For clarification purposes, page 167, under Section 4.10, Hydrology and Water Quality is revised as follows:

Application of ~~mitigation measures and~~ BMPs from the LUTE EIR and VW EIR, and uniformly applied City development standards and policies, conformance with federal and state requirements would reduce impacts to less than significant.

For clarification purposes, page 168, under Section 4.10, Hydrology and Water Quality is revised as follows:

Application of ~~mitigation measures and~~ BMPs from the LUTE EIR and VW EIR, and uniformly applied City development standards and policies, conformance with federal and state requirements would reduce impacts to less than significant.

For clarification purposes, page 169, under Section 4.10, Hydrology and Water Quality is revised as follows:

Application of ~~mitigation measures and~~ BMPs from the LUTE EIR and VW EIR, and uniformly applied City development standards and policies, conformance with federal and state requirements would reduce impacts to less than significant.

For clarification purposes, page 170, under Section 4.10, Hydrology and Water Quality is revised as follows:

Application of ~~mitigation measures and~~ BMPs from the LUTE EIR and VW EIR, and uniformly applied City development standards and policies, conformance with federal and state requirements would reduce impacts to less than significant.

For clarification purposes, page 188, under Section 4.13, Noise is revised as follows:

In addition, the LUTE EIR identified that compliance with Sunnyvale Municipal Code Chapter 16.08 (limitations on hours of construction activity) and Mitigation Measure MM 3.6.34 that requires projects to employ site-specific noise attenuation measures during construction to reduce the generation of construction noise would reduce this impact to a less-than significant level.

APPENDIX L

The following document, *Comparison Between Valley Water Sunnyvale East and West Channels Flood Protection Project EIR (2014) and Sunnyvale Google Caribbean Campus EIR (2019): Analysis of Project Modifications in the West Channel* has been added to the EIR as Appendix L. This document provides a summary of the comparison of potential impacts between what was evaluated in the 2014 EIR prepared by Valley Water and the proposed project specifically as it relates to the flood control improvements. This analysis has been added to facilitate future permitting efforts with Valley Water for the West Channel improvements. The information provided in this document clarifies and amplifies the similarity and consistency between the two projects and no new or more significant impacts have been identified.

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Appendix L
COMPARISON BETWEEN VALLEY WATER SUNNYVALE EAST AND
WEST CHANNELS FLOOD PROTECTION PROJECT EIR (2014) AND
SUNNYVALE GOOGLE CARIBBEAN CAMPUS EIR (2019): ANALYSIS
OF PROJECT MODIFICATIONS IN THE WEST CHANNEL

1. BACKGROUND AND PURPOSE

Sunnyvale East and West channels are artificial drainages that drain areas located between Stevens and Calabazas creeks. Land subsidence in this area disrupted natural drainage patterns and caused localized ponding of storm and flood waters. To improve drainage and reduce flood hazards, Santa Clara Valley Water District (Valley Water) constructed the east and west channels between 1956 and 1979. Both channels were constructed as local storm drains, are wholly artificial, and neither channel was built at the location of a natural channel or pre-existing creek. The current channels have about a 10-year level of flood protection and lack capacity for the 1% annual flow (i.e. recurrence interval [RI] of 100 years), exposing nearby areas to flood hazards. To reduce flood hazards, Valley Water approved a project to modify approximately 6.5 miles of the Sunnyvale East Channel and approximately 3.5 miles of the Sunnyvale West Channel.¹ The modifications would increase the flow conveyance capacity of the two channels so that the 1% flow can be accommodated without flooding adjoining areas. Valley Water certified the project Final Environmental Impact Report (EIR) for the Sunnyvale East and West Channels Flood Protection Project (Flood Protection Project) and approved the project in September 2014. The project is awaiting approval by regulatory agencies, therefore construction has not started.

Google proposes to partner with Valley Water to improve roughly 1,100 linear feet of the Sunnyvale West Channel within the area of Valley Water's planned Flood Protection Project. The modifications within the roughly 1,100 linear feet of the channel incorporated into the Google Caribbean Campus Project would change the design of the Flood Protection Project analyzed in the 2014 Final EIR by:

- replacing floodwalls with setback earthen levees outboard of a widened channel and floodplain from about Sta. 67+00 to 78+00 along the Sunnyvale West Channel with Google dedicating the required additional property right of way to Valley Water,
- constructing and maintaining short sections of floodwalls adjacent to the Caribbean Drive bridge to allow the levees to tie in with Valley Water's floodwalls for the Flood Protection Project;
- constructing combined maintenance road and multi-use trails on levee crest, two new pedestrian bridge crossings, and a temporary bridge needed to enable channel improvements for approximately two years;

¹ Santa Clara Valley Water District. *Sunnyvale East and West Channels Flood Protection Project Final Environmental Impact Report*. SCH No. 2013012041. August 2014.

- Relocating an existing 54-inch storm drain pipe within the existing right-of-way and approximately 100 feet to the west of its current location;
- creating brackish marsh, and
- Install riparian plantings near the top of the setback earthen levees along this section of the Sunnyvale West Channel.

The modified design affects a 1,100 ft reach of channel located approximately between Caspian Court and West Caribbean Drive in Sunnyvale, representing about 2.2% of the Flood Protection

Project total length. The design of the remaining 97.8% of the Flood Protection Project length would be unchanged from the proposed project analyzed in Valley Water's Final EIR.

In April 2018, Google and Valley Water entered into a Memorandum of Understanding which, among other things, recognized the City of Sunnyvale would be the lead agency and Valley Water would be a responsible agency for the CEQA document prepared for the Google Caribbean Campus project, and discussed how Google and Valley Water would cooperate in planning modifications to the Flood Protection Project. The Google Caribbean Campus Draft EIR generally analyzes environmental impacts of the Google Caribbean Campus Project, including the proposed modifications to the 1,100 ft reach of Sunnyvale West Channel within the Google Caribbean Campus.

In keeping with the need for the entire Valley Water Flood Protection Project to meet flood protection objectives, the Google Caribbean Campus Project includes a channel design with similar flow conveyance capacity as the original Flood Protection Project. However, it achieves this capacity through a different channel design (widened channel/floodplain and setback levees) as described above. Because the Sunnyvale West channel modifications proposed by the Google Caribbean Campus project differ from the Flood Protection Project design analyzed in Valley Water's 2014 EIR, environmental impacts may differ from those described in Valley Water's 2014 EIR. This memorandum identifies changes in environmental impacts that would arise from the Google Project compared to the impacts described in Valley Water's 2014 Final EIR. It should be noted that, per the Google Caribbean Campus Draft EIR (see page 3-26 of this EIR and Appendix B, Initial Study, p. 36), mitigation measures from the Valley Water 2014 EIR will be included in the City of Sunnyvale conditions of approval for the Google Caribbean Campus Project.

2. PROPOSED PROJECT MODIFICATIONS

For the roughly 1,100 ft reach of Sunnyvale West channel within Google's proposed Caribbean Campus, Google's proposed design differs from the design of the Flood Protection Project.

Table 1 compares the modifications within the 1,100 ft reach analyzed in the 2019 Google Caribbean Campus Project Draft EIR to the Flood Protection Project analyzed in Valley Water's 2014 Final EIR.

