

## 3.0 PROJECT DESCRIPTION

The purpose of this section is to describe the proposed Google Caribbean Campus project (“project,” “proposed project”) in a useful and comprehensible manner to the public, agencies, and decision makers. For the purposes of the California Environmental Quality Act (CEQA), a complete project description must contain the following information: a) the precise location and boundaries of the project area, shown on a detailed map, preferably topographic, along with a regional map of the project’s location; b) a statement of the objectives sought by the project, which should include the underlying purpose of the project and may discuss the project benefits; c) a general description of the project’s technical, economic, and environmental characteristics; and d) a statement briefly describing the intended uses of the EIR by the lead or other agencies for decision making, permits or other approvals (State CEQA Guidelines §15124). An adequate project description need not be exhaustive but should supply the information necessary for the evaluation and review of the project’s effects on the environment.

This Transportation Environmental Impact Report (TEIR) has been prepared to identify and evaluate potential environmental impacts associated with the proposed project. The information provided in this TEIR section meets the requirements of the State CEQA Guidelines Section 15124 and provides a level of detail adequate for public and agency review and consideration of the proposed project and the potential environmental impacts associated with implementation of the proposed project.

### 3.1 PROJECT LOCATION AND SETTINGS

#### Regional Setting

Regionally, the proposed project is in Santa Clara County in the Silicon Valley and in the northwestern area of the City of Sunnyvale (City). Santa Clara County is bounded by Alameda County to the north, San Mateo and Santa Cruz Counties to the west, San Benito County to the south, and Merced and Stanislaus Counties to the east. The Silicon Valley is generally defined as that portion of the Santa Clara Valley that largely serves as the technology center of the world. Santa Clara County and the Silicon Valley has a diverse urban and natural landscape unique to the southern region of the San Francisco Bay area.

The proposed project is located on the southern edge of the San Francisco Bay and is part of a nearly continuous urban landscape with the neighboring cities including Mountain View, Los Altos, Cupertino, and Santa Clara. Areas such as the proposed project site within the Silicon Valley tend to be highly urbanized, with concentrations of high-technology centers, old and new residential areas, transportation infrastructure, and downtown settings. On the boundaries of these urbanized and high density uses there are large natural areas including the San Francisco Bay to the north, Santa Cruz Mountains to the southwest, and the Diablo Mountain Range to the east. These natural features general define the borders of the Silicon Valley in which there are numerous other municipalities including Palo Alto to the west, and San Jose to the east. These areas are typified by development patterns that consisting of suburban, urban, and very high-density land uses.

Regional access to Sunnyvale is provided by US Highway 101 (US HWY 101) and State Route (SR) 237. Both are located approximately one mile to the south of the proposed project. US HWY 101 is an eight-lane freeway with a high occupancy vehicle (HOV) lane in each direction and SR 237 is a six-lane freeway with a high occupancy toll (HOT) lane in each direction. From this location, SR 237 trends northeasterly and southwesterly connecting to Interstate 880 (I-880) approximately seven miles to the east and to Interstate 680 (I-680) approximately eight miles to the east. I-880 generally trends north and south and provides access to points north including San Leandro and Oakland, and points south including San Jose before joining US HWY 101. From this point US HWY 101 continues south through Santa Clara County to as far south as Los Angeles County. Closer to the project area, US HWY 101 generally trends to north and south on the west side of the San Francisco Bay and provides access to Sonoma County, Marin County, San Francisco County, and San Mateo County. *Figure 3-1: Regional Location Map*, shows the project site in relation to surrounding counties as well as major transportation corridors.

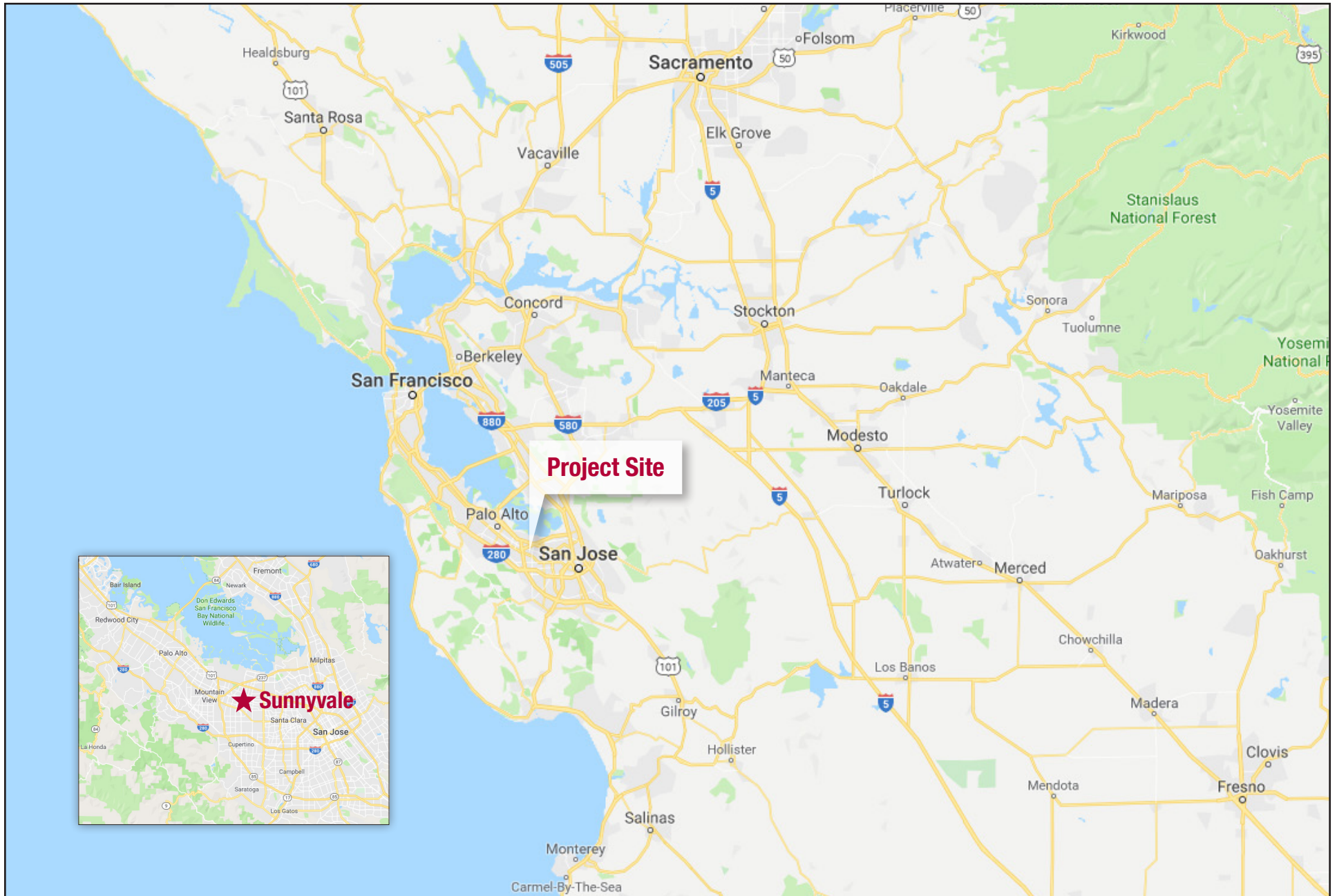
## Local Setting

### *City of Sunnyvale*

The City is located immediately south of the San Francisco Bay and occupies approximately 22 square miles. The City contains a mix of land uses from residential, commercial, industrial, recreational, open space, and is accessed via major transportation corridors, arterial roadways, and local roads. The majority of the commercial and industrial uses occupy the northerly portion of the City that is located north of the Central Expressway and Caltrain line. These corridors are located approximately 2.5 miles south of the project site. The Caltrain line divides the City roughly in half from west to east and provides service to San Francisco to the northwest and southerly to the city of Gilroy. South of this dividing line the City is characterized by predominantly residential development of an urban scale.

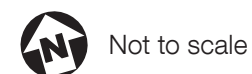
The MPSP is located in the northernmost area of the City and is bounded by the southern San Francisco Bay (Bay). The proposed project area occupies the northernmost area of the MPSP plan area and is approximately 0.25 miles from the Bay. The project site is on flat ground and is surrounded by other industrial and commercial uses largely related the technology industry.

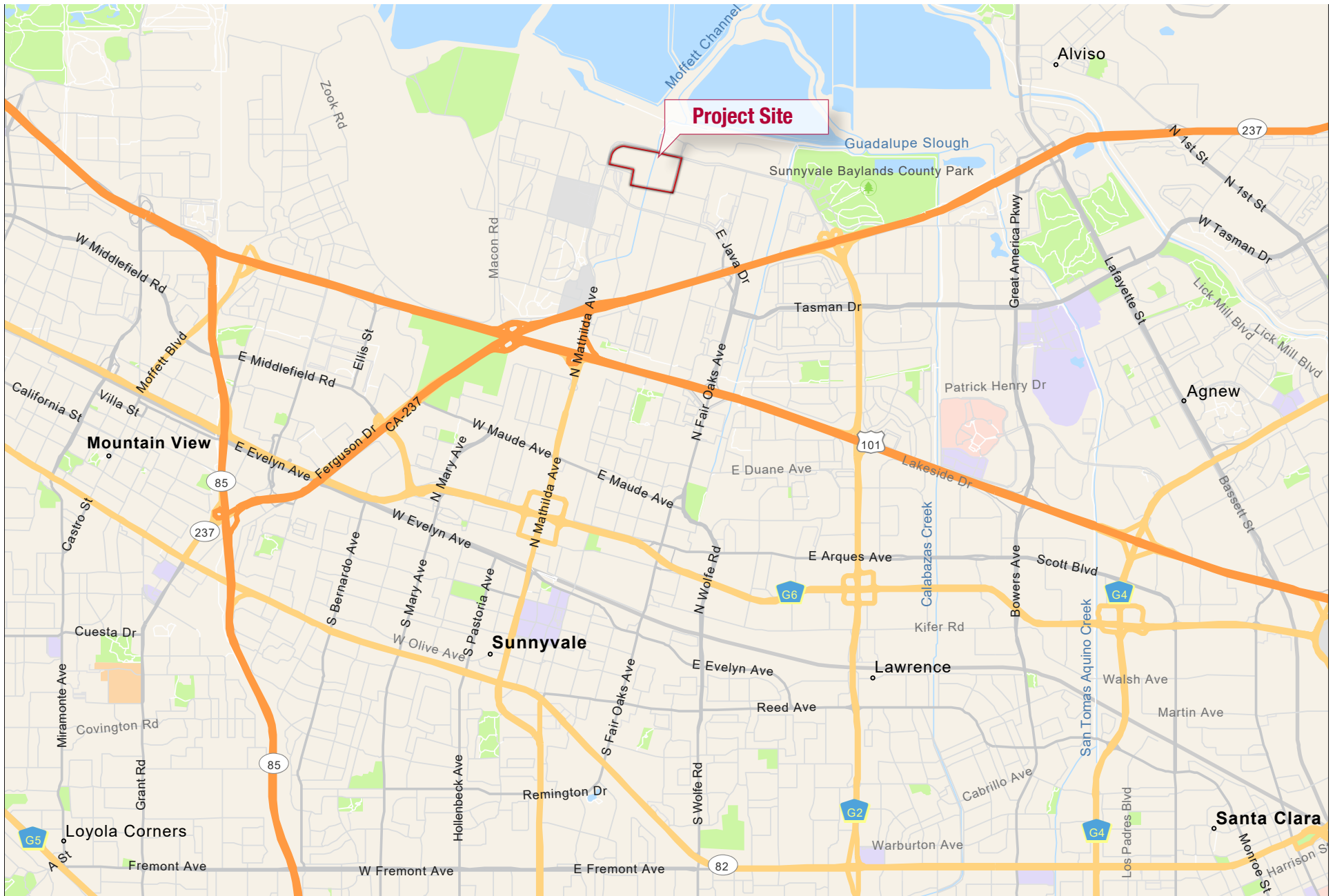
The recent expansion and redevelopment within the MPSP was in response to the rapid growth in the technology sector and corresponding expansion within the Silicon Valley. This has resulted in both the City and Santa Clara County having to respond to substantial amounts of commercial and industrial growth over the last two decades. According to the California Department of Finance (CDOF), the City population was approximately 155,567 on January 1, 2019 (CDOF, 2019). In 2000 the population was approximately 132,198, and 140,081 in 2010. This represents a near 20-year increase of approximately 17% (CDOF, 2019b). In large part, population growth in the City has been tied to the relatively recent focus on the technology sector and notably within previously developed areas of the MPSP. This is evidenced by the other Google complexes, and other technology companies including Amazon, Yahoo, Juniper Networks, etc. *Figure 3-2: Local Vicinity Map* shows the project site in relation to its position within the City and major transportation routes.



