

6.0 ALTERNATIVES TO THE PROPOSED PROJECT

6.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that “an Environmental Impact Report (EIR) shall describe a range of reasonable alternatives to the project, or to the location of the project. The alternatives should feasibly attain most of the basic objectives of the project, avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives” (State CEQA Guidelines §15126.6). The State CEQA Guidelines require that the EIR include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the project. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative must be discussed, but these effects may be discussed in less detail than the significant effects of the project as proposed (CCR Section 15126.6[d]). The EIR is not required to consider every conceivable alternative to a project but is guided by a rule of reason. An EIR is not required to consider alternatives which are infeasible. Section 15126.6[d]) states that the EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. Key provisions of the State CEQA Guidelines on alternatives (§15126.6(a) through (f)) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR.

- “The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly” (§15126.6(b)).
- “The specific alternative of ‘no project’ shall also be evaluated along with its impact” (§15126.6(e)). “The no project analysis shall discuss the existing conditions at the time the Notice of Preparation (NOP) is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives” (§15126.6(e)(2)).
- “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that require the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project” (§15126.6(f)).
- “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can

reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (§15126.6(f)(1)).

- For alternative locations, “only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR” (§15126.6(f)(2)(A)).
- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative” (§15126.6(f)(3)).

The lead agency is responsible for selecting this range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. This Chapter describes four Alternatives to the proposed project. These alternatives include the No Project Alternative and the Single Building Alternative. The two alternatives are discussed in more detail below.

Alternatives were developed based on the following: information provided by the project applicant, and the City; input received from comments on the NOP; and feedback received from members of the community. At first a larger group of alternatives was developed and after an initial review, the alternative was either retained for further analysis or discarded. Among the factors that may be taken into account when addressing the feasibility of alternatives, as described in Section 15126.6(f)(1) of the CEQA Guidelines, are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the project proponent could reasonably acquire, control, or otherwise have access to an alternative site. An EIR need not consider an alternative whose effects could not be reasonably identified, whose implementation is remote or speculative, and that would not achieve the basic project objectives. The alternatives that were selected for additional consideration were chosen in accordance with the above listed CEQA Guidelines, represent a reasonable range of alternatives, are feasible, and will encourage discussion in a manner to foster meaningful public participation and informed decision making.

PROJECT OBJECTIVES

As discussed above, one of the evaluation criteria for the alternative discussion is the ability of a specific alternative to attain most of the basic project objectives. The basic project objectives as listed in Chapter 3.0, Project Description are as follows:

- Develop a project that is consistent with the existing Moffett Park Specific Plan (MPSP).
- 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 reduce impervious surfaces and maximize on-site open space.
- Construct improvements to the portion of the Valley Water's (VW) West Channel to facilitate greater connectivity and public access.
- Be responsive to VW designs for the West Channel to comply with applicable flood protection requirements and improve flood protection.
- Realign the VW's 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.

Per §15126.6 (b) of the State CEQA Guidelines, the discussion of alternatives shall focus on alternatives to a project, or its location that are capable of avoiding or substantially lessening significant impacts of a project, even if the alternatives would impede to some degree the attainment of the project objectives or would be more costly. This alternatives analysis; therefore, focuses on project alternatives that could avoid or substantially lessen environmental impacts of the proposed project related to the environmental categories listed in Appendix G of the State CEQA Guidelines.

This project alternatives discussion consists of two project alternatives:

- Alternative 1: No Project Alternative. As previously stated, the No Project Alternative is a required alternative that evaluates what potential impacts would or would not occur if the proposed project does not proceed and no action is taken with regard to the proposed development.
- Alternative 2: Single-Building Alternative. Alternative 2 was developed to focus on reducing traffic impacts on the surrounding roadway network and reducing those traffic volumes on intersections that were identified as significant and unavoidable.

