

# 1.0 INTRODUCTION

The City of Sunnyvale (City) is a lead agency under the California Environmental Quality Act (CEQA) and is responsible for preparing this Environmental Impact Report (EIR) for the proposed Google Caribbean Campus (GCC) (State Clearinghouse No. 2001052121) ("project", "proposed project"). The public agency with the principal responsibility for carrying out or approving a project is the "lead agency." This document is entitled a Transportation EIR (TEIR) because it focuses on impacts related to transportation. Through the Initial Study process using the CEQA Initial Study Checklist, impacts to all other environmental resource areas were found to be less than significant. Accordingly, this TEIR has been prepared in conformance with CEQA (California Public Resources Code ["PRC"] §21000 et seq.), the CEQA Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq. ("CEQA Guidelines")), and the rules, regulations, and procedures for the implementation of CEQA.

CEQA requires all public agencies to consider the environmental consequences of projects for which they have discretionary authority. For the purposes of CEQA, the term project refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15378[a]).

CEQA requires the lead agency to prepare an EIR if there is substantial evidence, in light of the whole record, that a project may have a significant effect on the environment that cannot be mitigated to a less than significant level. A significant effect is defined in CEQA as a substantial, or potentially substantial, and adverse physical change in the environment. Pursuant to these guidelines, the City has determined that the Project is a project under CEQA and has the potential to result in significant environmental effects that cannot be mitigated to a less than significant level.

## 1.1 EIR SCOPE USE OF PRIOR EIRS

Three prior EIRs analyzed and mitigated potentially significant effects related to the proposed project, and accordingly inform the analysis presented in this TEIR: (1) the 2016 Land Use and Transportation Element ("LUTE") of the Sunnyvale General Plan ("LUTE EIR") (State Clearinghouse No. 2012032003); (2) the 2013 Valley Water (VW)<sup>1</sup> East and West Channels Flood Protection Project EIR ("VW EIR")<sup>2</sup> (State Clearinghouse No. 2013012041); and (3) the 2016 Mathilda Avenue Improvements at SR 237 and US 101 Project ("Caltrans EIR") (State Clearinghouse No. 2015082030).

The LUTE EIR is a program EIR that considers the environmental effects of the City's planned land uses, development density, transportation, and projected buildout by 2035. The LUTE EIR analyzed permitted

<sup>1</sup> The official name of the agency is the Santa Clara Valley Water District (SCVWD); however, the new moniker is Valley Water (VW) and will be used as a shorter reference.

<sup>2</sup> At the time the East and West Channels Flood Protection Project EIR was certified, the agency was using its previous name, Santa Clara Valley Water District.

uses, development density, and projected transportation impacts at the project site. The VW EIR is a project EIR that analyzes a series of flood protection and water quality improvements, including for the West Channel that bisects the project site. The Caltrans EIR is also a project EIR that analyzes the reconfiguration of the State Route 237 and US 101 interchanges with Mathilda Avenue, including: modification to on and off ramps; removal, addition, and signalization of intersections; and provision of new left turn lanes. Its analysis accordingly covers certain potentially significant transportation impacts the proposed project may produce related to the Mathilda Avenue interchanges with State Route 237 and Highway 101.

## **STREAMLINED ENVIRONMENTAL REVIEW UNDER CEQA**

This TEIR relies on the three previously certified EIRs identified above to streamline the project's environmental review in accordance with CEQA Guidelines Section 15183, which applies to program EIRs, and Section 15162, which applies to project EIRs. Under CEQA Guidelines Section 15183, "CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies." (PRC, § 21083.3; CEQA Guidelines § 15183(a).) This TEIR therefore relies on CEQA Guidelines Section 15183 and the LUTE EIR to streamline the project's environmental review to focus on the project's potentially significant impacts that have not already been addressed as a significant effect in the LUTE EIR, or cannot be substantially mitigated by the imposition of uniformly applied City development policies or standards, including the City's Standard Development Requirements ("SDRs") and policies included in the City Policy Manual ("Council Policies").<sup>3</sup>

Under CEQA Guidelines Section 15162, when a project EIR has been certified, "no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record," that substantial changes occur or are proposed that will require major revisions of the EIR due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects, or that new information now exists indicating that the proposed project will have more significant effects than originally shown in the prior EIR. (CEQA Guidelines § 15162, complete summary below.)

The CEQA Guidelines provide that where multiple methods exist to streamline environmental review based on prior EIRs, lead agencies have discretion to select which methods to apply to a project's environmental review. (CEQA Guidelines, § 15152(h)). Consistent with this approach, this TEIR relies on CEQA Guidelines Sections 15183 and 15162 to streamline the project's environmental review by identifying, analyzing, and mitigating, as appropriate, potentially significant project impacts that have not already been analyzed and subject to mitigation measures in prior EIRs, and that cannot be mitigated through application of existing City policies, plans, SDRs, and/or Council Policies.