Source: Google Maps, 2019

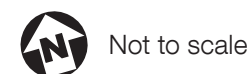
**FIGURE 3-1:** Regional Location Map  
Google Caribbean Campus





Source: ESRI, 2019

**FIGURE 3-2:** Local Vicinity Map  
Google Caribbean Campus





### Project Site

The proposed project is located in the City of Sunnyvale within the northern portion of the highly developed MPSP area. The character of the site is typical of other areas in MPSP that are currently developed with the original single story commercial and industrial uses. The existing uses have been in place since the 1960s. At that time, the MPSP area was predominately used by the armed forces and defense industry including the Air Force, the Navy, Lockheed Martin Corporation, and the National Aeronautics and Space Administration (NASA). Beginning in the late 1990s, several high-tech businesses began redevelopment in the MPSP area with construction of midrise structures and corporate campuses. Since that time, other campuses and companies such as Rambus, Java, and Google, have redeveloped areas in the MPSP and the location has become a technology hub in the Silicon Valley.

The existing structures are blocky in design and are largely rectangular or square in shape with flat oblique sides. The buildings are generally surrounded by paved ground consisting of level parking lots and interspersed with non-native landscaped areas. The vast majority of the properties are covered in hardscape. The site is generally vegetated with non-native ornamental landscaping, vegetated areas along streetscapes, and vegetated islands with trees and shrubs in the parking lots. *Figure 3-3: Aerial Photograph of the Proposed Project Site*, provides a colorized view of the overall characteristics of the project site.

The project is 40.44 acres, generally flat, and is bounded by West Caribbean Way on the north, Mathilda Avenue on the west, Borregas Avenue on the east, and Caspian Court and Bordeaux Avenue on the south. The built environment on the site consists of 13 existing single-story buildings used for industrial, office, and research and development, totaling approximately 710,381 square feet. The existing buildings occur on a total of 10 private parcels at 13 difference addresses as shown in *Table 3-1: Project Parcel and Property Information*.

**Table 3-1: Project Parcel and Property Information**

Address	Parcel Number	Acres	Existing Building sf
<b>Properties West the West Channel (200 West Caribbean Drive)</b>			
1330-1338 Bordeaux Drive, 1340-1346 Bordeaux Drive, 1350 Bordeaux Drive, 1360-1368 Bordeaux Drive	110-26-025	9.26	25,200sf, 50,400 sf, 34,500 sf, 25,200sf
390-394 West Caribbean Drive	110-26-020	4.58	86,000
380-384 West Caribbean Drive	110-26-021	2.95	54,000
370-376 West Caribbean Drive	110-26-022	2.91	54,000
360-364 West Caribbean Drive	110-26-023	3.49	72,000
<b>Sub-Total</b>	--	<b>23.19</b>	<b>401,300</b>
<b>Properties East of the West Channel (100 West Caribbean Drive)</b>			
140-146 West Caribbean Drive	110-26-027	4.50	90,000
1393-1395 Borregas Avenue	110-26-028	2.88	50,880
1383 Borregas Avenue	110-26-029	2.63	50,880
141 Caspian Court	110-26-031	3.63	57,344
1325 Borregas Avenue	110-26-030	3.61	50,000
<b>Sub-Total</b>	--	<b>17.25</b>	<b>299,104</b>
<b>TOTAL:</b>	--	<b>40.44</b>	<b>700,404</b>
West Channel Parcel--	110-26-049	4.915	--
Note: The Valley Water parcel is included. Although Valley Water would maintain control over the parcel, some improvements in this area would occur.			





Source: Google Maps, 2019

**FIGURE 3-3:** Aerial Photograph  
Google Caribbean Campus



Not to scale



The table shows the existing addressed, parcel numbers, acres of each parcel, and square feet (sf) of the structures in each area. The table is delineated into properties that occur on the west versus east side of the West Channel. It should be noted that the existing addressed would be consolidated and project site would be identified by only two addresses, 200 West Caribbean Drive and 100 West Caribbean Drive. This fact is noted in the table for consistency with other portions of the project description this TEIR that describe and evaluate the proposed project by these terms.

The project site is bisected from north to south by approximately 1,000 feet of the Valley Water's West Channel, which occupies approximately 4.9 acres of the project site. The West Channel is an open topped man-made flood control channel. It is culverted under West Java Drive south of the project site and culverted under West Caribbean Drive at the northerly site boundary. Within the project site the West Channel has steep vegetated banks and has a heavily disturbed dirt access road on the on the top of the levees. From the top of the levee, the channel slopes downward approximately 40 feet to the adjacent project parcels. This area is characterized by upland vegetation and trees near along the property lines. The total width of the West Channel is approximately 140 feet.

## 3.2 SURROUNDING LAND USES

The areas surrounding the project site are typical of the larger MPSP area with some portions having been redeveloped with modern mid-rise buildings associated with the technical industry. Areas that have not been redeveloped are similar to the project site and contain single and two-story structures in a design typical of a business park used for commercial and industrial purposed. The areas are characterized by square and rectangular buildings and expansive parking and hardscape to facilitate parking for employees and visitors. The areas are well landscaped with a variety of ornamental trees and shrubs adjacent to roadways, within roadway medians, along the sidewalks, and in planting islands in the surface parking lots.

Immediately adjacent to the project site, the areas to the south, east, and west, do contain a mix of land uses that remain as originally constructed as well as sites that have been redeveloped with modern mid-rise structures associated with technology uses typical of the Silicon Valley. The area north and northeast of the project site is designated for use as public facilities and is occupied by the Sunnyvale Landfill (closed since 1993) and a Donald M. Somers Wastewater Treatment Plant. The San Francisco Bay Trail and detention ponds used by the wastewater treatment plant are located between these areas and the South San Francisco Bay which lays further north. After existing the project site, the West Channel continues flowing north before entering the Guadalupe Slough within Moffett Channel before its outfall to the south San Francisco Bay. To the south and east across Borregas Avenue and Caspian Court, respectively, uses consist of the original single-story office, research and development and industrial buildings as well as the new six-story Java Metro Center on the northwest corner of Borregas Avenue and E. Java Drive. This structure is bounded by East Java Drive and the Santa Clara Valley Transportation Authority (VTA) Borregas Light Rail Station. The light rail station is approximately 800 feet south of the project site.

To the southwest of the project site across Bordeaux Drive are two previously developed sites on which the buildings have been removed. These sites are now heavily disturbed and occupied by grass, shrubs,

trees, old parking lot and storage containers. West of the vacant parcels is a large parking lot used by workers and visitors for the two, four-story Yahoo buildings that are bounded by Mathilda Avenue to the west, Bordeaux Drive to the north, and West Java Drive to the south. To the southwest of the intersection of North Mathilda Avenue and Bordeaux Drive is five story building with an approximate four-acre surface parking lot shaded by solar panels canopies. Lastly, to the west, across Mathilda Drive are two separate structures, one is a five story-building and the other is a three-story parking structure.

### **3.3 LAND USE DESIGNATIONS AND ZONING**

The proposed project is located in the City of Sunnyvale with the northern portion of the MPSP area. Land use and planning policy documents that guide the development and redevelopment include the MPSP as well as City of Sunnyvale Municipal Code (Municipal Code) and City of Sunnyvale General Plan (SGP), each of which are discussed in more detail below.

#### **City of Sunnyvale Municipal Code**

Zoning within the Municipal Code is referred to as the Uniform Planning and Zoning Code (UPZC) of the City. As defined in Title 19.02.030 the three main purposes of this section are:

- (a) To protect and promote the public health, safety, peace, comfort and general welfare;
- (b) To establish the procedure for adoption of the general plan for the physical development of the city of Sunnyvale and land outside its corporate limits which may be included within the city of Sunnyvale at a future time, and adoption of specific plans, precise plans, including precise zoning plans, and amendments thereof; and
- (c) To create zoning districts and regulations applicable thereto;

Under the last point (c), the UPZC lists eleven related regulations including: classifications of building types, densities, heights, and allowable locations; protection of City character and the provision of orderly development, access, and proper transportation; creation of districts to best carry out the purpose of the UPZC; prevention of unlawful development; provision for safe development and avoid hazards; prevention of incompatible and nonconforming uses; and defining the powers of the city in relation to fulfilling the purposes of the UPZC.