TABLE 1: Sunnyvale Flood Protection Project (2014 EIR Project) Compared to Google Caribbean Campus Project, along the 1,100-ft segment		
Design Feature	Valley Water 2014 Final EIR Flood Protection Project	Modified Design Incorporated in the Google Caribbean Campus Project
Channel design	Trapezoidal channel with 2:1 sloped earthen levee banks	Low-flow channel with connected floodplain bounded by setback levees, installation of marsh and riparian plantings
Channel Length	1,100 ft	1,100 ft
Channel/floodplain width	45 ft	Approximately 250 ft
Channel/floodplain area	2.0 acres	4.64 acres
Flow conveyance capacity	1% (100-year RI)	1% (100-year RI)
Floodwalls	5-6 ft high concrete inboard floodwalls along existing west levee bank and 5-6 ft high concrete outboard floodwalls along existing east levee bank	None, except short section of floodwalls on both banks of the creek adjacent to and upstream of the Caribbean Drive bridge to tie in with Valley Water's Flood Protection Project floodwalls
Levees	Existing earth levees (no new levees)	Existing earthen levees replaced with 5-6 ft taller earthen setback levees
Earth moved to install floodwalls or levees	2,040 cubic yards (CYs) (based on 2 ft deep and 6 wide excavation to install floodwall foundation)	69,857 CYs of fill and 7,843 CY of cut (based on 18-ft levee-crest road/trail and 3:1 side slopes)
Remediation of Contaminated/Hazardous Soils	Where indicated, contaminated/hazardous soil removed as required and legally disposed of off-site.	Where indicated, remove upper 5 ft of contaminated/hazardous soil for off-site legal disposal

TABLE 1: Sunnyvale Flood Protection Project (2014 EIR Project) Compared to Google Caribbean Campus Project, along the 1,100-ft segment		
Design Feature	Valley Water 2014 Final EIR Flood Protection Project	Modified Design Incorporated in the Google Caribbean Campus Project
Maintenance roads	18-ft wide on levee crests adjacent to floodwalls	20-ft wide on both levee crests
Recreation use	Maintenance road along the westerly side of the Sunnyvale West channel would be paved and open to public recreational use per a Joint Use Agreement between the City of Sunnyvale and Valley Water.	Maintenance roads on either side of the channel reach would be designated as public multi-use paths
Channel crossings	None	Two (one pedestrian-only bridge and one bridge for use by pedestrians and emergency response vehicles) and one temporary bridge
Plantings	Hydroseeding of disturbed areas	Install native marsh plants within floodplain, riparian plants near inboard levee crest and outboard of setback levees

3. CHANGE TO ENVIRONMENTAL IMPACTS

Table 2 compares the environmental effects of the two project designs. Table 2 is based on the impact questions contained in the 2014 Valley Water EIR, which differ in minor ways from the impact questions contained in the 2019 Google Caribbean Campus EIR. The environmental effects along this approximately 1,100 linear foot of the Sunnyvale West Channel for the two projects would not substantially differ in the following topic areas: agricultural resources, cultural resources, geology and soils, and land use and planning, so these impact topics are not included in Table 2.

Table 2 also shows the significance of each impact, using the following acronyms:

LTS = less than significant

SM = Potentially significant, but mitigatable to LTS

SU = Significant and unavoidable

TABLE 2: Environmental Impacts of Flood Protection Project (Google Caribbean Campus 1,100 ft Segment) Compared to Google Caribbean Campus Project Channel Modifications

Topic	Impact	Flood Protection Project	Google Project
Aesthetics	AES-1: Temporary visual impacts of construction	Views of construction equipment and materials and construction period lighting. Mitigatable through screening site and shielding lighting. (SM)	Construction-period aesthetic impacts would be similar as for the Flood Protection Project. Mitigation would reduce impact to less than significant. (SM)
	AES-2, 3, and 4: permanent alteration of visual quality or creation of new source of light or glare.	Views of floodwalls. (LTS)	Short section of floodwalls constructed for tie-in purpose would result in similar visual impacts as the Flood Protection Project. Planting of 255 trees and wetlands plants at Sunnyvale West Channel and adjacent green spaces would create park-like corridor, improving the reach aesthetics. Project would include permanent exterior lighting, but that would not be a significant impact in urbanized setting. (LTS)
Air Quality (AQ)	AIR-1 and AIR 2: Conflict with applicable AQ plans, or fail to adhere to assumptions used in preparation of AQ plans	Project would not conflict with AQ plans or assumptions used in preparation of AQ plans (LTS)	The project would conform with the City of Sunnyvale Climate Action Plan (CAP) and the city's Land Use and Transportation Element (LUTE). The LUTE is consistent with the by Bay Area Air Quality Management District (BAAQMD) CAP, which contains measures to reduce ozone, particulate matter, and air toxics. (LTS)

TABLE 2: Environmental Impacts of Flood Protection Project (Google Caribbean Campus 1,100 ft Segment) Compared to Google Caribbean Campus Project Channel Modifications

Topic	Impact	Flood Protection Project	Google Project
	AIR-3: Result in cumulatively considerable net increase of criteria pollutant for which region is in non-attainment	About 200 haul trucks trips would be required to reconstruct the Sunnyvale West Channel at the Google Caribbean Campus area. Project construction within the Google Caribbean Campus segment area would take 3 to 4 months and would generate criteria air pollutants. Construction of the entire Flood Protection Project would result in daily emissions of NOx in exceedance of BAAQMD significance thresholds. Valley Water would implement BAAQMD standard measures to reduce emissions, but daily NOx emissions would still exceed significance thresholds. (SU)	Between 4,100 and 7,000 haul truck trips would be required to reconstruct the Sunnyvale West Channel at the Google Caribbean campus area. Project air emissions, including emissions from haul truck trips were modelled based on a three-year construction period. Google would implement BAAQMD enhanced measures during construction to reduce air emissions of criteria pollutants. Mitigated construction period emissions would not exceed BAAQMD significance thresholds for daily emissions of criteria pollutants. (SM)
	AIR-4: Expose sensitive receptors to substantial pollution concentrations	Project would not expose sensitive receptors to substantial pollution concentrations (LTS)	The closest sensitive receptors are over 3,000 ft from the project site. The project would not expose sensitive receptors to substantial pollution concentrations (LTS)
	AIR-5: Create objectionable odors affecting a substantial number of persons	Project would not expose sensitive receptors to objectionable odors. (LTS)	Project would not expose sensitive receptors to objectionable odors. (LTS)

TABLE 2: Environmental Impacts of Flood Protection Project (Google Caribbean Campus 1,100 ft Segment) Compared to Google Caribbean Campus Project Channel Modifications