6.2 ALTERNATIVES CONSIDERED BUT REJECTED

The analysis of alternatives to the proposed project must also address "whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location" (CEQA Guidelines, § 15126.6(f)(2)(A)). Only those locations that would avoid or substantially lessen any of the significant effects of the project need be considered. If no feasible alternative locations

exist, the agency must disclose the reasons for this conclusion (Section 15126.6(f)(2)(B)). In this case, while it is feasible that an alternative site could be selected for the project, an alternative site would entail either the same or new significant environmental effects as the proposed project site. For example, development of the project on any suitable alternative site in or around the City may not avoid or substantially lessen the project's air quality or GHG impacts because emission related impacts would occur no matter where the development is located. Additionally, these impacts could be worse if the alternative site is located further away from a major transportation corridor, existing transit stations, or in areas with existing unacceptable traffic levels. Moreover, an alternative site that is adjacent to undeveloped lands would likely result in greater impacts on aesthetics and utilities than the proposed project site, which is surrounded by existing commercial and industrial development.

Furthermore, viable alternative locations for the project are limited to those that would feasibly attain most of the project objectives. The Moffett Park Specific Plan was adopted to specifically accommodate this type of development within the City of Sunnyvale to take advantage of redevelopment opportunities and existing transportation infrastructure. Other appropriately located and sufficient sized lots in the Moffett Park Specific Plan that would satisfy the project objectives would have the same or similar impacts as the proposed project. The proposed project would offer an office campus development in proximity to major transportation corridors as well as existing VTA transit stations. Other properties within the City of an adequate size, are not in suitable locations (specifically adjacent to US Highway 101, SR 237, and VTA transit lines), and would not be feasible to acquire within a reasonable time frame. Key objectives of the project include implementing the Moffett Park Specific Plan, develop a project consistent and compatible with the existing land uses in the surrounding area, and develop a project of sufficient density to take advantage of the site's proximity to existing transit facilities. For these reasons, an alternative location was rejected from further analysis.

In developing the proposed project and alternatives, consideration was given to the intensity of development that could meet project objectives and reduce significant impacts. Significant impacts as a result from new traffic generated by the proposed project would result from the intensity of the development proposed.

6.3 ALTERNATIVE 1 – NO PROJECT ALTERNATIVE

Consistent with State CEQA Guidelines §15126.6, the No Project Alternative assumes that the existing land uses and condition of the project site at the time the NOP was published (May 2019) would continue to exist without changes. The setting of the project site at the time the NOP was published is described as part of the existing conditions in Chapter 4 of this TEIR with respect to individual environmental issues and forms the baseline of the impact assessment of the proposed project.

The No Project Alternative assumes the proposed project would not be implemented and land uses and other improvements would not be constructed. The existing project site would remain unaltered and in its current condition. All infrastructure improvements including water, wastewater, drainage, and roadway improvements identified in the proposed project would not be constructed. Because the project site would remain unchanged, few or no environmental impacts would occur. This alternative serves as

the baseline against which the effects of the proposed project and other project alternatives are evaluated. Under this alternative none of the proposed improvements would occur. The project would remain undeveloped.

- None of the impacts associated with the project would occur.
- No economic growth as per the Moffett Park Specific Plan would occur.
- No improvement to the West Channel and environmental enhancements of biological resources or functionality would occur.
- Increases in vehicular traffic would not occur.

NO PROJECT ALTERNATIVE COMPARED TO PROJECT IMPACTS

Transportation and Traffic

The No Project Alternative would have no impact on traffic operations, transit, or pedestrian facilities as no new transportation demand would occur. The proposed project would result in a cumulatively significant and unavoidable intersection impact at Mathilda Avenue/Sunnyvale Saratoga Road-Talisman Drive and significant and unavoidable Existing Plus Project impacts along six project study area freeway segments by project-generated traffic. Relative to the project, impacts would be of lesser magnitude under the No Project Alternative because it would not generate any new transportation demands.

Other Project Impacts

The No Project Alternative would also have reduced impacts on the following issue areas discussed in the Initial Study Checklist.

Air Quality

Under this alternative, short-term construction and long-term operational air emissions would not occur as no construction would take place, no project operations would be established, and no project-related traffic or stationary source emissions would be generated by the new structures. Although the proposed project as mitigated would not result in significant emissions of air quality pollutants, the air quality impacts associated with the No Project Alternative would be less than the proposed project.

Biological Resources

Under the No Project Alternative, the site would not be developed with an office campus and avoid potential impacts to biological resources, including trees and the Sunnyvale West Channel. Direct impacts to biological resources that would result from the proposed project would not occur under the No Project Alternative; therefore, impacts on biological resources would be less than the proposed project.