The UPZC establishes specific zoning districts for uses including residential, commercial, public facilities, industrial, open space, etc. The UPZC also establishes larger Specific Plan Districts, which are further refined in a Specific Plan document. Chapter 19.29 relates to the MPSP and the findings and purpose of this section are as follows:

- (a) The MPSP district is established to implement the MPSP, which is incorporated herein by reference. The MPSP is a comprehensive, long term planning document for the MPSP area, and includes architectural and design guidelines, site development standards, public facility improvement plans, and an environmental mitigation monitoring program to be implemented



through zoning and subdivision regulations, development standards, and public and private improvements.

(b) The city council makes the following findings:

- (1) Implementation of the MPSP will diversify and strengthen the economic opportunities and fiscal health of the city.
- (2) Implementation of the MPSP will contribute positively to the city's regional prominence and community character.
- (3) Implementation of the MPSP is in accordance with the city's goal to promote smart growth and sustainable development.

(c) It is the purpose of the provisions of this chapter to:

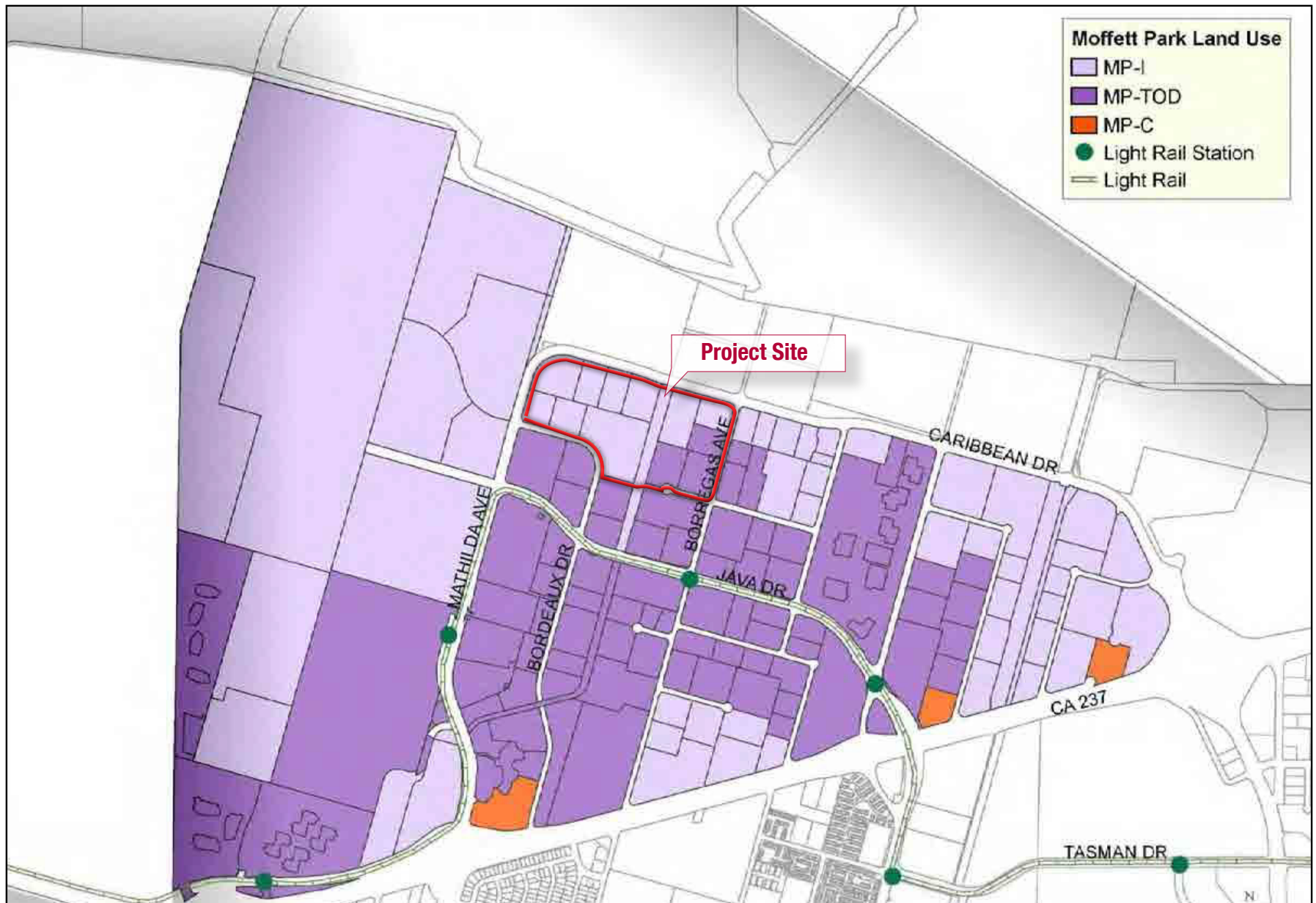
- (1) Protect and promote the public health, safety, peace, comfort and general welfare;
- (2) Define development procedures and administrative requirements to obtain the objectives of the MPSP. (Ord. 2750-04 § 6)

Within the UPZC there are specific regulations pertaining to permitted and conditionally permitted uses, development intensity, the design review and permitting process, green building requirements, site development standards, and application of mitigation measures. Similar to the General Plan, the UPZC also relies on the MPSP for development noting that the owner or occupant of land or buildings used for any purpose in the MPSP district shall provide the facilities as required by and which conform with the regulations set forth in the MPSP. *Figure 3-4: Moffett Park Specific Plan Land Use Map*, shows the City Zoning Map and Land Use Zones, which carry the same designation.

## City of Sunnyvale General Plan

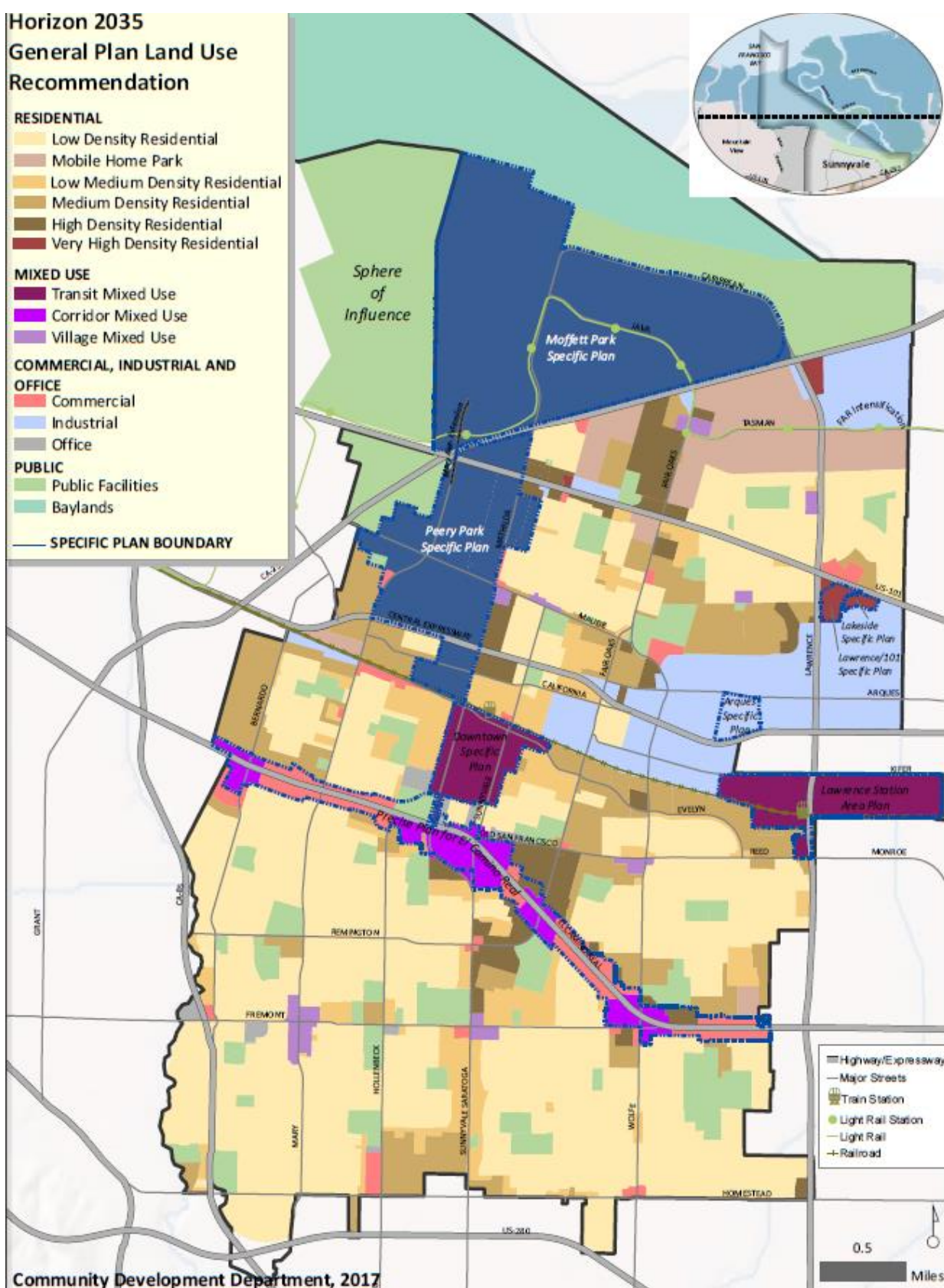
The SGP is the City's long-term blueprint for the community and provides the vision for future growth. The SGP includes goals, policies and programs that convey long-term planning for the Sunnyvale community, guides local decision-making, and is the basis for determining acceptable land uses. The SGP consists of a Community Vision and five supporting chapters addressing the physical development of the City. These chapters group related topics together such as Community Character, Safety and Noise, and Environmental Management.

Typically, a general plan designates areas within a city or county to be used for certain uses such as residential (single family, multi-family, etc.), commercial (community commercial, highway commercial, etc.), or industrial (heavy, medium, light, etc.). General plans also may designate areas as special districts or adopt or recognize that development will proceed according to a Specific Plan. Specific Plan areas can range in size from relatively small to thousands of acres. Specific Plans typically provide a more finely defined development scheme, and planning tends to be more precise in terms of the locations and specificity of certain land uses. Specific plans may designate the precise location of roadways and include a narrower range of allowable land uses than under a general plan. *Table 3-2: Project Site Parcels, Land Use Designations, and Acres*, shows the planning characteristics of the existing parcels, and *Figure 3-5: General Plan*, shows the City General Plan Map and associated land use designations.