Topic	Impact	Flood Protection Project	Google Project
Biological Resources	BIO-1: Loss or temporary disturbance of wetlands and other waters	Temporary disturbance of about 1.3 acre of wetlands and other waters would occur at the project reach within the Google Caribbean Campus. These habitats would re-establish within 1-year after construction. Project would compensate for temporary disturbance of habitat by restoring or creating habitat at 1:1 ratio for temporarily impacted habitat and 2:1 ratio for permanently impacted habitat (SM).	Impacts to existing wetlands and other waters would be very similar as for Flood Protection project. The project would temporarily or permanently impact 0.73 acres of tidal aquatic habitat, 0.17 acres of estuarine wetlands, 0.44 acres of ruderal riparian habitat. In total, the project would create 0.54 acres of tidal aquatic habitat, 2.3 acres of estuarine wetlands, and 1.8 acres of riparian habitat on site. The project would create 1.85 acres of estuarine wetlands and 1.34 acres of riparian habitat over and above that required based on the Flood Protection Project mitigation ratios. (LTS)
	BIO-2: Impacts on green sturgeon, steelhead, and longfin smelt	Temporary disturbance of fish habitat during construction mitigated by re-establishing aquatic habitat and compensating for temporary loss. Potential for direct harm to fish during construction mitigated by removing fish prior to dewatering (SM).	Google Project incorporates Flood Protection Project biological mitigation measures. Temporary disturbance of fish habitat during construction mitigated by re-establishing aquatic habitat and compensating for temporary loss. Potential for direct harm to fish during construction mitigated by removing fish prior to dewatering (SM).
	BIO-3 and 4: Impacts to non-special-status fish, amphibians, and essential fish habitat.	Minimal impacts during construction period. (LTS)	Suitable habitat is not present at the at the project reach within Google Caribbean Campus. (LTS)

TABLE 2: Environmental Impacts of Flood Protection Project (Google Caribbean Campus 1,100 ft Segment) Compared to Google Caribbean Campus Project Channel Modifications

Topic	Impact	Flood Protection Project	Google Project
	BIO-5: Impacts to Western Pond Turtle	Potential harm during construction mitigated by conducting pre-construction surveys. (SM)	Google Project incorporates Flood Protection Project biological mitigation measures. Potential harm during construction mitigated by conducting pre-construction surveys. (SM)
	BIO-6: Impacts on ridgway clapper rail and California black rail	None expected (LTS).	None expected (LTS).
	BIO-7, 9, and 10: Impacts on white-tailed kite, loggerhead shrike, Bryant's savannah sparrow, Alameda song sparrow, SF common yellowthroat, and non-special status birds	Potential harm during construction mitigated by conducting pre-construction surveys and establishing buffers around active nests. (SM)	Google Project incorporates Flood Protection Project biological mitigation measures. Potential harm during construction mitigated by conducting pre-construction surveys and establishing buffers around active nests. Design of buildings reduces the risk of bird collisions. (SM)
	BIO-8: Impacts on burrowing owls	Suitable habitat is not present at the at the project reach within Google Caribbean Campus. (LTS)	Suitable habitat is not present at the at the project reach within Google Caribbean Campus. (LTS)
	BIO-11: Impacts on saltmarsh harvest mouse and saltmarsh wandering shrew	Suitable habitat is not present at the project reach within the Google Caribbean Campus. (LTS)	No impact. (LTS).

TABLE 2: Environmental Impacts of Flood Protection Project (Google Caribbean Campus 1,100 ft Segment) Compared to Google Caribbean Campus Project Channel Modifications

Topic	Impact	Flood Protection Project	Google Project
	BIO-12: Impacts on bats	Potential construction harm mitigated by avoid construction during bat maternity season (SM)	Google Project incorporates Flood Protection Project biological mitigation measures. Potential construction harm mitigated by avoid construction during bat maternity season. (SM)
	BIO-13, 14; Impacts on other non-special-status species and wildlife movement corridors	Minimal impacts expected. (LTS)	Minimal impacts expected. (LTS)
Greenhouse Gas (GHG) Emissions	GHG-1: Temporary increase in GHG emissions from project construction	Construction at the Google Reach based on the Flood Protection Project's original design would require 204 haul truck trips which would emit modest amounts of GHG. Bay Area Air Quality Management District (BAAQMD) standard measures to reduce emission from construction vehicles and equipment would be implemented. (LTS)	Construction of levees would require import of about 69,000 cubic yards of soil generating 4,100 or more haul truck trips, resulting in increased GHG emissions. BAAQMD enhanced BMPs to reduce emission from construction vehicles and equipment would be implemented. (LTS)
	GH-2: Conflict with applicable plan, policy, or regulation of an agency adopted to reduce GHG emissions	No conflicts with applicable plans or policies. (LTS)	The project would be consistent with City Climate Action Plan and California Air Resources Board Climate Change Scoping Plan. (LTS)

TABLE 2: Environmental Impacts of Flood Protection Project (Google Caribbean Campus 1,100 ft Segment) Compared to Google Caribbean Campus Project Channel Modifications

Topic	Impact	Flood Protection Project	Google Project
Hazards and Hazardous Materials	HM-1: Potential release of existing contaminated soil and groundwater uncovered during project construction and resulting exposure to construction workers, public, or the environment	Shallow groundwater and soil at the Google Caribbean Campus area may be contaminated with volatile organic compounds (VOCS) due to past releases at nearby A.C. Ball remediation site. Soil and groundwater at the project area would be tested and removed for proper disposal as required. (SM)	Soil sampling found levels of organochlorine pesticides exceeding environmental screening levels. Where indicated, the uppermost 5 ft of soil at the site would be removed for proper off-site disposal. (LTS)
	HM-2: Creation of hazards potentially affecting the public or environment from use of oil, gasoline, or other hazardous materials during construction	Valley Water would implement best management practices (BMPs) to prevent release of hazardous materials during construction. (LTS)	The project would comply with City Municipal Code for proper handling and storage of hazardous materials and regulated materials that could produce toxic gases. (LTS)
	HM-3: Emissions or handling of hazardous materials in proximity to schools.	No schools are located within 0.25 mile of the project reach at the Google Caribbean Campus. (LTS)	No schools are located within 0.25 mile of the project reach at the Google Caribbean Campus. (LTS)

TABLE 2: Environmental Impacts of Flood Protection Project (Google Caribbean Campus 1,100 ft Segment) Compared to Google Caribbean Campus Project Channel Modifications

Topic	Impact	Flood Protection Project	Google Project
Hydrology, Geomorphology, and Water Quality	HYD/WQ-1: Effects on erosion, sedimentation or stream instability	No change in channel alignment or size. Existing channel would be restored to as-built design condition with 2:1 earthen banks. (LTS)	Redesign would slightly alter the course of channel in the project reach, but implementation of standard erosion control and channel design/construction measures, coupled with channel maintenance on an as-needed basis, the project modification would not substantially increase erosion, siltation, impede or redirect flood flows, or create a risk of pollutant release due to project inundation. (LTS)
	HYD/WQ-2: Changes in surface runoff from new impervious surfaces for maintenance road improvements	The maintenance road on the west bank of the channel would be paved, resulting in a minor increase in impervious surface area. (LTS)	All required standard BMP erosion control measures would be implemented. The joint use levee top roads will be composed of resin-bound aggregate. (LTS)
	HYD/WQ-3: Water quality impacts due to discharge of contaminated soil or groundwater	Valley Water would implement BMPs to prevent release of contaminated materials during construction. Additionally, environmental site assessments would be prepared to identify contaminated media at the project area and identify methods to remediate identified contamination (SM)	The design includes low impact development features to reduce flow of waterborne pollutants to the Sunnyvale West channel. (LTS)

TABLE 2: Environmental Impacts of Flood Protection Project (Google Caribbean Campus 1,100 ft Segment) Compared to Google Caribbean Campus Project Channel Modifications