Cultural Resources and Tribal Cultural Resources

Under the No Project Alternative, no impacts would occur with respect to existing and/or undiscovered cultural resources because ground disturbance from the construction of the proposed project and

supporting infrastructure would not occur. However, even in the undisturbed state, if unknown cultural resource sites exist, they will remain vulnerable to human disturbance or destruction. In addition, it is possible that cultural resources sites may also be altered over time due to weather conditions. If these sites are not fully documented, information from these sites could be lost. Nonetheless, the potential for direct impacts to cultural resources associated with the No Project alternative are less than the proposed project.

Geology/Soils

Because no development would occur under this alternative, soil disturbance associated with grading and building activities would not occur. No new buildings, landscaping, utilities, or other infrastructure would be constructed on the project site, thus, there would be no impacts associated with landslides, soil stability, or slopes as would occur under the proposed project. Therefore, compared to the proposed project, geology and soil impacts would be eliminated under this alternative.

Greenhouse Gas Emissions

Under the No Project Alternative, greenhouse gas generation would remain the same as it's current condition with the existing office buildings. The No Project Alternative would not change any of the existing uses or the emissions of greenhouse gases. As a result, no new greenhouse gas generation would occur compared to the proposed project.

Hazards and Hazardous Materials

Under the No Project Alternative, the existing environmental conditions, including those that may be defined as either adverse or significant, would remain. Existing groundwater monitoring for hazardous materials would continue to be implemented under existing management practices. Under the No Project Alternative no soils would be excavated or moved onsite and no buildings would be demolished. Impacts would be less than the proposed project.

Hydrology and Water Quality

The No Project Alternative would avoid potential short-term and long-term impacts to water quality because grading and construction activities would not occur. Under the No Project Alternative, the existing conditions would remain, however, no new water treatment measures would be implemented and improved landscaped areas to serve as bioretention areas would not be constructed. Potential impacts to downstream and other waters would be less than those impacts identified under the proposed project.

Land Use

The No Project Alternative would have no impacts to land use as the project site would remain in its current state and existing land uses would remain. Continuation of the current use of the land would not conflict with any land use plan or policy, or conflict with any habitat or community conservation plan. Impacts in this regard would be the same as the proposed project.

Noise

With no new office development occurring onsite, no new noise would be generated by construction, building operations, or traffic generated by the proposed campus. Hence, any noise-sensitive land uses in the vicinity of the project site would not experience any change in noise levels. Therefore, short-term and long-term noise impacts would be less when compared to that of the proposed project.

Energy Conservation

This Alternative would result in no increase in energy use because of the site would remain in its current condition. As a result, energy use would be less compared to the proposed project.

Population and Housing

The No Project Alternative would have no impacts to population and housing within the City. Under the No Project Alternative there would be no employment growth, and no increased demand for additional housing. Impacts would be less compared to the proposed project.

Public Services

Under the No Project Alternative, the existing demand on public services would remain in its current status. The No Project Alternative would not redevelop the proposed project site; therefore, there would not be an increased demand for public services including fire protection and emergency medical services, law enforcement, schools, and other general governmental services. Because no redevelopment would occur, there would be no need for additional services to be provided. Impacts would be less than the proposed project.

Recreation

The proposed project has less than significant impacts on recreation; however, the No Project Alternative would not result in an increased use of any area recreational facilities and would; therefore, not require construction of new or expansion of any other existing recreational facilities. Impacts would be reduced compared to the proposed project.

Utilities

Under the No Project Alternative, the existing conditions, including those that may not meet current standards or are not adequate to serve existing conditions, would continue on the project site. This alternative would not develop the proposed project site, therefore, there would not be an increased demand for utility and service systems including wet (water/sewer) and dry (electrical, gas, cable, telephone) utilities. Because no redevelopment would occur, there would be no need for additional services to be provided. While this alternative would not increase the demand, this alternative would not provide the infrastructure improvements that would occur under the proposed project. When compared to the proposed project, this alternative would not introduce new demand on utility and service systems. Impacts would be less than the proposed project.

CONCLUSION

Avoid or Substantially Lessen Project Impacts

The No Project Alternative would eliminate the potentially significant impacts associated with the environmental categories discussed. As documented in Chapter 4.1 of this TEIR, traffic impacts associated with the proposed project would be significant and unavoidable for impacts associated with a cumulatively significant and unavoidable intersection impact at Mathilda Avenue/Sunnyvale Saratoga Road-Talisman Drive and significant and unavoidable Existing Plus Project impacts along six project study area freeway segments. The proposed project would not result in any other significant unavoidable impacts.