**FIGURE 3-4:** Moffett Park Specific Plan Land Use Map  
Google Caribbean Campus

Not to scale



**Table 3-2: Project Site Parcels, Land Use Designations, and Acres**

Address	Parcel Number	Zoning and Moffett Park Specific Plan	General Plan Designation
<b>200 West Caribbean Drive – (Properties West the West Channel)</b>			
1330-1338 Bordeaux Drive, 1340-1346 Bordeaux Drive, 1350 Bordeaux Drive, 1360-1368 Bordeaux Drive	110-26-025	MP-I	MP
390-394 West Caribbean Drive	110-26-020	MP-I	MP
380-384 West Caribbean Drive	110-26-021	MP-I	MP
370-376 West Caribbean Drive	110-26-022	MP-I	MP
360-364 West Caribbean Drive	110-26-023	MP-I	MP
<b>100 West Caribbean Drive (Properties East of the West Channel)</b>			
140-146 West Caribbean Drive	110-26-027	MP-I	MP
1393-1395 Borregas Avenue	110-26-028	MP-I	MP
1383 Borregas Avenue	110-26-029	MP-TOD	MP
141 Caspian Court	110-26-031	MP-TOD	MP
1325 Borregas Avenue	110-26-030	MP-TOD	MP
<b>West Channel--</b>			
--	110-26-049 (West Channel Parcel)	MP-I	MP – VW
Note: The Valley Water parcel is included. Although Valley Water would maintain control over the parcel, some improvements in this area would occur.			

## Moffett Park Specific Plan

The proposed project is located within the MPSP area as identified in the SGP. While the SGP provides some guidance for the overall development patterns within Moffett Park, it defers specific development guidance to the MPSP. The MPSP was originally adopted by the City in July of 2004 and has been revised four times – [November 2006 (Resolution No. 244-06), March 2009 (Resolution No. 369-09), September 2011 (Resolution No. 498-11, and most recently updated in December 2013 (Resolution No. 622-13)]. The MPSP area is located in the northwestern portion of the City of Sunnyvale and generally occupies approximately 1,156 acres of which 1,068 acres are developable. The MPSP is generally bounded by Caribbean Drive, Carl Road, and the Bay Trail on the north; SR-237 on the south; Caribbean Drive on the east; and Enterprise Way on the west. The MPSP defines land uses, development opportunities, goals and objectives, etc., for the specific plan area.

The purpose of the MPSP is to provide a framework to facilitate and encourage comprehensive development within a long-term plan that supports the development of a mix of land uses including those uses that are supportive of the targeted principal Class A office and R&D uses. *Figure 3-4* shows the MPSP area and associated land use designations. Properties surrounding the project site consist of MP-I and MP-TOD to the south, west, and east. To the north the area is designated for Public Facilities and is occupied by Sunnyvale Landfill and undeveloped Baylands.

As discussed above, the overall goal of the MPSP is to provide a comprehensive, long-term plan that supports the development of a mix of land uses and addresses the potential impacts of future



development within the MPSP area. The MPSP encourages development types such as corporate headquarters, office uses, and research/development facilities with high technology companies. The MPSP designates three specific land uses to meet the purpose of the MPSP, two of which are applicable to the proposed project. These designations include Moffett Park Transit Oriented Development (MP-TOD), Moffett Park – General Industrial (MP-I).

**MP-TOD:** This subdistrict includes parcels within 0.25 mile of an existing light rail station. It permits the highest intensity of development (such as Class A office, R&D and corporate headquarters). It is assumed that proximity to light rail will encourage a larger proportion of workers to commute by transit rather than by automobile. The purpose of the MP-TOD subdistrict is to encourage higher intensity uses in close proximity to the Tasman Light Rail Corridor. The MP-TOD subdistrict is intended for the construction, use, and occupancy of buildings for office, corporate headquarters, research, and limited manufacturing; as well as ancillary uses that include hotels, restaurants, financial institutions, retail sales and services, professional services, and similar compatible uses. Accessory uses for the benefit of onsite employees (e.g., small childcare facilities, recreational facilities, cafeterias) are also allowed and encouraged. MP-TOD encourages mixed use approach to future development to provide needed support services in the transit core.

The MP-TOD subdistrict provides approximately 539 gross acres primarily for office, commercial, and industrial development at a standard intensity of 0.5 FAR. In addition, the allowable floor area ratio may be increased to 0.7 FAR by utilizing the Development Reserve as outlined in the Specific Plan.

**MP-I:** The MP-I subdistrict is intended for general industrial development at moderate FAR levels due to its proximity to regional transportation facilities and transit services. The Standard FAR for this zone is 35% but it can be increased to maximum of 50%. The MP-I subdistrict provides is intended for the construction, use, and occupancy of buildings for primarily office, warehouse, and general industrial development. Ancillary uses that include hotels, restaurants, financial institutions, retail sales and services, professional services, and similar compatible uses. Accessory uses for the benefit of onsite employees (e.g., small childcare facilities, recreational facilities, cafeterias) are also allowed and encouraged.

---

## 3.4 PROPOSED PROJECT

### Project Overview

The Google Caribbean Campus project (project, proposed project) is located in within the Moffett Park Specific Plan (MPSP) area in the City of Sunnyvale (City). The project site is located on approximately 40.44 acres comprised of 10 existing assessor parcels. The project site is currently developed with 13 existing single-story structures (four of which occur on a single parcel) and are used for commercial business, research and development, and industrial. Other uses include parking lots access roads, sidewalks, and landscaped areas. The proposed project consists of redevelopment of the site with the new buildings. The redevelopment of the project site would include demolition of the existing structures, removal of

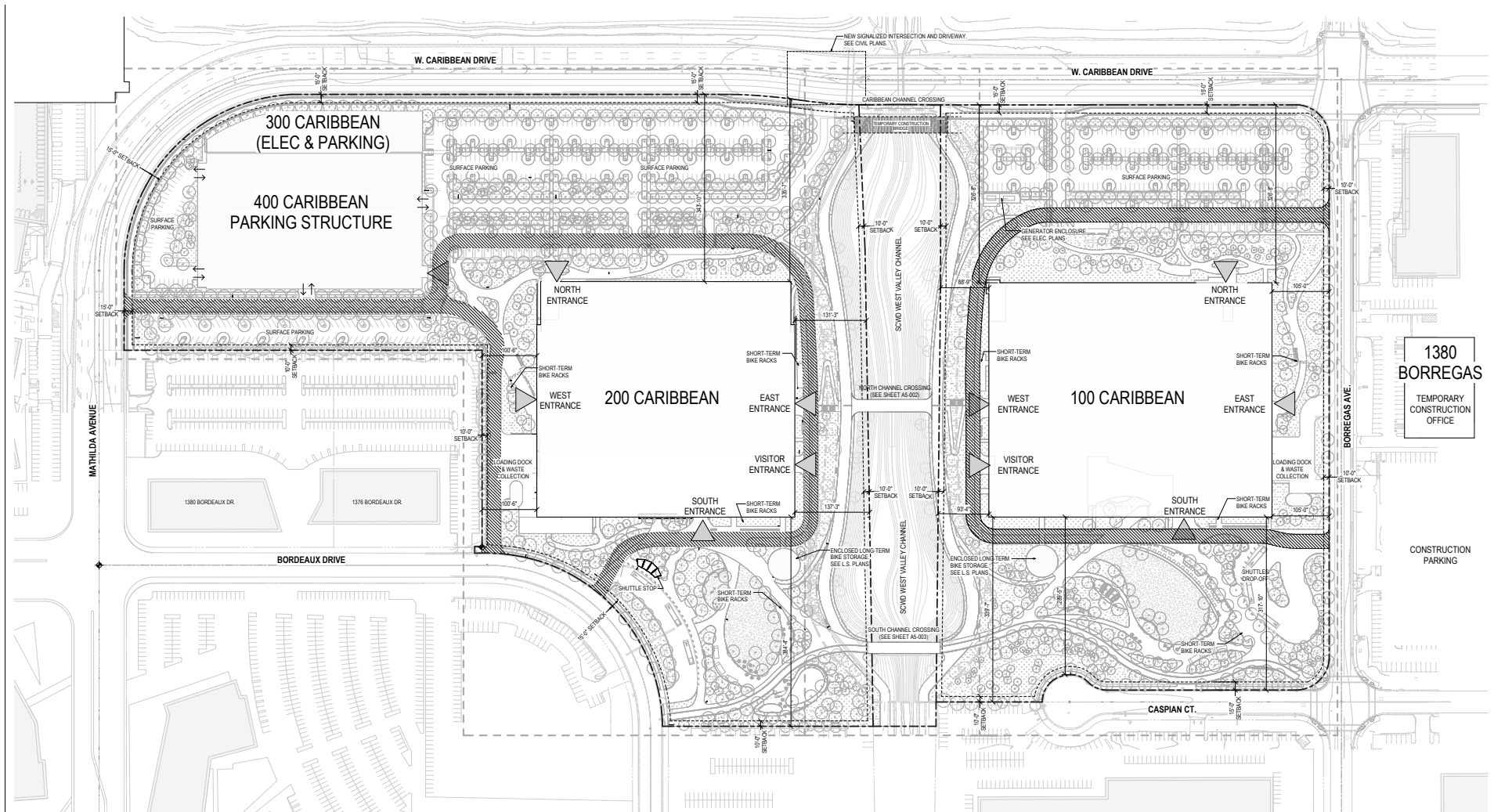
materials, excavation and grading, and final construction of the project. Site demolition would begin after all city approvals, permits, land use entitlements, and environmental clearances are obtained.

The proposed project would be developed with two new buildings, parking structures, surface parking, interior access roads, extensive landscaping, and pedestrian and bicycle paths. The project site would be readdressed to 100 and 200 West Caribbean Drive. The 200 Caribbean Drive site would be the westernmost property and 100 Caribbean Drive would be the easternmost property. The two buildings would be five-story totaling 1,041,890 square feet with 2,092 parking spaces, as well as multimodal transportation access for busses, shuttles, connection to the VTA Light Rail, with a focus on pedestrian and bicycle circulation. The specific nature of the project site and detailed project description is provided in the subsequent pages.

## Project Description

The proposed project would result in the demolition of the existing structures and hardscape and redevelopment of the project site with two modern five-story mid-rise structures totaling approximately 1,041,890 sf. The new buildings would be designed to be consistent with other existing as well as future redevelopment efforts in the MPSP. The two proposed structures would be five stories each, and the buildings would share use of the proposed four-story parking garage, surface parking lots, and other project amenities including landscaped courtyards, walkways, and alternative transportation elements. The proposed site plan is shown in *Figure 3-6: Proposed Site Plan*. More specifically, the project would consist of 271,040 sf of office space, 346,395 sf for amenities/meeting rooms, food service, and fitness; 389,397 sf for cores, circulation, and bathrooms, and 35,059 sf of other (walls). The project also would provide a total of 2,092 parking spaces. The buildings are designed for a single tenant, would be designed to be consistent with other projects in the area, includes design features to integrate to the existing landscape and surrounding developments, as well as future redevelopment that would occur within the MPSP.