Topic	Impact	Flood Protection Project	Google Project
Noise	NO-1: Temporary generation of construction noise in excess of applicable standards	No noise-sensitive uses are located within 500 ft of the project area. Noise levels during construction would comply with applicable local and federal standards. (LTS)	No noise-sensitive uses are located within 500 ft of the project area. Noise levels during construction would comply with applicable local and federal standards. (LTS)
	NO-2: Temporary groundborne vibration resulting in building damage or annoyance	No vibration-sensitive buildings are present within 75 ft of the project reach at the Google Caribbean Campus (LTS)	Project construction is not expected to generate groundborne vibrations exceeding state or federal standards. (LTS)
	NO-3: Temporary increase in ambient noise levels of the project area	No noise-sensitive uses are located within 500 ft. Construction-period noise levels would be less than 60 dBA L_{eq} at the nearest noise-sensitive receptors. (LTS)	No noise-sensitive receptors are located near Google Caribbean Campus and BMPs would prevent adverse effects from construction noise. (LTS)
	NO-4: Permanent alteration of ambient noise levels from project floodwall and headwall components	Negligible change in ambient noise levels would result from project floodwalls and headwalls. (LTS)	Project would not include floodwalls. Headwalls on Caribbean Drive bridge would have negligible effect on ambient noise levels. (LTS)

TABLE 2: Environmental Impacts of Flood Protection Project (Google Caribbean Campus 1,100 ft Segment) Compared to Google Caribbean Campus Project Channel Modifications

Topic	Impact	Flood Protection Project	Google Project
Recreation	REC-1: Temporary disturbance of recreational areas during project construction resulting in loss or deterioration of recreational opportunities	Recreational use of the existing maintenance roads is not authorized within the project reach within the Google Caribbean Campus, but low levels of unauthorized use occurs. Project construction would temporarily hinder unauthorized recreational use. (LTS)	Recreational use of the existing maintenance roads is not authorized within the project reach within the Google Caribbean Campus, but low levels of unauthorized use occurs. Project construction would temporarily hinder unauthorized recreational use. (LTS)
	REC-2: Permanent loss or deterioration of public recreational opportunities	No impact at project reach within the Google Caribbean Campus. (LTS)	Project would not result in substantial deterioration of recreation facilities. (LTS)
Transportation and Traffic	TR-1: Temporary construction traffic generation in exceedance of roadway Level of service (LOS) or Std	Project construction would require temporary closure of the Caribbean Drive road shoulder to construct upstream headwall. Construction traffic could adversely affect level of service (LOS) on local roadways. Valley Water would develop a site-specific traffic control plan to minimize impacts. (SM)	The channel design modification would result in an additional 4,400 or more haul truck trips over a construction period of several months, which could increase adverse effects on LOS. A site-specific traffic control plan would be developed to minimize impacts. (n/a)
	TR-2: Temporary substantial increase in safety hazards	Large, slow-moving construction equipment could create hazards for other road users. Valley Water would install fences, barriers, lights, flagging, guards, and signs to prevent hazards. (SM)	Similar but increased impact. Fences, barriers, lights, flagging, guards, and signs would be installed to prevent hazards. (LTS)
	TR-3: Temporary increases in emergency response times)	Large, slow-moving construction equipment could delay or obstruct emergency response vehicles on local roads. The site-specific traffic control plan would address this issue. (SM)	Similar but increased impact. The site-specific traffic control plan would address this issue. (LTS)

TABLE 2: Environmental Impacts of Flood Protection Project (Google Caribbean Campus 1,100 ft Segment) Compared to Google Caribbean Campus Project Channel Modifications			
Topic	Impact	Flood Protection Project	Google Project
	TR-4: Temporary reduction in parking capacity	No impact at project reach within Google Caribbean campus. (LTS)	No impact at project reach within Google Caribbean campus. (LTS)
	TR-5: Temporary conflicts with alternative transportation	Temporary closure of bicycle lanes on the upstream side of Caribbean Drive would be needed. The site-specific traffic control plan would address this issue. (SM)	Similar but increased impact. The site-specific traffic control plan would address this issue. (LTS)
Utilities and Service Systems	UTL-1: Temporary disruptions to water, wastewater, storm water, power systems and other utility systems during project construction	No disruption or temporary relocations of known utility are expected at the project reach within the Google Caribbean Campus. (LTS)	Similar to the Flood Protection Project, except that an existing storm drain is proposed to be relocated to approximately 100 feet to the west of its current location. (LTS)
	UTL-2: Adequate landfill capacity to accommodate solid waste from construction	Local landfills have adequate capacity to accommodate wastes generated during project construction. (LTS)	The Project would comply with the City's Zero Waste Policy which requires diversion of 70 to 90% of waste from landfills. (LTS)
	UTL-3: Temporary effects on operational vehicle access to the City of Sunnyvale SMaRT station and Water Pollution Control Plant	Construction at the project reach within the Google Caribbean Campus would not interfere with access to the SMaRT station or Water Pollution Control Plant. (LTS)	Construction at the project reach within the Google Caribbean Campus would not interfere with access to the SMaRT station or Water Pollution Control Plant. (LTS)

Regarding cumulative impacts, Valley Water's 2014 EIR identified cumulative significant effects in the following topic areas: air quality, biological resources, GHG emissions, hazards and hazardous materials, noise and vibration, recreation, transportation and traffic, and water quality. Among these topic areas, the EIR determined that the Flood Protection Project's contribution would be considerable for only the significant cumulative air quality. The Google

project modifications would not result in any new or substantially more severe cumulatively considerable contributions to the significant cumulative impacts identified in Valley Water's 2014 EIR.

5. CONCLUSION

The proposed redesign of the Google segment of the Sunnyvale West Channel would not result in new or substantially more severe significant environmental impacts compared to those disclosed in the 2014 Final EIR. Table 3 summarizes the changes in impact level.

Table 3: Impact Level from 2014 Flood Protection Project Final EIR compared to Impact Level from Project with Google Modifications				
Impact	2014 Final EIR	Impact Level with Google Modifications	New significant Impact?	Substantially More Significant Impact?
AES-1	SM	No change	n/a	No
AES-2, 3, and 4	LTS	Reduced impact	No	No
AIR-1 and 2	LTS	No change	No	No
AIR-3	SU	Increased impact	n/a	No
AIR-4	LTS	No change	No	No
AIR-5	LTS	No change	No	No
BIO-1	SM	Reduced impact	n/a	No
BIO-2	SM	No change	n/a	No
BIO-3 and 4	LTS	No change	No	No
BIO 5	SM	No change	n/a	No
BIO-6	LTS	No change	No	No
BIO 7, 9, and 10	SM	No change	n/a	No
BIO-8	LTS	No change	No	No
BIO-11	LTS	No change	No	No
BIO-12	SM	No change	n/a	No
BIO-13, 14	LTS	No change	No	No
GHG-1	LTS	Increased impact	No	No
GHG-2	LTS	No change	No	No
HM-1	SM	No change	n/a	No
HM-2	LTS	No change	No	No
HM-3	LTS	No change	No	No
HYD/WQ-1	LTS	No change	No	No
HYD/WQ-2	LTS	Reduced impact	No	No
HYD/WQ-3	LTS	Reduced impact	No	No
NO-1	LTS	No change	No	No
NO-2	LTS	No change	No	No
NO-3	LTS	No change	No	No

Table 3: Impact Level from 2014 Flood Protection Project Final EIR compared to Impact Level from Project with Google Modifications				
Impact	2014 Final EIR	Impact Level with Google Modifications	New significant Impact?	Substantially More Significant Impact?
NO-4	LTS	No change	No	No
REC-1	LTS	No change	No	No
REC-2	LTS	No change	No	No
TR-1	SM	Increased impact	n/a	n/a ²
TR-2	SM	Increased impact	n/a	No
TR-3	SM	Increased impact	n/a	No
TR-4	LTS	No change	No	No
TR-5	LTS	No change	No	No
UTL-1	LTS	No change	No	No
UTL-2	LTS	No change	No	No
UTL-3	LTS	No change	No	No

² Pursuant to SB 743, as of December 2018, vehicle delay as measured by LOS is no longer considered a significant environmental impact under CEQA. *Citizens for Positive Growth & Preservation v. City of Sacramento* (2019) 2019 Cal.App. LEXIS 1274.