Attainment of Project Objectives

The “No Project” alternative fails to meet all of the stated objectives for the proposed project as described in Chapter 7.1 above.

Comparative Merits

Under the “No Project” alternative, no physical changes would occur on the project site, and there would not be a potential for new environmental impacts to occur. The “No Project” alternative would not allow the project to move forward at this time; however, it would not preclude development at a future date. The “No Project” alternative is considered overall environmentally superior to the proposed project, as it would significantly reduce or eliminate short-term, long-term, and cumulative impacts in all categories when compared to the proposed project.

6.4 ALTERNATIVE 2 – SINGLE BUILDING ALTERNATIVE

The Single Building Alternative is proposed as an alternative that would reduce the amount of traffic generated from the proposed project. This alternative proposes one single office building or approximately half of the traffic generating development compared to the proposed project. Similar to the proposed project, all of the existing buildings onsite would be demolished. Under this alternative, the building located at 200 West Caribbean would not be constructed, nor would the proposed parking garage. This portion of the property would be developed for surface parking with up to 1,000 parking spaces to support the proposed building at 100 West Caribbean. A conceptual site plan is shown in *Figure 6-1: Single Building Alternative Site Plan*. As with the proposed project, this building would be approximately 536,750 square feet with a maximum building height of 120.5 feet. The building would support approximately 2,200 employees. Under this alternative the two proposed bridges over the Sunnyvale West Channel would not be constructed and no improvements to the Sunnyvale West Channel would be constructed. The channel would remain in its current condition. Pedestrian access from the parking lots would be from existing sidewalks along Caribbean Avenue. The remaining development at the 100 West Caribbean site would be the same of the proposed project. The temporary construction office and construction parking would be located on the 200 West Caribbean site and a temporary construction office and construction parking located offsite would not be required or constructed.

IMPACTS COMPARED TO PROJECT IMPACTS

Transportation and Traffic

The Single Building Alternative would generate approximately half of the traffic of the proposed project. A summary of the trip generation for this alternative is provided in *Table 6-1: Single Building Trip Generation Summary*. Based on a trip generation rate of approximately 9.88 trips per 1,000 square feet, the Single Building Alternative would generate approximately 5,306 average daily trips. Assuming the same 12.5% trip reduction (based on VTA guidelines) as the proposed project, approximately 663 trips would be subtracted from this total, leaving the total trip generation at 4,643 ADT compared to 9,017 ADT with the proposed project. When the existing 1,310 ADT generated from the existing buildings onsite are subtracted out, the net new trips for the project is 3,333 trips compared to 8,319 net new trips for the proposed project.

Table 6-1: Single Building Alternative Trip Generation Summary

	Proposed Project	Single Building Alternative
Total Square Feet	1,041,890	536,750
Trip Generation @ 9.88 trips/KSF ¹	10,917 ¹	5,306
12.5% Standard Trip Reduction	1,288	663
Total Existing Building Trips	1,310	1,310
Net New Project Trips	8,319	3,333
Source: Wood Rodgers, 2019.		
¹ Includes 612 ADT from Central Utility Plant as shown in Table 10 of Traffic Impact Analysis		