The project site would be re-addressed, and the two five-story buildings would be known as 100 West Caribbean Drive and 200 West Caribbean Drive. The westerly structure would be addressed 200 West Caribbean Drive and occupy the portion of the project site west of the West Channel, and the easterly structure would be addressed 100 West Caribbean Drive and occupy the portion of the site east of the West Channel. The structure at 100 West Caribbean Drive would consist of 536,750 sf, and the structure at 200 West Caribbean Drive would consists of 505,140 sf. Both proposed buildings both would have an overall height of 120 feet, 5 inches as measured from the finished floor to the top of the screening facades for the air handling unit (AHU). The proposed project also includes a parking garage, surface parking lots, and other project components that are discussed in additional detail below. Business serving uses would include office, office supports, rooms for events and tech talk, building support, core/MEP, and flexible use spaces. The proposed project also would provide a range of services to employees that would include amenities such as, food service, recreation, fitness, leisure areas, food service, fitness and massage, wellness, and landscaped and decoratively paved pedestrian pathways. The completed project would require a total of approximately 4,500 employees.



**FIGURE 3-6:** Proposed Site Plan  
Google Caribbean Campus



Not to scale

Lastly, the proposed project includes uses that would support operations and includes shipping and receiving, maintenance areas, health and safety, storage areas, vehicles to support operations, landscaped areas. The specific overall square footage proposed for these uses are shown in *Table 3-3: Project Uses and Area*. Specific details of the project components are discussed in additional detail further below.

**Table 3-3: Project Uses and Area**

Use	Area (square feet)	Percent of Area (sf)
Office Space	271,040 sf	26.01%
Amenities/Meeting Rooms/Food/Fitness	346,394 sf	33.25%
Cores/Circulation/Bathrooms	389,397 sf	37.37%
Other (walls)	35,059 sf	3.36%
<b>Total:</b>	<b>1,041,890</b>	<b>100.00%</b>

## Design Concept

The project's office buildings are designed with unique stepped and sloped green roof lines. The proposed design concepts are shown in *Figure 3-7: Landscape Site Plan*, *Figure 3-8: Project Rendering*, and *Figure 3-9: Proposed Design Concepts*. This plan for the roof would provide a walkable landscaped environment for use by campus personnel. The walkable paths would be Americans with Disabilities Act (ADA) compliant and crisscross the roof and provide access from the ground floor to the fourth floor. The paths would end at a small courtyard with seating and landscaping on the fourth-floor roof and the green roof would terminate where it joins the fifth-floor roof line. The green roofs would incorporate a decorative attractive plant pallet including shrubs and trees.

The project proposes to use differentiated roof lines that would provide diverse but compatible textures, colors, and materials that would break up the visual building massing that is generally associated with the facades of a five-story building and parking structure. The proposed project has been designed to create greater visual variety, a sense of place, and unobtrusive visual interest while establishing its own individual character within the MPSP. Portions of the building facades, in addition to the windows, would have open but fixed metal mesh diamond shaped shading devices designed to provide visual variety, prevent bird strikes, and reduce energy transferred from and into the structures. The buildings are positioned to provide functional open spaces, plazas, courtyards and tree and vegetation lined walkways. Views of the structure from the north would be softened as compared to traditional oblique buildings, as the proposed project would integrate the stepped design.

These design elements are intended to create a commercial/industrial project with diverse architectural forms that would balance with the existing environment. The parking structure is designed as an open, naturally ventilated structure which carries minimum open facade requirements. The parking structure would include a public art themed facade to break up the massing. Vegetation and berms including trees are proposed around the outside of the project site and the parking structure may contain creeping vines to break up the visual bulk of the structure.





**FIGURE 3-7:** Landscape Site Plan  
Google Caribbean Campus



Not to scale





**FIGURE 3-8:** Project Rendering  
Google Caribbean Campus





5 AERIAL VIEW OF BUILDINGS 100 & 200



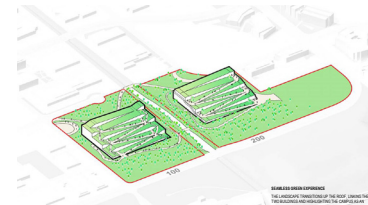
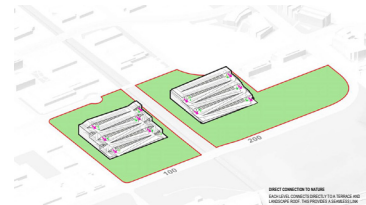
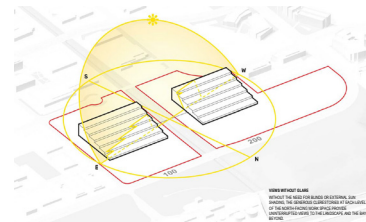
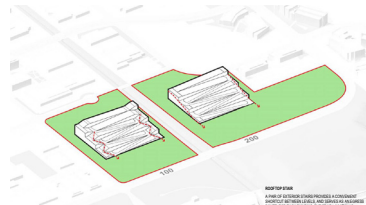
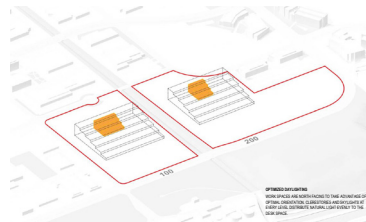
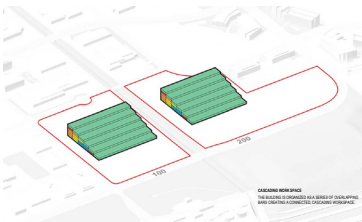
4 NORTH FACADE - BUILDING 100



3 GREEN ROOF - BUILDING 200



2 PORCH VIEW OF BUILDING 200



**FIGURE 3-9:** Proposed Design Concepts  
Google Caribbean Campus

In addition to the green landscaping, the proposed project would use numerous Leadership in Environmental Design (LEED) measures to increase the sustainability of the project. LEED features include but are not limited to reduced parking footprints, use of open space, rainwater management, heat island reduction, light pollution reduction, numerous water efficiency measures, numerous energy conservation such as metering, using performance standards, and carbon offsets.

## Project Density

The MPSP has two different types of density or FAR allowances available for qualifying projects. These allowances include a Development Reserve and Transfer of Development Rights (TDR). No TDR is proposed as part of the project. The proposed building at 100 West Caribbean Drive would be approximately 536,750 sf and 200 West Caribbean Drive would be approximately 505,140 sf. The total area of the new buildings would be approximately 1,041,890.

As discussed, based on the existing zoning designations, proposed sf, and total allowable FAR the proposed project would require a FAR allowance from the MPSP Development Reserve. The proposed project would exceed the standard FAR by a total of approximately 360,851 sf. The proposed project would rely on the MPSP Development Reserve and will comply with the City's Green Building requirements to achieve a total FAR of 0.66, consistent with the MP-TOD and MP-I sub-districts. The 100 West Caribbean Drive site would require a FAR allowance of 209,315 sf, and 200 West Caribbean Drive would require an allowance of 151,536 sf. *Table 3-4: Proposed Building Square Feet and Floor Area Ratio* shows this information.

**Table 3-4: Proposed Building Square Feet and Floor Area Ratio (FAR)**

Building Address	Proposed SF	Standard FAR sf	Required sf Allowance	Proposed FAR
100 Caribbean	536,750	327,435	209,315	0.50
200 Caribbean	505,140	353,604	151,536	0.71
<b>Total</b>	<b>1,041,890</b>	<b>681,039</b>	<b>360,851</b>	<b>0.66</b>
Abbreviations: FAR = Floor Area Ratio, sf – square feet.				

## Vehicle Circulation

The proposed project does not include the construction of any new roadways but does include an internal circulation plan and roadways that would have stop sign controlled intersections. Regionally, the MPSP is accessed from SR 237 and US HWY 101 and site access to the project would be provided by the existing network of roads within the MPSP. Within the MPSP, direct access to the site would be provided by the local roadways consisting of West Caribbean Drive, North Mathilda Avenue, Borregas Drive, and Bordeaux Drive. The project would include an internal network of access roads and driveways needed for vehicle and shuttle bus turnarounds, drop-off pick-up areas, access to the parking structure surface parking, product delivery and shipping, and access for waste hauling.



The project's 200 West Caribbean driveway is located approximately 947 feet from the curve on West Caribbean Drive. Anticipated driveway throat lengths are as follows: Mathilda Avenue: 304 feet; 200 West Caribbean: 350 feet; 100 West Caribbean: 110 feet; and Borregas Avenue: 128 feet. In terms of eastbound driveway deceleration lanes (also referred to as queueing lanes), 200 West Caribbean will have a deceleration lane measuring approximately 150 feet; 100 West Caribbean's deceleration lane will be approximately 130 feet.

The project proposes new signalization at the intersection of West Caribbean Drive and the 200 West Caribbean driveway. The proposed signalized intersection allows for full vehicular movement and a pedestrian crosswalk at the intersection's eastern side, permitting a connection to the Bay Trail located to the north of the project site. The signalization includes installation of a westbound left turn from West Caribbean Drive onto 200 West Caribbean, an eastbound deceleration right turn lane from West Caribbean Drive onto 200 West Caribbean, and two egress lanes from 200 West Caribbean: one left turn lane for westbound access to West Caribbean Drive and one right turn lane for eastbound access to West Caribbean Drive.

The project also includes a multi-use trail, which is a paved, two-way trail for pedestrians and bicyclists with an approximate 10-foot width, 2-foot wide shoulders on either side, and a total width of approximately 14 feet.

### ***Access to 100 West Caribbean***

Personal vehicle access to 100 West Caribbean would be provided by one driveway on Borregas Avenue, and one driveway on West Caribbean Drive. Both driveways would access the parking on the northerly portion of the site. The West Caribbean Drive lot would provide for only a right-in/right-out configuration, and the Borregas Avenue access would allow for both left and right turns.

Shuttle Bus access would be provided by a right in/right out driveway that would access a small interior loop for bus movement near the southerly portion of the site. The Shuttle Bus pick-up and drop off would provide immediate access to the bicycle and pedestrian pathways.