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) requires all State and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring and Reporting Program (MMRP) for the Google Caribbean Campus Project. The intent of the MMRP is to ensure implementation of the mitigation measures identified within the Transportation Environmental Impact Report (TEIR) and Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMRP shall be funded by the applicant.

4.2 COMPLIANCE CHECKLIST

The MMRP contained herein is intended to satisfy the requirements of CEQA as they relate to the TEIR and the Initial Study prepared for the proposed project. This MMRP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were discussed in the TEIR and Initial Study.

The TEIR and Initial Study present a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA Guidelines, Section 15370, as a measure that:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMRP is to ensure the implementation of adopted mitigation measures. The MMRP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by City staff. The table attached to this report identifies the mitigation measure, the monitoring action for the mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP. City Staff will be responsible for monitoring compliance.

4.3 MITIGATION MONITORING AND REPORTING PROGRAM

The following table indicates the mitigation measure number, the impact the measure is designed to address, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.

Mitigation Monitoring and Reporting Program

Google Caribbean Campus Project

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
SUMMARY OF MITIGATION MEASURES IDENTIFIED IN THE INITIAL STUDY						
Air Quality						
MM 3.5.3 from LUTE EIR Prior to the issuance of grading or building permits, the City of Sunnyvale shall ensure that the Bay Area Air Quality Management District's (BAAQMD) basic construction mitigation measures from Table 8-1 of the BAAQMD 2011 CEQA Air Quality Guidelines (or subsequent updates) are noted on the construction documents. In the cases where construction projects are projected to exceed the BAAQMD's air pollutant significance thresholds for NO _x , PM ₁₀ , and/or PM _{2.5} , all off-road diesel-fueled equipment (e.g., rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, tractors) shall be at least California Air Resources Board (CARB) Tier 3 Certified or better.	Prior to issuance of a grading permit	Pre-construction	City of Sunnyvale Planning Department			
MM 3.5.5 from LUTE EIR In the case when a subsequent project's construction span is greater than 5 acres and/or is scheduled to last more than two years, the subsequent project applicant shall be required to prepare a site-specific construction pollutant mitigation plan in consultation with Bay Area Air Quality Management District (BAAQMD) staff prior to the issuance of grading permits. A project-specific construction-related dispersion modeling acceptable to the BAAQMD shall be used to identify potential toxic air contaminant impacts, including diesel particulate matter. If BAAQMD risk thresholds (i.e., probability of contracting cancer is greater than 10 in one million) would be exceeded, mitigation measures shall be identified in the construction pollutant mitigation plan to address potential impacts and shall be based on site-specific information such as the distance to the nearest sensitive receptors, project site	Prior to issuance of a grading permit	Pre-construction	City of Sunnyvale Planning Department			

Mitigation Monitoring and Reporting Program
Google Caribbean Campus Project

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
plan details, and construction schedule. The City shall ensure construction contracts include all identified measures and that the measures reduce the health risk below BAAQMD risk thresholds. Construction pollutant mitigation plan measures shall include but not be limited to: 1. Limiting the amount of acreage to be graded in a single day. 2. Restricting intensive equipment usage and intensive ground disturbance to hours outside of normal school hours. Notifying affected sensitive receptors one week prior to commencing on-site construction so that any necessary precautions (such as rescheduling or relocation of outdoor activities) can be implemented. The written notification shall include the name and telephone number of the individual empowered to manage construction of the project. In the event that complaints are received, the individual empowered to manage construction shall respond to the complaint within 24 hours. The response shall include identification of measures being taken by the project construction contractor to reduce construction-related air pollutants. Such a measure may include the relocation of equipment.						
MM 3.5.6 from LUTE EIR The following measures shall be utilized in site planning and building designs to reduce TAC and PM_{2.5} exposure where new receptors are located within 1,000 feet of emissions sources: • Future development that includes sensitive receptors (such as residences, schools, hospitals, daycare centers, or retirement homes) located within 1,000 feet of Caltrain, Central Expressway, El Camino Real, Lawrence Expressway, Mathilda Avenue, Sunnyvale-Saratoga Road,	Prior to issuance of a grading permit	Pre-construction	City of Sunnyvale Planning Department			

Mitigation Monitoring and Reporting Program Google Caribbean Campus Project

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
US 101, State Route 237, State Route 85, and/or stationary sources shall require site-specific analysis to determine the level of health risk. This analysis shall be conducted following procedures outlined by the BAAQMD. If the site-specific analysis reveals significant exposures from all sources (i.e., health risk in terms of excess cancer risk greater than 100 in one million, acute or chronic hazards with a hazard Index greater than 10, or annual PM_{2.5} exposures greater than 0.8 µg/m³) measures shall be employed to reduce the risk to below the threshold (e.g., electrostatic filtering systems or equivalent systems and location of vents away from TAC sources). If this is not possible, the sensitive receptors shall be relocated. • Future nonresidential developments identified as a permitted stationary TAC source or projected to generate more than 100 heavy-duty truck trips daily will be evaluated through the CEQA process or BAAQMD permit process to ensure they do not cause a significant health risk in terms of excess cancer risk greater than 10 in one million, acute or chronic hazards with a hazard Index greater than 1.0, or annual PM_{2.5} exposures greater than 0.3 µg/m³ through source control measures. • For significant cancer risk exposure, as defined by the BAAQMD, indoor air filtration systems shall be installed to effectively reduce particulate levels to avoid adverse public health impacts. Projects shall submit performance specifications and design details to demonstrate that lifetime residential exposures would not result in adverse public health impacts (less than 10 in one million chances).						