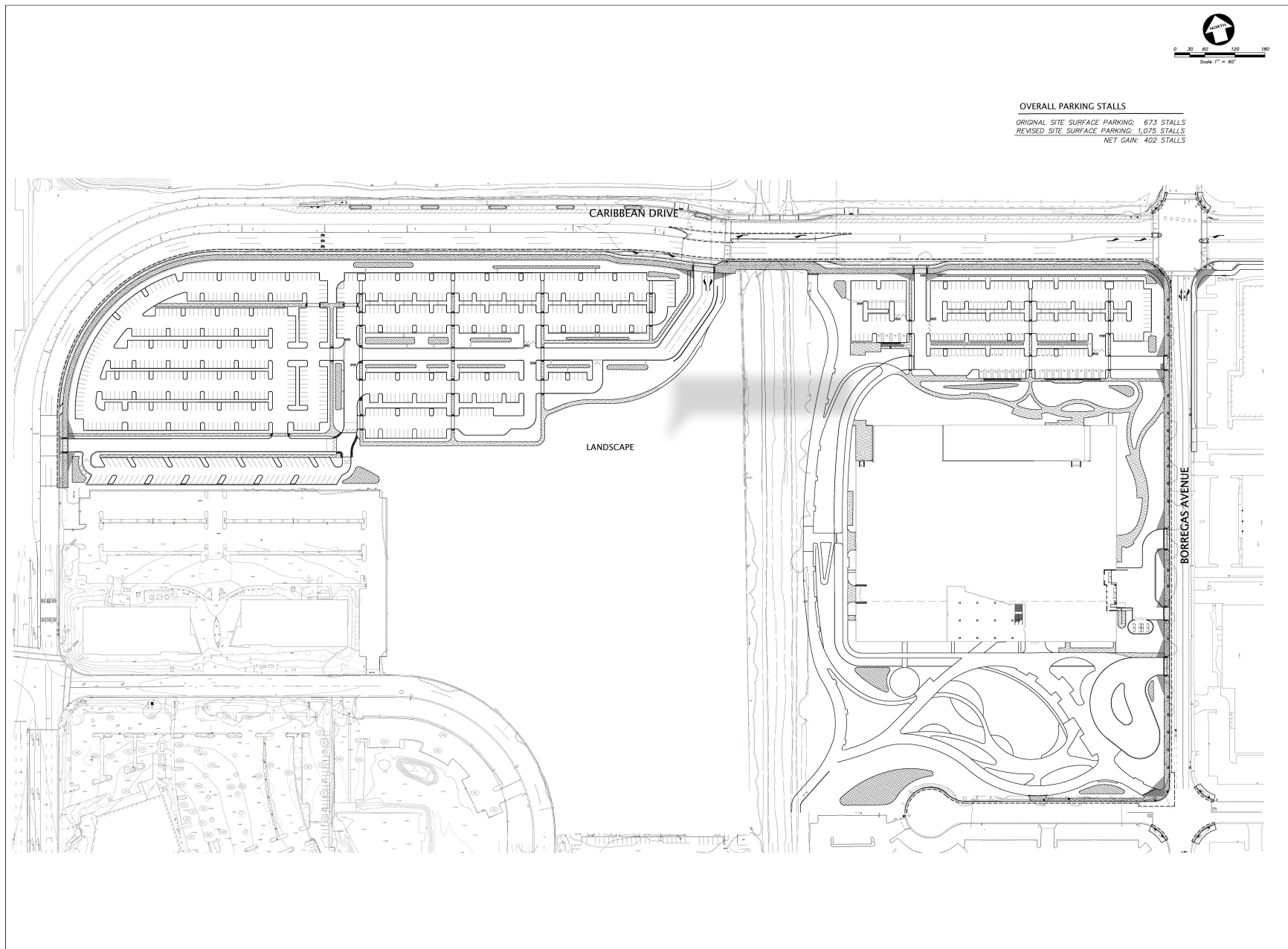


FIGURE 6-1: Single Building Alternative Site Plan
Google Caribbean Campus

The proposed project would result in a cumulatively significant and unavoidable intersection impact at Mathilda Avenue/Sunnyvale Saratoga Road-Talisman Drive and significant and unavoidable impacts under Existing Plus Project scenario along six project study area freeway segments by project-generated traffic. Relative to the proposed project, impacts would be of lesser magnitude under the Single Building Alternative because it would generate a reduced amount of Traffic. However, impacts to the Mathilda Avenue/Sunnyvale Saratoga Road-Talisman Drive intersection impact would remain cumulatively significant and unavoidable because that intersection operates at an unacceptable LOS F in the cumulative condition with or without the addition of any project traffic. Similarly, the six freeway segments impacted under the Existing Plus Project Scenario would remain significant and unavoidable because each of those segments currently operate at an unacceptable LOS F with or without the addition of any project related traffic. While traffic impacts under the Single Building Alternative would remain significant and unavoidable, the impacts would be incrementally less compared to the proposed project because this alternative would generate approximately half the amount of average daily trips.

Other Project Impacts

The Single Building Alternative would also have reduced impacts on the following issue areas discussed in the Initial Study Checklist.