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<sup>3</sup> Sunnyvale City Council Policy Manual: <https://sunnyvale.ca.gov/government/codes/manual.htm>

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## **TEIR AND INITIAL STUDY CHECKLIST APPROACH**

As detailed in Chapter 4.0 and the attached Initial Study Checklist, the principal Initial Study Checklist used to determine the scope of this TEIR evaluates the CEQA Guidelines Appendix G resource categories to determine whether potentially significant effects from the project have already been analyzed and mitigated in the LUTE EIR or can be mitigated through application of existing City polices, plans, SDRs, and/or Council Policies. Where appropriate for certain proposed improvements to the West Channel and for transportation analyses concerning the State Route 237 and Highway 101 interchanges with Mathilda Avenue, this document also uses an Initial Study Checklist to determine if potentially significant project effects have already been studied and mitigated in the VW or Caltrans project EIRs.

The attached Initial Study Checklist indicates that the project may have potentially significant impacts that cannot be mitigated to a less than significant level in the CEQA Appendix G category for Transportation. This TEIR accordingly analyzes these potentially significant impacts and prescribes feasible mitigation measures, where appropriate. The Initial Study Checklist included in this document establishes that the project will either have no impact on the remaining Appendix G resource categories, or that a project impact was previously analyzed and mitigated in one of the three prior EIRs, or can be mitigated through application of existing City polices, plans, SDRs, and/or Council Policies.

## **LUTE EIR AND SECTION 15183 AS APPLIED TO THE PROJECT**

The Sunnyvale City Council adopted the updated LUTE of the General Plan in April 2017. The LUTE establishes how streets and buildings in the City of Sunnyvale will be laid out and how various land uses, developments, and transportation facilities will function together over an approximate 20-year time frame (referred to as Horizon 2035).

The LUTE EIR was a program EIR that considered the environmental effects from the 2035 buildout scenario. Consistent with PRC Section 21083.3(b) and CEQA Guidelines Sections 15168 and 15183 the LUTE EIR can be used as the CEQA document for subsequent projects (public and private) consistent with the LUTE. Subsequent development projects, such as the proposed project, are evaluated to determine whether their entitlements/actions fall within the scope of the LUTE and the impacts were addressed in the certified LUTE EIR and the proposed project incorporates all applicable performance standards and mitigation measures identified therein. If there are specific significant effects which are peculiar to a project or its site and that cannot be addressed by uniformly applied development policies or standards, such as the City's SDRs and/or Council Policies, additional environmental review through the subsequent review provisions of CEQA for changes to previously-reviewed and approved projects may be warranted.

If an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the LUTE EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, including the City's SDRs and/or Council Policies, then an additional EIR need not be prepared for the project solely on the basis of that impact.

## **THE PROJECT IS CONSISTENT WITH THE LUTE AND ELIGIBLE FOR SECTION 15183**

The LUTE provides that the project site's land uses are governed by the Moffett Park Specific Plan ("MPSP"), which zones the project site as Moffett Park Transit Oriented Development (MP-TOD) and Moffett Park-General Industrial (MP-I). The MP-TOD permits 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. The MP-TOD permits a Floor Area Ratio ("FAR") of 0.5, which may be increased to 0.7 by using the City's Development Reserve and/or the Transfer of Development Rights ("TDR") Program prescribed in the MPSP. (See Chapter 3.0 for complete details on the City's FAR requirements.)

The MP-I is intended primarily for office, warehouse, and general industrial development. Ancillary uses that include hotels, restaurants, financial institutions, retail sales and services, professional services, and similar compatible uses are allowed. Accessory uses for the benefit of onsite employees (e.g., small childcare facilities, recreational facilities, cafeterias) are also allowed. The MP-I FAR is 0.35 but can be increased to maximum of 0.5 through the City's Development Reserve and TDR program.

Here, the project's proposed uses and development density would be consistent with the LUTE's development density established in the MPSP and General Plan, making the proposed project eligible to use the LUTE EIR for Section 15183 streamlining. (CEQA Guidelines § 15183(d), (i)(2).) The proposed project would entail the demolition of 13 existing structures and hardscape and redevelopment of the project site with two five-story structures totaling approximately 1,041,890 sf. The two buildings would share a proposed four-story parking garage, surface parking lots, and other project amenities including landscaped courtyards, walkways, and alternative transportation elements. The proposed 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), and would include a total of 2,092 parking spaces. 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.

### **SECTION 15183**

Consistent with the process described, the City has evaluated the proposed project application to determine if additional environmental review would be required. The attached CEQA Guidelines Section 15183 Initial Study Checklist has been prepared to determine whether the environmental impacts of the proposed project meet any of the following four conditions:

1. Are peculiar to the project or the parcel on which the project would be located;
2. Were not analyzed as significant effects in the LUTE EIR;
3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the LUTE EIR; or

4. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the LUTE EIR was certified, determined to have a more severe adverse impact than discussed in the LUTE EIR.