Mitigation Monitoring and Reporting Program Google Caribbean Campus Project

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
MM 3.5.7 from LUTE EIR Avoid Odor Conflicts. Coordinate land use planning to prevent new odor complaints. Consult with the BAAQMD to identify the potential for odor complaints from various existing and planned or proposed land uses in Sunnyvale. Use BAAQMD odor screening distances or city-specific screening distances to identify odor potential. Prohibit new sources of odors that have the potential to result in frequent odor complaints unless it can be shown that potential odor complaints can be mitigated. Prohibit sensitive receptors from locating near odor sources where frequent odor complaints would occur, unless it can be shown that potential odor complaints can be mitigated.	Prior to issuance of a grading permit	Pre-construction	City of Sunnyvale Planning Department			
Biological Resources						
MM BIO-1 from VW EIR: Implement Compensatory Mitigation for Temporal Loss of Vegetated Wetlands and Permanent Loss of Vegetated and Unvegetated Wetlands and Other Waters Mitigation for temporary or permanent impacts on unvegetated aquatic habitat shall be provided at a ratio of 1:1 (1 acre of mitigation for every 1 acre of disturbed) to compensate for the brief temporal loss of functions and values during Project activities. Mitigation for temporary impacts on vegetated wetlands shall be provided at a ratio of 1.2:1. Mitigation for permanent impacts on vegetated wetlands shall be provided at a ratio of 2:1. Mitigation shall be provided via creation or restoration of wetlands/other waters. A qualified biologist will develop a Wetland and Jurisdictional Waters Mitigation and Monitoring Plan, which shall contain	Concurrent with implementation of the Caribbean Campus Project's West Channel improvement work	Pre-construction	City of Sunnyvale and Valley Water District			

Mitigation Monitoring and Reporting Program Google Caribbean Campus Project

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
the following components (or as otherwise modified by regulatory agency permitting conditions): - Summary of habitat impacts and proposed mitigation ratios. - Goal of the restoration to achieve no net loss of habitat functions and values. - Location of mitigation site(s) and description of existing site conditions. - Mitigation design: - Existing and proposed site hydrology - Grading plan if appropriate, including bank stabilization or other site stabilization features - Soil amendments and other site preparation elements as appropriate - Planting plan - Irrigation and maintenance plan - Remedial measures/adaptive management, etc. - Monitoring plan (including final and performance criteria, monitoring methods, data analysis, reporting requirements, monitoring schedule, etc.). At a minimum, success criteria will include quantifiable measurements of wetland vegetation type (e.g., dominance by native hydrophytes) and extent appropriate for the wetland restoration location, and provision of ecological functions and values equal to or exceeding those in the wetlands and waters that are impacted. - Contingency plan for mitigation elements that do not meet performance or final success criteria.						

Mitigation Monitoring and Reporting Program
Google Caribbean Campus Project

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
The Applicant shall implement the Wetland and Jurisdictional Waters Mitigation Monitoring Plan. Monitoring shall be conducted annually to document whether the success criteria are achieved, and to identify any remedial actions that must be taken if the identified success criteria are not met. Monitoring shall continue until the mitigation has been determined to be successful per project permit requirements (i.e., success criteria are achieved).						
MM BIO-2 from VW EIR: Conduct Fish Removal during Project Site Dewatering Activities Prior to dewatering activities in tidal reaches, a qualified biologist shall use nets to exclude fish from the construction area. During a falling tide, a block net (mesh size shall not exceed 9.5 mm to ensure that longfin smelt are adequately excluded from this area but do not become entangled) shall be placed at the upper end of the reach to be dewatered. Subsequently, qualified biologists shall walk from the upper to lower end of the reach with a net stretched across the channel to encourage fish to move out of the construction area. When the lower end of the construction area is reached, a second block net shall be installed to isolate the construction reach. This procedure shall be repeated a minimum of three times per dewatered tidal reach to assure no green sturgeon, steelhead, or longfin smelt remain within the construction area. Subsequently, a qualified biologist will supervise the controlled dewatering of the Project reach. Fish exclusion barriers shall be left in place until project construction activities in a reach are complete. Upon the completion of construction activities, all temporary diversion structures will be removed and flows gradually restored to the channel. Following restoration of	Prior to issuance of a grading permit for the Caribbean Campus Project's West Channel improvement work.	Pre-construction	City of Sunnyvale and Valley Water District			

Mitigation Monitoring and Reporting Program Google Caribbean Campus Project

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
flow to the channel, the fish exclusion barriers shall be removed under the supervision of a qualified biologist.						
MM BIO-3 from VW EIR: Conduct Pre-Construction Surveys for Western Pond Turtles A qualified biologist shall conduct a survey for western pond turtles and their nests within 48 hours prior to commencement of work within the channel banks in any given area where water is present. If a western pond turtle is found in an area where it could be injured or killed by Project activities, the qualified biologist will relocate the turtle to an appropriate site outside the Project area (e.g., the Lockheed Channel or North Moffett Channel. If an active western pond turtle nest is detected within the activity area, a 25 foot-buffer zone around the nest will be established and maintained during the nesting season (April 1 through August 31). The buffer zone will remain in place until the young have left the nest, as determined by a qualified biologist. Following the initial survey, a construction crewmember who has been trained to identify western pond turtles by a qualified biologist shall conduct a survey of the in-channel activity area each morning prior to the onset of construction activities. If a turtle is located, all work in the vicinity shall immediately cease, and a qualified biologist shall be contacted. Work within the area shall not resume until the turtle has been relocated or has moved out of the area where it could be impacted.	Prior to issuance of a grading permit for the Caribbean Campus Project's West Channel improvement work	Pre-construction	City of Sunnyvale and Valley Water District			
MM BIO-4 from VW EIR: Pre-Construction Surveys for Nesting Birds Pre-construction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no nests will be disturbed during Project implementation. Surveys shall be conducted no	Prior to issuance of a grading permit for the Caribbean Campus Project's West Channel improvement work	Pre-construction	City of Sunnyvale and Valley Water District			

Mitigation Monitoring and Reporting Program
Google Caribbean Campus Project

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
more than one week prior to the initiation of construction activities in any given area; because construction may be phased, surveys will be conducted prior to the commencement of each phase of construction. The survey can be limited to the portions of the Project Work Area where construction activities will occur as well as a 250-foot buffer for raptors and a 50-foot buffer for non-raptors. The Project Work Area includes the entire footprint of the Caribbean Campus Project's West Channel improvement area. During each survey, the ornithologist will inspect all trees and other potential nesting habitats (e.g., shrubs, ruderal grasslands, wetlands, and buildings) in and immediately adjacent to the impact areas for nests. If a lapse in Project-related work of one week or longer occurs, another focused survey will be conducted before Project work can be reinitiated.						
MM BIO-5 from VW EIR: Implement Buffer Zones for Nesting Birds If an active nest is found sufficiently close to the [West Channel Area] (i.e., within 250 feet for raptors or 50 feet for non-raptors), a qualified biologist will determine the extent of a disturbance-free buffer zone to be established around the nest (typically 50 feet for non-raptors and 250 feet for raptors), to ensure that no nests of species protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code will be disturbed during Project implementation. The buffer distance is measured as the straight-line distance between an active nest and the activity, taking both horizontal and vertical distance into account. No new Project-related activities (i.e., activities that were not ongoing when the nest was established; for example, routine maintenance activities would not be considered "new") shall be performed within the buffer	Prior to issuance of a grading permit for the Caribbean Campus Project's West Channel improvement work	Pre-construction	City of Sunnyvale and Valley Water District			