Air Quality

Under the Single Building Alternative, short-term construction air emissions would be similar to the Proposed Project. While only one building would be constructed, a larger parking area would be constructed at the 200 West Caribbean site. The construction of the parking area would involve an increased amount of paving compared to the proposed project. Long-term project operations would be reduced because only one building would be constructed resulting in fewer employees and fewer traffic related stationary source emissions would be generated by the new structures. Although the proposed project as mitigated would not result in significant emissions of air quality pollutants, the air quality impacts associated with the Single Building Alternative would be less than the proposed project.

Biological Resources

Under the Single Building Alternative, the site would be developed with a single building and an expanded surface parking lot. This alternative would have similar impacts to trees onsite but impacts to the Sunnyvale West Channel would be avoided because no bridges crossing the channel would be constructed. The same mitigation measures to reduce impacts on trees and migratory birds would apply to the Single Building Alternative. Mitigation measures would be from the prior EIR's. Additionally, uniformly applied policies and standards also would reduce impacts. Impacts on biological resources would be mitigated to less than significant similar to the proposed project.; however, impacts on biological resources from the Single Building Alternative would be incrementally reduced.

Cultural Resources and Tribal Cultural Resources

Under the Single Building Alternative, impacts on existing and/or undiscovered cultural resources would be similar to the proposed project because ground disturbance from the construction of the single office

building, surface parking area, and supporting infrastructure would have a similar development footprint compared to the proposed project. The same mitigation measures from the other prior EIRs that apply to the proposed project would apply to this alternative. Similar to the proposed project, the potential for direct impacts on cultural resources associated with the Single Building alternative are mitigated to less than significant. Impacts would be equivalent.

Geology/Soils

Under the Single Building Alternative, soil disturbance associated with grading and building activities would be similar to the proposed project. This alternative would include a new building, new parking area, landscaping, utilities, and other infrastructure and have a similar development footprint. Similar mitigation measures as detailed in the prior EIRs would be implemented to minimize impacts associated with landslides, soil stability, or slopes. In addition, similar uniformly applied policies and standards would apply to this alternative compared to the proposed project. Therefore, compared to the proposed project, geology and soil impacts would be similar under this alternative.

Greenhouse Gas Emissions

The Single Building Alternative would have similar construction impacts compared to the proposed project. This alternative would have the same development footprint and a similar amount of grading (approximately 257,000 cubic yards of imported soil and 15,000 cubic yards of exported soil) would be required under this alternative. The equipment needed for construction and the construction timeline would be similar. Therefore, greenhouse gas emissions from construction activities would be similar compared to the proposed project.

Operationally, the Single Building Alternative would result in a reduced amount of greenhouse gas emissions compared to the proposed project. The reduction in the number of traffic trips would significantly reduce the amount emissions from transportation sources, which is usually one the highest contributors to a project's greenhouse emissions. Overall potential impacts related to greenhouse gas emissions are reduced under the Single Building Alternative compared to the proposed project.

Hazards and Hazardous Materials

Hazards and hazardous materials impacts associated with this alternative would be similar to the proposed project. Similar to the proposed project, the transportation, use, and disposal of these materials would be subject to local, state, and federal laws intended to minimize the risk of exposure to hazardous materials. Consistency with these laws and policies would limit hazards to the public from the transportation, use, and disposal of these materials. As discussed above, the use of hazardous materials would be incidental to the operation of the site for all office development and would be similar to other uses found in commercial-office areas. These would include: heavy metals, cleaning chemicals, oils, solvents, paints, pesticides, and fertilizers. As such, the risks associated with the use of these materials would be similarly small. While the proposed project would involve the transportation, use, and disposal of limited small amounts of hazardous materials, compliance with local, state, and federal regulations and City policies would ensure that the proposed project would result in less than significant impacts and no mitigation is required. Impacts would be roughly equivalent to the proposed project.

Hydrology and Water Quality

The Single Building Alternative would have a similar development footprint as the proposed project. The development footprint of the surface parking area on 200 West Caribbean site would be the same as the proposed project. However, this alternative, would have a greater amount impervious surfaces than the proposed project because the surface parking area on the western portion of the property would have less landscaped areas and common open space area. When compared to the parking structure and green rooftop areas of the proposed office building at 200 West Caribbean as part of the proposed project, the number of impervious surfaces and potential for runoff would be increased. Additionally, while the overall drainage plan in this area would be similar to the proposed project, this alternative would conduct more surface water runoff to the bioretention basins needed for infiltration or release into offsite storm drains. Therefore, potential impacts on hydrology and water quality would be greater compared to the proposed project under this alternative.