Service vehicles also would access the 100 West Caribbean site via Borregas Avenue via two driveways. The driveways would access the six proposed loading docks, waste enclosure and compactor on the easterly side of the proposed structure. The northerly driveway would be used for ingress and the southerly for egress.

### ***Access to 200 West Caribbean***

Access to 200 West Caribbean would be provided by two driveways used to enter surface parking and the parking structure. The parking structure is proposed to be located on the northwest corner of the lot. Two surface parking lots also would be provided. The smaller of the lots would be adjacent to the southerly and westerly side of the parking structure and the larger surface lot would be adjacent to the easterly side of the parking structure and the northerly side of the proposed new building. The parking lots would be joined by an interior lane and they would be accessed via two drive-ways. The primary access driveway for the northerly lot would be fully signalized and located on Caribbean Drive near the

West Channel. The driveway that would provide primary access to the smaller lot is proposed to be located on North Mathilda Avenue with a right-in/right-out configuration. Vehicle access to the parking structure would be provided by either of the driveways.

Shuttle bus access to the 200 West Caribbean site would be provided by a looped driveway with right in/right out access along Bordeaux Drive. The Shuttle Bus pick-up and drop off would provide immediate access to the bicycle and pedestrian pathways.

Service vehicle and truck access would be provided by a different driveway on Bordeaux Drive adjacent to the western property line. The driveway would provide access to six loading docks and waste enclosure and compactor. Access from adjacent roadways would be provided by ten driveways within the proposed project, as shown in *Figure 3-10: Driveway Locations*.

### ***Emergency Vehicle Access***

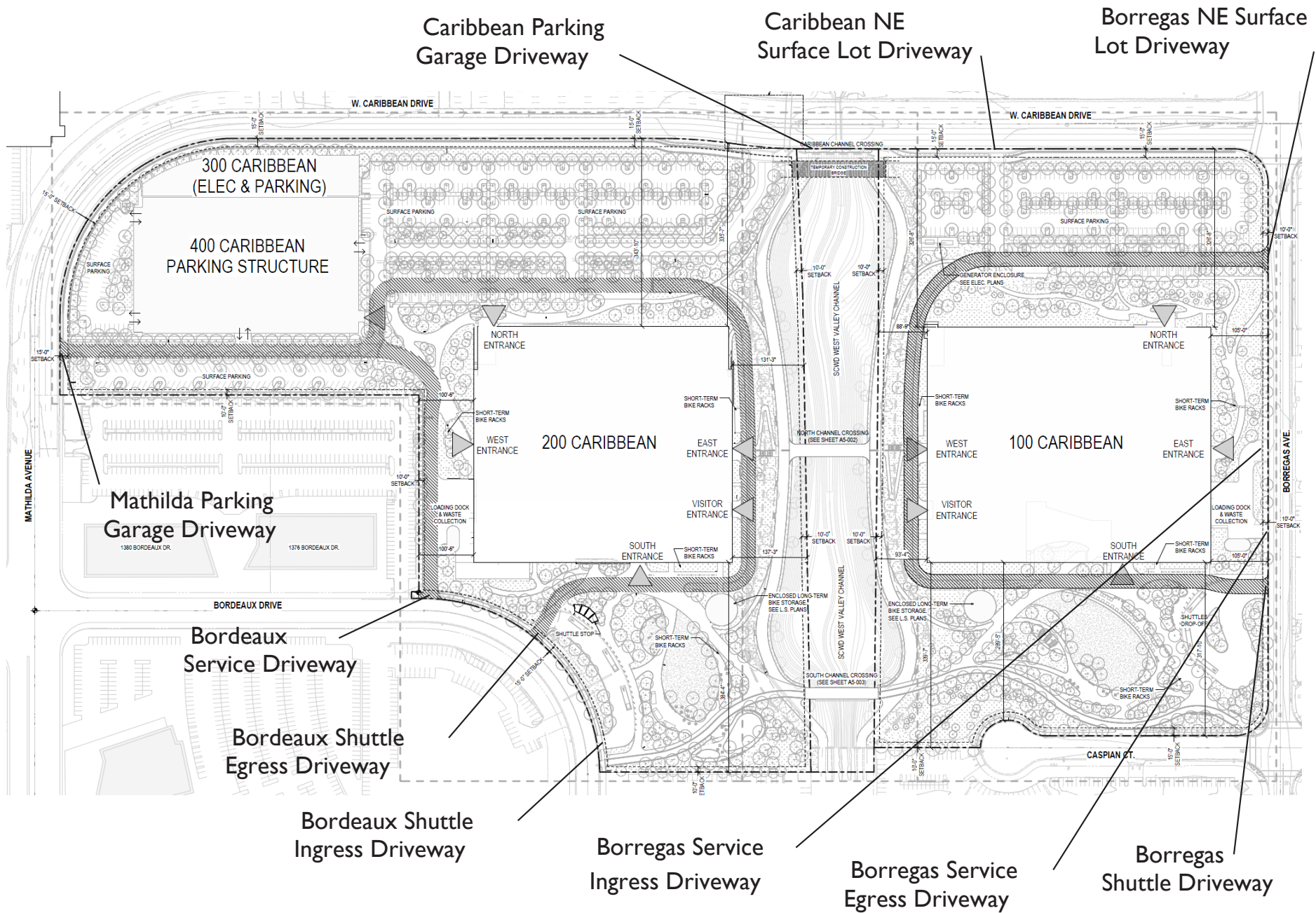
The proposed project has been designed to provide adequate emergency vehicle access to all areas of the campus via interior hardscaped easements. The proposed project includes an integrated emergency vehicle access plan for both 100 and 200 West Caribbean Drive. Emergency Access to the 100 West Caribbean Drive site would be from three separate locations including two via Borregas Avenue, and one via West Caribbean Drive through the parking lot. Emergency access to the 200 West Caribbean Drive site would be from four separate locations including North Mathilda Avenue, two accesses via Bordeaux Avenue, and access via West Caribbean Drive through the parking lot. Within the interior of the site, the emergency access easement will be asphalt, concrete or other material that is all weather and could accommodate a 90,000-pound fire vehicle. The easement would encircle each proposed structure providing 360-degree access and would connect to the surrounding major roadways. This pedestrian overcrossing would be engineered to support emergency vehicle access.

### ***Transportation Demand Management***

The proposed project includes a Transportation Demand Management (TDM) Plan. The TDM Plan incorporates a variety of incentives, services, and actions to reduce single-occupant vehicle trips and relieve vehicle congestion and reduce parking and air quality impacts. The proposed TDM was prepared in accordance with the City and the MPSP Trip Reduction guidelines. The proposed project would be a part of the Moffett Park Business Group Transportation Management Association (MPBGTM) that works to support and encourage TDM by providing commuter resources, carpools/vanpools, bicycle facilities, transit advocacy, and marketing programs.

### ***Transit and Alternative Transportation***

The proposed project would tie into and complement the existing transit and alternative transportation network within the MPSP. The MPSP envisioned a circulation plan including roadways, public transit, pedestrian, and a bicycle system to serve the area. Transit within the MPSP area is provided by both public services and private employee shuttles, local busses, express busses, and light rail service from the VTA. The VTA Borregas Light Rail Station is located immediately west of the intersection of Borregas Avenue and East Java Drive approximately 800 feet south of the project site. The VTA Light rail has



**FIGURE 3-10:** Driveway Locations  
Google Caribbean Campus



Not to scale

platforms on either side of the intersection (Western side for Westbound service, Eastern side for Eastbound service).

Shuttle service is provided to the off-site Caltrain and Altamont Express stops at Great America approximately 2.5 mile to the southeast near the intersection of Great America Parkway and Tasman Drive. The MPSP also provides some bicycle lanes, most notably an existing bicycle lane along 11th Avenue that connects to the northerly segment of Innovation Avenue.

### **Parking**

The proposed project would have two surface parking lots and a four-story parking garage. Total parking is for 2,092 spaces. Reserved parking would be conveniently located for all carpoolers, vanpoolers, and clean-fuel vehicles. Parking for personal electric vehicles (EV), carpools and expectant mothers would be provided close to main building entrances. All parking areas would be screened from public roadways by landscaping or berms.

The parking structure is designed as an open, naturally ventilated structure and carries minimum open facade requirements. The parking structure would be located on the corner of Mathilda Avenue and West Caribbean Drive. The structure would be approximately 399,657 sf and would have approximately 1,417 spaces including 1,286 standard spaces, 108 electric vehicle spaces, and 23 van and accessible parking spaces.

Surface parking would be within two separate lots adjacent to West Caribbean. The surface lot at 100 West Caribbean Drive would consist of approximately 247 total parking spaces including 116 standard spaces, 62 carpool stalls, 48 EV stalls, 12 expectant mother stalls, and 9 ADA compliant van/vehicle stalls. The surface lot at 200 West Caribbean Drive would consist of approximately 428 parking spaces including 217 standard spaces, 88 carpool stalls, 66 electric vehicle stalls, 46 expectant mother stalls, and 11 ADA compliant van/vehicle stalls. Available parking is summarized in *Table 3-5: Parking Facilities*.

**Table 3-5: Parking Facilities**

<b>Surface Parking (100 and 200 West Caribbean)</b>		<b>Stalls</b>
	Regular Stalls	333
	Carpool Parking Stalls	150
	Electric Vehicle Stalls	114
	Expectant Mother Stalls	58
	ADA-Car	14
	ADA-Van	6
<b>Garage Parking</b>		
	Regular Stalls	1,286
	Electric Vehicle Stalls	108
	ADA-Car	18
	ADA-Van	5
	<b>TOTAL</b>	<b>2,092</b>



### ***Pedestrian and Bicycle Facility***

The proposed project would incorporate extensive sidewalks and paths throughout the project area as well as bicycle and pedestrian routes with features such as sitting areas and bicycle storage to encourage and increase the frequency of use of non-motorized transportation. The project's proposed pedestrian and bicycle networks, including bicycle lockers, would be extensive and serve areas within and surrounding the project area. The interior pathways would connect to the stepped design of the buildings that would be landscaped with private walking paths for Google employees to the top of the fourth-floor roof. In addition, the exterior sidewalks are included as part of the proposed project. The proposed project would complete the sidewalks on the boundaries of the site along all project street fronts. This includes a sidewalk on the northerly side of Caspian Court, the westerly side of Borregas Avenue, and easterly side of North Mathilda Avenue. In addition, the project frontage along Bordeaux Avenue would be constructed with a sidewalk.