Mitigation Monitoring and Reporting Program
Google Caribbean Campus Project

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
until the young have fledged or the nest has been determined to be inactive by a qualified ornithologist. Reductions in the standard buffers (i.e., to buffers less than 50 feet for non-raptors and less than 250 feet for raptors) may be allowed where circumstances suggest the birds will not abandon the active nest with a reduced buffer size. A qualified biologist will determine whether reducing the buffer is likely to substantially increase disturbance of nesting birds, taking into account the presence or absence of dense vegetation, type of construction work, topography, or structures that would block Project activities from view; the life history and behavior of the bird species in question; and the nature of the proposed activity. If a reduced buffer is implemented, the biologist shall monitor bird behavior in relation to work activities. At a minimum, the biologist will monitor the baseline behavior of the birds for at least 30 minutes prior to the commencement of the activity (to determine the birds' behavior in the absence of the activity) and for at least one hour immediately following the initiation of the activity, when response by the nesting birds to the novel activity is expected to be greatest. If the birds exhibit abnormal nesting behavior which may cause reproductive failure (e.g., nest abandonment and loss of eggs and/or young), such as agitated/defensive flights and vocalizations directed towards Project personnel, birds standing up from a brooding position, birds flushing from the active nest, or cessation of provisioning of young with food, the disturbance-free buffer shall immediately be adjusted out to the standard buffer distance (250 feet for raptors and 50 feet for non-raptors) until the birds have resumed their normal behavior (e.g., incubation or feeding of young). After 2 hours with all work confined to the area outside the standard buffer, work would again be attempted in the area within the reduced						

Mitigation Monitoring and Reporting Program
Google Caribbean Campus Project

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
buffer, and the process would be repeated to determine if the birds have habituated to the activity. If the process is repeated three times without the birds indicating that they are habituating to the activity, then the standard buffer will be maintained until the next day, when the process above would again be attempted. If the birds do not indicate that they are habituated to Project activities during the initial 2 days of attempting work within a reduced buffer, the standard buffer shall be implemented. Project activities within the reduced buffers shall not resume until the [Applicant] has consulted with the California Department of Fish and Wildlife (CDFW) and both the qualified biologist and CDFW confirm that the birds' behavior has normalized, or until the nest is no longer active.						
MM BIO-6 from VW EIR: Conduct Pre-Construction Surveys for Burrowing Owls Pre-construction surveys for burrowing owls shall be conducted prior to the initiation of all Project activities within suitable burrowing owl habitat (i.e., ruderal/ grassland habitat with burrows of California ground squirrels). A qualified biologist will conduct an initial habitat survey, mapping areas with burrows (i.e., areas of highest likelihood of burrowing owl activity) and all burrows that may be occupied (as indicated by tracks, feathers, egg shell fragments, pellets, prey remains, or excrement) on the project site. This mapping will be conducted while walking transects throughout the entire project footprint, plus all accessible areas within a 250-foot radius from the project footprint. The centerline of these transects will be no more than 50 feet apart and will vary in width to account for changes in terrain and vegetation that can preclude complete visual coverage of the area. If suitable habitat is identified during the habitat survey, preconstruction	Prior to issuance of a grading permit for the Caribbean Campus Project's West Channel improvement work.	Pre-construction	City of Sunnyvale and Valley Water District			

Mitigation Monitoring and Reporting Program
Google Caribbean Campus Project

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
surveys will be required. To maximize the likelihood of detecting owls, the preconstruction survey will last a minimum of three hours. The survey will begin 1 hour before sunrise and continue until 2 hours after sunrise (3 hours total) or begin 2 hours before sunset and continue until 1 hour after sunset. Additional time may be required for large project sites. A minimum of two surveys will be conducted (if owls are detected on the first survey, a second survey is not needed). All owls observed will be counted and their location will be mapped. Surveys will conclude no more than 2 calendar days prior to construction. Therefore, the project proponent must begin surveys no more than 4 days prior to construction (2 days of surveying plus up to 2 days between surveys and construction). To avoid last minute changes in schedule or contracting that may occur if burrowing owls are found, the project proponent may also conduct a preliminary survey up to 14 days before construction. This preliminary survey may count as the first of the two required surveys as long as the second survey concludes no more than 2 calendar days in advance of construction. Because Project activities may be phased, these survey efforts may also need to be performed in phases to ensure that burrowing owls are not present in work areas when Project activities commence. This measure applies to the staging areas as well as the Project areas along the [West Channel Area].						
MM BIO-7 from VW EIR: Implement Buffer Zones for Burrowing Owls If burrowing owls are present during the non-breeding season (generally September 1 to January 31), a 250-foot buffer zone shall be maintained around the occupied burrow(s), if feasible. If maintaining such a buffer is not feasible, a reduced buffer and monitoring may be implemented as described under MM	Prior to issuance of a grading permit for the Caribbean Campus Project's West Channel improvement work.	Pre-construction	City of Sunnyvale and Valley Water District			

Mitigation Monitoring and Reporting Program
Google Caribbean Campus Project

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
BIO-8, or else the owls should be passively relocated as described in MM BIO-9 below. During the breeding season (generally February 1 to August 31), a 250- foot buffer, within which no new Project-related activities will be permissible, will be maintained between Project activities and occupied nest. Owls present between February 1 and August 31 will be assumed to be nesting, unless monitoring evidence indicates that the owls are no longer nesting or the young owls are foraging independently, or only a single owl (rather than a breeding pair) is present after July 1st and there is no evidence that young owls are present. If no active nesting is occurring, the buffer may be reduced or the owls may be relocated prior to August 31, in consultation with the CDFW.						
MM BIO-8 from VW EIR: Monitor Owls during Construction Any owls occupying the Project Area are likely habituated to frequent human disturbances throughout the year in the form of maintenance activities and recreational use of the levee maintenance roads. As a result, they may exhibit a tolerance of greater levels of human disturbance than owls in more natural settings, and work within the standard 250-foot buffer during the nesting season may be able to proceed without disturbing the owls. Therefore, if nesting owls are determined to be present on the site, and Project activities cannot feasibly avoid disturbance of the area within 250 feet of the occupied nest construction activities within the non-disturbance buffer will be allowed during the breeding season if the following criteria are met: - the nest is not disturbed, and - the project proponent develops an avoidance, minimization, and monitoring plan that will be approved	Prior to issuance of a grading permit for the Caribbean Campus Project's West Channel improvement work.	Pre-construction	City of Sunnyvale and Valley Water District			

Mitigation Monitoring and Reporting Program
Google Caribbean Campus Project

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
by the CDFW prior to project construction, and that is based on the following criteria. - o A qualified biologist monitors the owls for at least 3 days prior to construction to determine baseline nesting and foraging behavior (i.e., behavior without construction). - o The same qualified biologist monitors the owls during construction and finds no change in owl nesting and foraging behavior in response to construction activities. - o If there is any change in owl nesting and foraging behavior as a result of construction activities, these activities will cease within the 250-foot buffer. Construction cannot resume within the 250-foot buffer until the adults and juveniles from the occupied burrows have moved out of the project site. - o If monitoring indicates that the nest is abandoned prior to the end of nesting season and the burrow is no longer in use by owls, the non-disturbance buffer zone may be removed. The biologist will excavate the burrow to prevent reoccupation after receiving approval from the CDFW. Construction activities within the non-disturbance buffer during the non-breeding season will be allowed if the following criteria are met in order to prevent owls from abandoning important overwintering sites. Alternatively, the owl(s) may be passively evicted during the non-breeding season (see Mitigation Measure BIO-9). • A qualified biologist monitors the owls for at least 3 days prior to construction to determine baseline foraging behavior (i.e., behavior without construction).						