Land Use

Similar to the proposed project, the Single Building Alternative would have no impacts to land use as the project site. The Single Building Alternative would not conflict with any land use plan or policy, or conflict with any habitat or community conservation plan. Impacts in this regard would be the same as the proposed project.

Noise

Construction noise associated with the proposed project, with mitigation similar to that included to the proposed project, would result in less than significant impacts to surrounding sensitive receptors and reduce noise levels to less than the established standards. Construction activities would cause less significant increased mobile noise along access routes to and from the site due to movement of equipment and workers. The proposed project's construction-related vibration impacts would be less than significant. Similar short-term noise impacts from grading and construction activities would occur with the Single Building Alternative, as the development footprint would be the essentially the same as the proposed project. Although this alternative includes one less building and an expanded parking area, the construction timing, duration, and equipment would be similar to the proposed project. Therefore, the less than significant short-term noise impacts (with mitigation incorporated) that would occur with the proposed project also would occur with the Single Building Alternative. This alternative would also be required to comply with MM NOI-1 to reduce short-term construction noise impacts to a less than significant level.

Similar to the proposed project, traffic generated by the Single Building Alternative would traverse and disperse over project area roadways, where existing ambient noise levels already exist. Future development associated with the Single Building Alternative would result in additional traffic on adjacent roadways, thereby increasing vehicular noise near existing and proposed land uses. Compared to the proposed project, this alternative would generate approximately half the number of traffic trips. The increase in ambient noise level is under the perceptible noise level change of 3.0 dBA. The noise resulting from the increase in traffic would not exceed the City's normally acceptable 60 dBA threshold for the

nearest sensitive receptors. Therefore, impacts would be less than significant and incrementally reduced compared to the proposed project.

Energy Conservation

Development under the Single Building Alternative would create a less intensive development with the replacement of 505,140 square feet of commercial office space with a surface parking lot. Energy consumption during construction would be similar for the Single Building Alternative as the proposed project because the construction equipment and duration of construction would be similar.

The Single Building Alternative would generate substantially fewer daily trips compared the proposed project which would consume less fuel. Therefore, this alternative would consume less energy when compared to the proposed project.

Population and Housing

Under the Single Building Alternative, approximately 505,140 square feet of commercial office space would be replaced with approximately 1,000 parking spaces. Similar to the proposed project, this would it is anticipated that much of the workforce would come from the existing population within the Silicon Valley thus minimizing the demand for additional housing for employees moving to the city and region. Therefore, the proposed project's growth would be consistent with General Plan projections for the City. Impacts on population and housing would be less than significant and similar to the proposed project.

Public Services

This alternative would involve development reduce the amount of commercial office space by approximately 505,140 square feet. Because of the decrease in the amount of office space and associated employees, this alternative would involve a decreased demand for police and fire protection services, library services, and would decrease the number of students that would need to be accommodated at local public schools. Similar to the proposed project, impacts would be less than significant but incrementally reduced under this alternative.

Recreation

The proposed project has less than significant impacts on recreation; however, the Single Building Alternative would result in a decreased use of any area recreational facilities and would; therefore, not require construction of new or expansion of any other existing recreational facilities. Impacts would be reduced compared to the proposed project.

Utilities

The Single Building Alternative would construct approximately 505,140 fewer square feet than the proposed project. Compared to the proposed project, the Single Building Alternative would decrease water use, wastewater and solid waste generation compared to the proposed project because approximately half the building area would be developed and there would be fewer employees working at the project site.

As mentioned under Hydrology and Water Quality above, this alternative would result in more impervious surface coverage and increased stormwater runoff because there would be less landscaped areas (e.g., more surface parking) for water to infiltrate. This alternative would have less solid waste generation compared to the proposed project. Therefore, overall impacts related to water, wastewater, and solid waste generation would be less than proposed project and stormwater infrastructure impacts would be increased compared to the proposed project. Overall, impacts on utilities would be reduced compared to the proposed project.