The linkages between use areas and the bicycle and pedestrian pathways is well defined. The pathways would link from the parking lots and parking structure to the main two buildings. For example, the pathways would connect both cyclists and pedestrians to the private shuttle rider route hub off Bordeaux Avenue on the south and the other with access at Borregas Avenue on the east. The project includes two bridges over the Sunnyvale West Channel which bisects the site. The two bridges consist of a north and south channel crossing that provide internal connection within the project area. The north channel crossing provides a connection between the 100 and 200 West Caribbean buildings. The south channel crossing provides a pathway connection between the open space area in the southern portion of the site with connectivity to a proposed shuttle stop located off of Bordeaux Drive in the southwest corner of the site. The proposed pedestrian bridges would be single-span, approximately 125 feet in length and 30 feet in width. The bridges would be installed during the first year of channel reconstruction from April 15 – October 15.

The proposed project would further support the use of bicycles by providing 241 Class 1 and 100 Class 2 bicycle parking spaces at 100 West Caribbean Drive and 241 Class 1 and 96 Class 2 bicycle parking spaces at 200 West Caribbean Drive. The proposed project incorporates Google's bike sharing program which provides G-Bikes and V-bikes for employees for both on campus and off-campus commutes. These multimodal transportation designs would provide connectivity to other areas of the corporate campus as well as off-site areas within the MPSP and points more distant served by the VTA light rail stations and other available mass transit. *Figure 3-11: Pedestrian Circulation Plan*, and *Figure 3-12: Bicycle Circulation Plan* shows these improvements graphically.

### **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 VW's West Channel bisects the project site from north to south. As part of the project, flood protection along the approximate 1,000 feet of the West Channel would be improved in manner generally

consistent with the Sunnyvale East and West Channels Flood Protection Project. 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. The improvements to the West Channel would be similar to those identified within the certified VW Flood Protection Project Final EIR (Valley Water EIR, 2013) but have been modified slightly from the approved design to accommodate the proposed project and enhance flood control, aesthetics, and habitat functionality. Mitigation measures from the Valley Water EIR have been incorporated into the project design and will be included in the project conditions of approval.

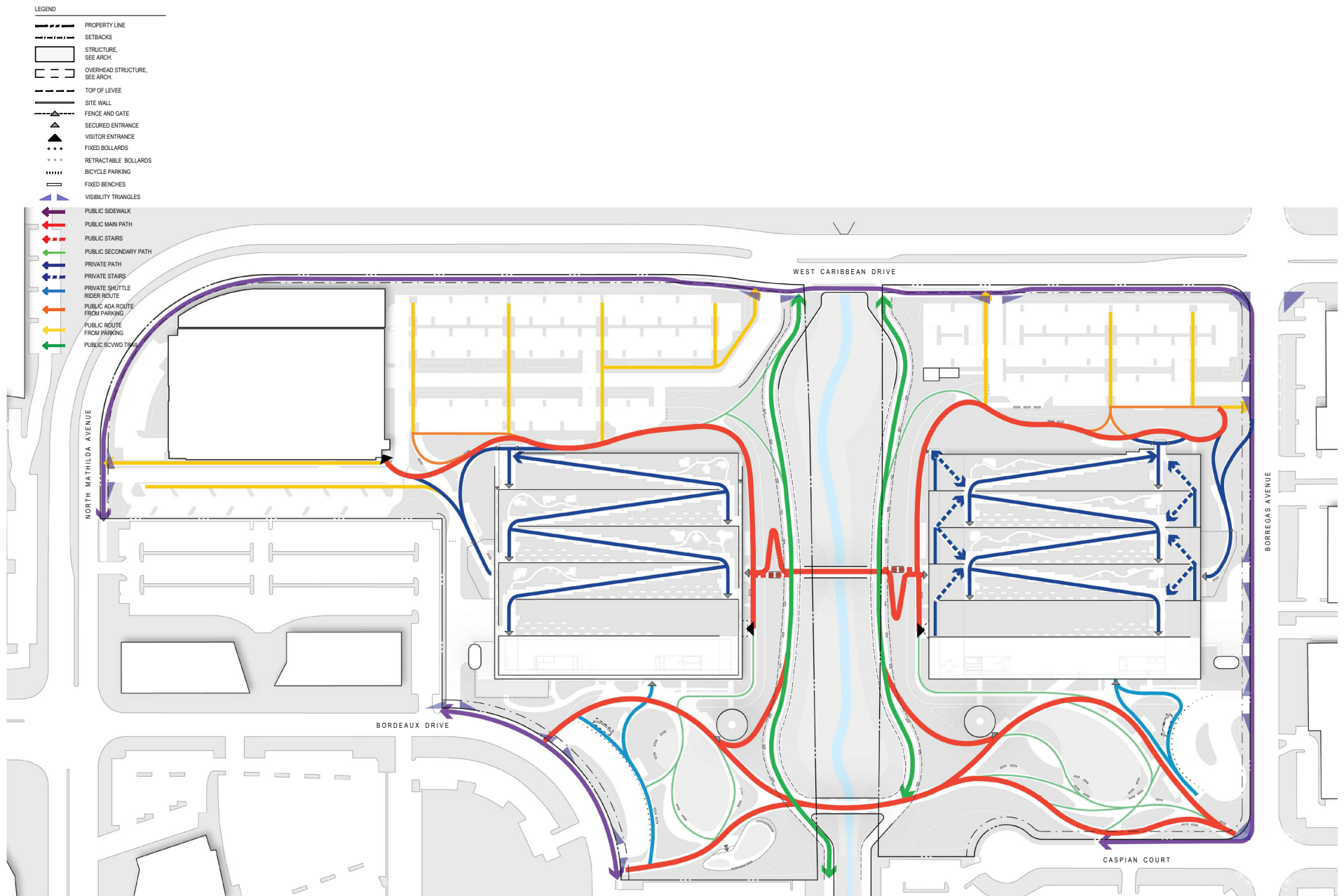
### ***Flood Control***

The Valley Water project proposed to use vertical floodwalls along the channel for freeboard standards and to meet FEMA 100-year storm event flood protections. The proposed project would modify the originally proposed use of vertical floodwalls along the length of the channel and instead, proposes to widen the existing bank to bank width of the channel to between 52 to 65 feet and the total width of the channel from 127 to 187 feet, and raise the levee to an elevation of 18 feet. The improvements would still meet FEMA 100-year storm event flood protections. Slopes also would be contour graded and levees would be laid back to accommodate meanders and facilitate vegetation growth to create a functional habitat for plants and wildlife. 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 and would maintain the bridge and culvert modifications. The box culvert also would be extended with 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.

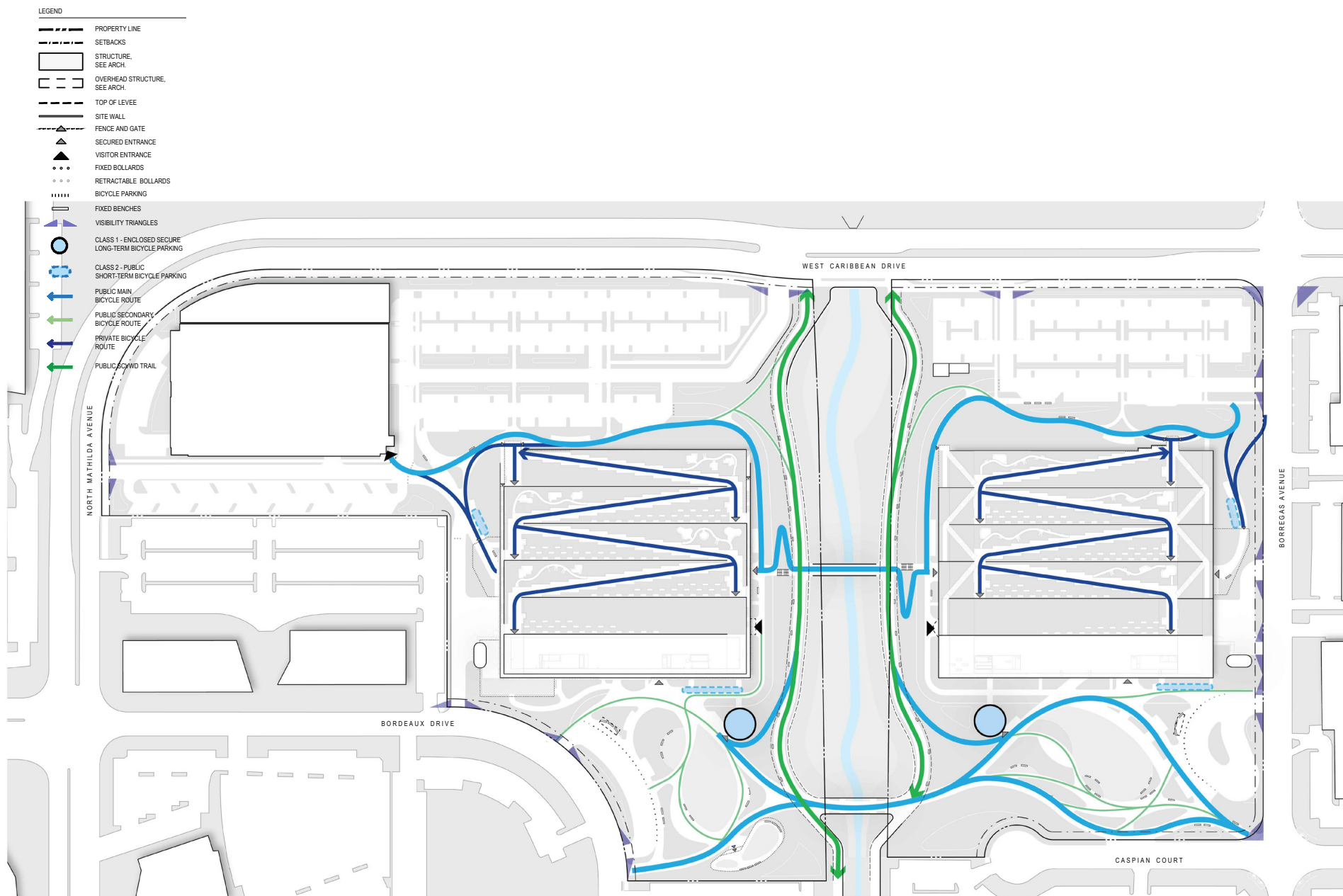
These improvements would require some additional grading to accommodate the low-flow storm drainage channel and associated flood plains, and for construction of two new pedestrian bridge crossings (one bridge crossing would accommodate emergency vehicles). VW maintenance vehicles would still be authorized 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. Lastly, the disturbed areas would be revegetated and a habitat mitigation/restoration plan for the enhancement of wetland and riparian habitat would be implemented.