Mitigation Monitoring and Reporting Program Google Caribbean Campus Project

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
- The same qualified biologist monitors the owls during construction and finds no change in owl foraging behavior in response to construction activities. - If there is any change in owl nesting and foraging behavior as a result of construction activities, these activities will cease within the 250-foot buffer. - If the owls are gone for at least one week, a qualified biologist may excavate usable burrows to prevent owls from re-occupying the site. After all usable burrows are excavated, the buffer zone may be removed and construction may continue.						
MM BIO-9 from VW EIR: Passively Relocate Burrowing Owls If construction will directly impact occupied burrows, a qualified biologist will passively evict owls from burrows during the nonbreeding season (September 1 to January 31). No burrowing owls will be evicted during the nesting season (February 1 through August 31) except with the CDFW's concurrence that evidence demonstrates that nesting is not actively occurring (e.g., because the owls have not yet begun nesting early in the season, or because young have already fledged late in the season). Eviction will occur through the use of one-way doors inserted into the occupied burrow and all burrows within impact areas that are within 250 feet of the occupied burrow (to prevent occupation of other burrows that will be impacted). One-way doors will be installed by a qualified biologist and left in place for at least 48 hours before they are removed. The burrows will then be backfilled to prevent re-occupation. Although relocation of owls may be necessary to avoid the direct injury or mortality of owls during construction, relocated owls may suffer predation, competition with other owls, or	Prior to issuance of a grading permit for the Caribbean Campus Project's West Channel improvement work.	Pre-construction	City of Sunnyvale and Valley Water District			

Mitigation Monitoring and Reporting Program
Google Caribbean Campus Project

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
reduced health or reproductive success as a result of being relegated to more marginal habitat. However, the benefits of such relocation, in terms of avoiding direct injury or mortality, would outweigh any adverse effects.						
MM BIO-10 from VW EIR: Restoration of Temporary Impact Areas Impacted ruderal/grassland habitat in the Project Work Areas will be restored onsite at a minimum ratio of 2:1 (2 acres of mitigation for every 1 acre disturbed) and shall be included in the Wetland and Jurisdictional Waters Mitigation and Monitoring Plan.	Concurrent with implementation of the Caribbean Campus Project's West Channel improvement work	Pre-construction	City of Sunnyvale and Valley Water District			
MM BIO-11 from VW EIR: Compensatory Mitigation for Burrowing Owls If direct impacts of occupied breeding habitat cannot be avoided (see MM BIO-8), compensatory mitigation will be provided in the form of habitat preservation and/or management. All ruderal/nonnative grasslands located within the portion of the Project Work Area located north of Caribbean Drive are considered occupied breeding habitat, because (1) burrowing owls have been widely documented to occupy the grassland habitats on the old landfills surrounding the City of Sunnyvale Recycling Center and Water Pollution Control Plant (WPCP), (2) known occupied habitat in these areas is contiguous with potentially suitable burrowing owl habitat within the Project Site, and (3) burrows and associated surrounding habitat are essential ecological requisites for burrowing owls throughout the year (CDFG 2012). Habitat compensation shall be provided for all Project impacts that result in a permanent loss of ruderal/non-native grasslands north of Caribbean Drive at a ratio of 2:1, on an acreage basis.	Prior to issuance of a grading permit for the Caribbean Campus Project's West Channel improvement work	Pre-construction	City of Sunnyvale and Valley Water District			

Mitigation Monitoring and Reporting Program
Google Caribbean Campus Project

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Additional habitat compensation will be provided in the event that any burrowing owls require relocation from suitable nesting habitat. Mitigation will consist of preservation and/or management of owl habitat at a ratio of 9.75 – 19.5 acres of suitable habitat for every pair (or single owl, if unpaired) that must be relocated from these areas, in accordance with California Burrowing Owl Consortium (1993) guidelines. The amount of mitigation habitat provided will depend on whether the mitigation habitat is occupied by burrowing owls (9.75 acres), adjacent to occupied habitat (13.0 acres), or suitable but unoccupied (19.5 acres). Compensatory mitigation is not required in the unlikely event that owls require relocation from portions of the channels south of Caribbean Drive, as these areas do not provide suitable breeding habitat. Mitigation may be provided via the management of suitable habitat either existing lands or lands that are acquired, purchase of credits in a mitigation bank (if one is available), or contribution of funds toward the management of the required amount of suitable habitat owned by another entity (e.g., partnering with the City of Sunnyvale to manage habitat on the old landfills north of Caribbean Drive). The mitigation site must be located in Santa Clara County, or in areas of San Mateo or Alameda counties adjacent to San Francisco Bay, so that the mitigation supports the maintenance of the South San Francisco Bay burrowing owl populations. If the Applicant provides habitat mitigation either on existing lands or on lands that are acquired for mitigation purposes, a habitat mitigation and monitoring plan (HMMP) will be prepared detailing the following: 1. the areas to be preserved for owls;						

Mitigation Monitoring and Reporting Program
Google Caribbean Campus Project

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2. the methods for managing on-site habitat for owls and their prey (including vegetation management to maintain low-statured herbaceous vegetation); 3. methods for enhancing burrow availability within the mitigation site (potentially including the provision of artificial burrows, although long-term management for ground squirrels will be important as well); and 4. measures to minimize adverse effects of development on owls on the site; and a monitoring program and adaptive management program; and 5. performance indicators and success criteria, including the maintenance of ground squirrel burrows at a density similar to densities on the old landfills that currently support burrowing owls, and the maintenance of low-statured herbaceous vegetation.						
MM BIO-13 from VW EIR: Avoid Construction during Bat Maternity Season During the maternity season (April 1 through July 31), a 100-foot buffer, within which no new, construction-related activities shall occur, will be maintained around the [Google Caribbean Campus West Channel Flood Control Improvements Area (West Channel Area)]. Modification of the headwalls at, and any other work within 100 feet of, this bridge shall occur outside the maternity season (i.e., this work will occur between August 1 and March 31) so no non-flying young will be present and any bats using the bridge will be able to disperse if they cannot tolerate this disturbance.	Concurrent with implementation of the Caribbean Campus Project's West Channel improvement work	Pre-construction	City of Sunnyvale and Valley Water District			
Noise						
MM 3.6.3 from LUTE EIR	Prior to issuance of a grading permit	During construction	City of Sunnyvale			

Mitigation Monitoring and Reporting Program
Google Caribbean Campus Project

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New development and public projects shall employ site-specific noise attenuation measures during construction to reduce the generation of construction noise and vibration. These measures shall be included in a Noise Control Plan that shall be submitted for review and approval by the City. Measures specified in the Noise Control Plan and implemented during construction shall include, at a minimum, the following noise control strategies: • Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds; • Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools; and • Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures. • Noise and vibration reducing pile-driving techniques shall be employed during construction and will be monitored to ensure no damage to nearby structures occurs (i.e., vibrations above peak particle velocity (PPVs) of 0.25 inches per second at nearby structures). These techniques shall include: - Installing intake and exhaust mufflers on pile-driving equipment;						

**Mitigation Monitoring and Reporting Program
Google Caribbean Campus Project**

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
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- Vibrating piles into place when feasible, and installing shrouds around the pile- driving hammer where feasible; - Implementing “quiet” pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; - Using cushion blocks to dampen impact noise, if feasible based on soil conditions. Cushion blocks are blocks of material that are used with impact hammer pile drivers. They consist of blocks of material placed atop a piling during installation to minimize noise generated when driving the pile. Materials typically used for cushion blocks include wood, nylon and micarta (a composite material); and - At least 48 hours prior to pile-driving activities, notifying building owners and occupants within 600 feet of the project area of the dates, hours, and expected duration of such activities.						

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