CONCLUSION

Avoid or Substantially Lessen Project Impacts

The Single Building Alternative would reduce but not eliminate the significant and unavoidable traffic impacts associated with the proposed project. As documented in Chapter 4.1 of this TEIR, traffic impacts associated with the proposed project would be significant and unavoidable for impacts associated with a cumulatively significant and unavoidable intersection impact at Mathilda Avenue/Sunnyvale Saratoga Road-Talisman Drive and significant and unavoidable Existing Plus Project impacts along six project study area freeway segments. The proposed project would not result in any other significant unavoidable impacts.

Attainment of Project Objectives

The Single Building Alternative fails to meet the following stated objectives for the proposed project:

- 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.
- Construct office buildings that reduce impervious surfaces and maximize on-site open space.
- Construct improvements to the portion of the Valley Water's (VW) West Channel to facilitate greater connectivity and public access.
- Be responsive to VW designs for the West Channel to comply with applicable flood protection requirements and improve flood protection.
- 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.

Comparative Merits

Under the Single Building Alternative, the development footprint would be generally the same as the proposed project, however the intensity of development would be significantly less and impacts to

resources such as air quality, greenhouse gas emissions, and traffic would be decreased. This alternative would not develop an office campus that would meet Google's long term needs for programming future office space. This alternative would not reduce impervious office space and maximize onsite office space through green building design and minimizing surface parking areas. Additionally, this project would not include any environmental or flood protection benefits to the Sunnyvale West Channel.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6 (e)(2) of the State CEQA Guidelines requires that an environmentally superior alternative be designated and states that if the environmentally superior alternative is the No Project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Based on the summary of information presented in *Table 6-2: Comparison of Project Alternatives Environmental Impacts with the Proposed Project*, the environmentally superior alternative is Alternative 1: No Project Alternative. Because Alternative 1 would leave the project site essentially unchanged and would not have the operational effects that would be associated with any of the alternatives, this alternative has fewer environmental impacts than the proposed project or any of the other alternatives.

Section 15126.6(e)(2) of the State CEQA Guidelines states that if the "No Project" alternative is found to be environmentally superior, "the EIR shall also identify an environmentally superior alternative among the other alternatives. Aside from the No Project Alternative, Alternative 2: Single Building Alternative would have the least environmental impacts because it would develop one 505,376 square foot office building and would have a reduction in significant and unavoidable impacts associated with traffic.

The context of an environmentally superior alternative is based on the consideration of several factors including the reduction of environmental impacts to a less than significant level, the project objectives, and an alternative's ability to fulfill the objectives with minimal impacts to the existing site and surrounding environment. According to Table 6-2, the No Project alternative would be the environmentally superior alternative because it would eliminate all of the potentially significant impacts of the proposed project. However, while the No Project alternative is the environmentally superior alternative, it is not capable of meeting any of the basic objectives of the proposed project.

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.

Table 6-2: Comparison of Project Alternatives Environmental Impacts with the Proposed Project

Project Impacts	Alternative		
	Proposed Project - Level of Impact After Mitigation	Alternative 1- No Project	Alternative 2- Single Building
4.1 – Traffic and Circulation	Less Than Significant	-	-
Air Quality	Less Than Significant	-	-
Biological Resources	Less Than Significant	-	-
Cultural Resources and Tribal Cultural Resources	Less Than Significant	-	=
Geology and Soils	Less Than Significant	-	=
Greenhouse Gas Emissions	Less Than Significant	-	-
Hazards and Hazardous Materials	Less Than Significant	-	=
Hydrology and Water Quality	Less Than Significant	+	+
Land Use	Less Than Significant	-	=
Noise	Less Than Significant	-	-
Energy Conservation	Less Than Significant	-	-
Population and Housing	Less Than Significant	-	-
Public Services	Less Than Significant	-	-
Recreation	Less Than Significant	-	-
Utilities	Less Than Significant	-	-
Attainment of Project Objectives	Meets all of the Project Objectives	Meets none of the Project Objectives	Meets some of the Project Objectives
Notes: A minus (-) sign means the Project Alternative has reduced impacts from the proposed project. A plus (+) sign means the Project Alternative has increased impacts from the proposed project. An equal sign (=) means the Project Alternative has similar impacts to the proposed project.			

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