The improvements at the upper and lower ends of the channel would match the design elevations for flood protection project as well as allow for sediment removal to retain flood flows. 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 planning and be adaptable to future climate conditions.

Construction and installation of the proposed improvements would require temporary water impoundments and upstream diversion of water via a 28-inch diameter fused high-density polyethylene (HDPE) pipe. The pipe would be down the middle of the storm drain channel to allow for excavation.



**FIGURE 3-11:** Pedestrian Circulation Plan  
Google Caribbean Campus



**FIGURE 3-12:** Bicycle Circulation Plan  
Google Caribbean Campus



Rip-rap would be installed at the outlet to dissipate water flow and reduce erosion, sedimentation, and siltation. Dewatering is anticipated to occur from April 15 – October 15 during the two years needed for construction.

The improvements at the upper and lower ends of the channel would match the design elevations for flood protection project as well as allow for sediment removal to retain flood flows. Overall this aspect of the project is designed to enhance the creek corridor and improve habitat value while providing flood protection and enhancing campus aesthetics, recreational opportunities and environmental resources for wildlife. The channel has been designed to integrate into the existing regional flood control and drainage planning and be adaptable to future climate conditions.

### **Drainage Management Areas (DMA) and Low Impact Development (LID)**

The proposed project would include a total of 29 drainage management areas (DMAs). The DMAs delineate specific locations within the project site that would have stormwater facilities to capture and treat stormwater runoff before being discharged downstream. The DMA's are sized and designed to accommodate the runoff from the areas and are in place to control runoff and reduce sediment and pollutant loads to downstream waters. The treated run-off from the DMA's would drain to an existing central line in West Caribbean Drive and eventual outfall to the south San Francisco Bay. The drainage concept would facilitate capture of runoff and maximize infiltration, facilitate treatment and decrease pollutant loads, and result in a decrease in associated onsite and offsite erosion potential, siltation, and flooding. Overall the improvements would reduce the total volume of stormwater runoff that is currently generated from the project site.

The DMA's would include the treatment control measures (TCM) as part of the BMPs contributing to the Low Impact Development (LID) concept. LID typically refers to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater to protect water quality and associated aquatic habitats. LID is an approach to land development (or re-development) that works with natural processes to manage stormwater as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product (EPA, 2019).

The stormwater drainage BMPs and LID design features are sized to accommodate the drainage needs of each DMA. More specifically, the LID treatment measures would include but not be limited to the use of plant materials used for bio filtration, biotreatment ponds, float resistant composted mulch; bio treatment soil(s), Class II permeable rock base; preservation of native soils as practicable; overflow areas; and accessible clean outs to enable removal and disposal of captured debris. 100 West Caribbean Drive would replace approximately 42% of the existing impervious area with pervious surfaces, and 200 West Caribbean Drive would replace approximately 55.5% of the existing impervious area with pervious surfaces. The overall reduction of impervious surfaces would be approximately 52% project wide.

## **Wastewater**

The project proposes to tie into two separate sewer mains. The proposed building at 100 West Caribbean would tie into an existing 24" vitrified clay pipe (VCP) in Borregas Avenue and the building at 200 West Caribbean would tie into an existing 36" VCP in West Caribbean Drive. Wastewater would be conducted to the Donald M. Somers wastewater treatment plant (WPCP), which occupies 16.6 acres at 1444 Borregas Avenue approximately 0.5 miles northeast of the project site. The WPCP maintains 440 acres of treatment and oxidation ponds. The current capacity of the WPCP is 29.5 million gallons per day (City of Sunnyvale, 2019). The project does not propose any off-site improvements other than minor work needed to tie into the existing wastewater system in the existing roadways.

## **Demolition and Construction**

The proposed project would require the demolition of the existing 13 buildings and removal of the existing vegetation and hardscape after issuance of a demolition permit by the City. Demolition is planned to take approximately 30 months. The existing buildings are single story, consist of a total of approximately 710,381 square feet used for industrial, office, research and development, with some being vacant. The project also includes the demolition of a single story industrial/R&D building and 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.

It should be noted that a third, temporary construction channel crossing is proposed adjacent to the south side of the existing Caribbean Drive channel crossing. This temporary channel crossing would be removed once construction is completed. The proposed project would develop and implement a construction and demolition waste management plan (WMP) in an effort to achieve a Leadership in Energy & Environmental Design (LEED) Gold rating. When feasible, demolished materials would be recycled or reused. It is anticipated that much of the existing building materials would require disposal; however, masonry and existing hardscapes could be crushed and used as aggregate or recycled into new hardscape materials. The WMP would include a target of a minimum of 75% construction waste diversion.

*Table 3-6: Demolition and Excavation Waste Volume*, shows the estimated tons of material and cubic yards of exported and imported soil that would be needed.

The proposed project would conform to all relevant City guidelines and requirements related to noise generation, construction hours, and implement a noise reduction plan (NRP). All building plans would comply with the 2016 (or code versions in effect at the time of building permit submittal) California Building Code, Electrical Code, Plumbing Code, Mechanical Code, Green Building Code, and Energy Code. Construction equipment would include bulldozers, scrapers, blades, excavators, soil compactors, air compressors, generators (one 600 kW and one 1,000 kW diesel engines), loaders, backhoes, dump trucks, concrete trucks, cranes, lifts, and other common construction equipment. In regard to the generators, they would be operated for testing and maintenance purposes, with a maximum of 50 hours each per year of non-emergency operation under normal conditions allowed by BAAQMD. During testing periods, the engine would typically be run for less than one hour. The engine would be required to meet CARB and EPA emission standards and consume commercially available California low sulfur diesel fuel.

**Table 3-6: Demolition and Excavation Volumes**

100 West Caribbean Avenue					
Existing Buildings (sf)	Estimated Hauling Tons	Pavement Hauling Tons	Soil Export (cu)	Soil Import (cu)	Area of Disturbance
309,440	18,000	7,000	0	101,000	Appx. 18.2 acres
200 West Caribbean Avenue					
Existing Buildings (sf)	Estimated Hauling Tons	Pavement Hauling Tons	Soil Export (cu)	Soil Import (cu)	Area of Disturbance
399,900	24,000	8,000	15,500	156,000	Appx. 26.7 acres
Construction Parking Area					
Existing Buildings (sf)	Estimated Hauling Tons	Pavement Hauling Tons	Soil Export (cu)	Soil Import (cu)	Area of Disturbance
39,642	18,000	--	--	--	8.7 acres
Source: Illingworth & Rodkin, Inc. 2018, Rev. 2019					
Abbreviations: sf=square feet,					

### **Construction Phasing**

Construction at the 200 West Caribbean Drive site is planned to start approximately three months prior to construction at 100 West Caribbean Drive. Construction of all improvements would occur in a single phase with a total duration of approximately 30 months. It is anticipated that both buildings would be occupied at roughly the same time. Construction of the West Channel improvements would begin with the landside elements, including installation of the temporary bridge. The West Channel improvements would be completed over 24 months.

The proposed project would include a temporary construction office in an existing vacant building at 1362 Borregas Avenue instead of temporary construction trailers. Demolition of an existing 39,642 sf structure at this site would be needed to provide temporary construction parking for 745 vehicles.

### **Tree Removal and Replacement**

The project site currently contains a total of 445 trees. Existing species of trees on the project site include 36 different species of trees. Depending on the trunk diameter and specific species the trees may or may not be considered protected trees. Of the trees, 399 trees would be removed and 46 trees including 44 protected trees would be preserved. 254 of the trees to be removed are considered protected trees. Protected trees are defined by the City of Sunnyvale Municipal Code Chapter 19.94 as trees of significant size or 38 inches in circumference at 4.5 feet above ground level (agl). *Figure 3-13: Tree Disposition Plan*, shows the location of the trees to be removed and those that would be preserved.

The proposed project includes a landscaping plan to replace the protected trees with a total of 255 trees. The planting pallet includes a variety of species of trees including native species. This include 93 trees in 24" box replacements, 89 trees in 36" box replacements, and 73 trees in 48" box replacements. In addition, 1,110 other trees would be planted within the proposed project site.

## Waste Management

The proposed project would generate waste that would be collected by Specialty Waste Services. The waste produced by the proposed project would primarily consist of office waste such as paper, bulk packaging, pallets, and containers; food waste from food services including used food and beverage containers and waste food items; and other miscellaneous operational waste such as old fixtures, fittings, and furniture. The proposed project would include bins for the collection and storage of recyclable materials to help ensure that all waste materials are properly sorted prior to be disposed of in a landfill or recycles. Waste materials would be collected from the buildings and taken to the loading areas and compacted. Waste would be transported to the Sunnyvale Materials Recovery and Transfer Station (SMaRT Station®) where it would be sorted and unrecyclable materials would be transported to the Kirby Landfill operated by Waste Management.

## 3.5 PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines requires that an EIR include “[a] statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the Lead Agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the proposed project.”

- Develop a project that is consistent with the existing Moffett Park Specific Plan.
- Develop a project that is consistent and compatible with the existing land uses in the surrounding area.
- Develop 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.
- Provide adequate parking spaces to accommodate the parking needs of Google employees and visitors;
- Implement transportation demand management programs (TDM) to minimize vehicle trips and encourage pedestrian and bicycle use.
- Develop an environmentally sensitive office campus with LEED Gold certification as required by the City’s green building requirements.
- Construct office buildings that reduced impervious surfaces and maximize on-site open space.
- Construct improvements to the portion of the Valley Water’s West Channel to facilitate greater connectivity and public access.
- Be responsive to Valley District designs for the West Channel to comply with applicable flood protection requirements and improve flood protection.





**FIGURE 3-13:** Tree Disposition Plan  
Google Caribbean Campus

- Realign the Valley District West Channel to enhance its natural habitat value.
- Develop a project that would create construction jobs and employment opportunities in the City of Sunnyvale.
- Develop a project of sufficient density to support the proposed project amenities and to be financially feasible.

## 3.6 DISCRETIONARY ACTIONS AND APPROVALS

### Required Permits and Approvals

In conformance with Sections 15050 and 15367 of the CEQA Guidelines, the City of Sunnyvale has been designated as the “lead agency” for the proposed Project, defined as the “public agency, which has the principal responsibility for carrying out or approving a project.”

Responsible agencies are those agencies that have discretionary approval over one or more actions involved with the development of the proposed project site. Trustee agencies are state agencies having discretionary approval or jurisdiction by law over natural resources affected by the project. *Table 3-7: Matrix of Project Approvals and Permits*, lists the agencies from which approvals and permits are required to implement the Project. This TEIR would be relied on by the City and other responsible agencies when determining whether to issue discretionary approvals to implement the proposed project.

**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
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