Section 15183 further provides:

If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by subdivision (e) below, then an additional EIR need not be prepared for the project solely on the basis of that impact.

(e) This section shall limit the analysis of only those significant environmental effects for which:

- (1) Each public agency with authority to mitigate any of the significant effects on the environment identified in the EIR on the planning or zoning action undertakes or requires others to undertake mitigation measures specified in the EIR which the lead agency found to be feasible, and
- (2) The lead agency makes a finding at a public hearing as to whether the feasible mitigation measures will be undertaken.

(f) An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR. Such development policies or standards need not apply throughout the entire city or county, but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan, but can be found within another pertinent planning document such as a zoning ordinance. Where a city or county, in previously adopting uniformly applied development policies or standards for imposition on future projects, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the city or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the city or county decides to apply the standards or policies as permitted in this section.

(g) Examples of uniformly applied development policies or standards include, but are not limited to:

- (1) Parking ordinances.
- (2) Public access requirements.
- (3) Grading ordinances.
- (4) Hillside development ordinances.

- (5) Flood plain ordinances.
- (6) Habitat protection or conservation ordinances.
- (7) View protection ordinances.
- (8) Requirements for reducing greenhouse gas emissions, as set forth in adopted land use plans, policies, or regulations.

(h) An environmental effect shall not be considered peculiar to the project or parcel solely because no uniformly applied development policy or standard is applicable to it. (CEQA Guidelines §15183.)

## **VW AND CALTRANS EIRS AND SECTION 15162 AS APPLIED TO THE PROJECT**

The CEQA Guidelines Section 15162 state that when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

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

Therefore, the proposed project relies on the analyses in the certified VW and Caltrans project EIRs, as detailed further in the Chapter 4.0 and the attached Initial Study Checklist.

## SUMMARY OF FINDINGS

Based on CEQA Guidelines Sections 15183 and 15162, the City prepared an Initial Study Checklist that determined that preparation of an EIR was needed to analyze and mitigate, as appropriate, certain potentially significant effects in the proposed project. The Initial Study Checklist concluded that the EIR should focus on Transportation and Traffic impacts. The issues of aesthetics, agricultural/forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, public services, recreation, noise, tribal cultural resources, wildfire, and utilities were analyzed in the Initial Study Checklist and determined to not require further analysis in an EIR pursuant to CEQA Guidelines Sections 15183 and 15162, and as detailed in the Initial Study Checklist.

As stated above, the analysis in the Initial Study Checklist determined that only the Transportation resource category requires additional analysis in the EIR. All other impacts from the proposed project would be less than significant, not peculiar to the parcel or to the project, analyzed and mitigated as a significant effect in one of the aforementioned prior certified EIRs, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, including City SDRs and/or Council Policies.

## 1.2 EIR PROCESS

In accordance with Sections 15063 and 15082 of the CEQA Guidelines, the City of Sunnyvale prepared a Notice of Preparation (NOP) for this TEIR. A NOP for the proposed project was prepared and issued on May 1, 2019 and the 30-day comment period extended until May 31, 2019. The NOP was circulated to local, State, and federal agencies and other interested parties, consistent with the requirements of CEQA. The City of Sunnyvale also held a public scoping meeting on May 22, 2019, to discuss the project and solicit public input as to the scope and contents of this TEIR.

The NOP indicated the following environmental topic on the listing of resources in Appendix G of the CEQA Guidelines will be addressed in the TEIR:

- Transportation and Traffic

The NOP also discussed the other environmental topic areas contained in Appendix G. The NOP discussed existing environmental conditions in and around the project site and noted the developed nature of the Moffett Park area, and the proposed project's consistency with the approved General Plan Land Use and Transportation Element. In addition, the NOP discussed project consistency with the approved Moffett Park Specific Plan (MPSP), and anticipated the overall effects of the proposed project with the implementation of mitigation to the following environmental factors would be Less Than Significant, or Less Than Significant with Mitigation from the previously certified LUTE, Caltrans and VW EIRs or uniformly applied city polices and plans adopted to avoid or minimize project impacts:

- Aesthetics
- Hazards and Hazardous Materials

- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Energy
- Geologic and Soils
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Utilities and Service Systems

The following environmental factors were anticipated to not be impacted by the proposed project:

- Agriculture and Forestry
- Population and Housing
- Wildfire
- Mineral Resources
- Recreation

**Other EIR Sections:** The TEIR will include other sections required by CEQA including sections on: Project Alternatives, Cumulative Traffic Impacts (within the traffic section), Significant Unavoidable Impacts, Significant Irreversible Environmental Changes, TEIR Preparers, TEIR References, and TEIR Technical Appendices.

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## 1.3 SCOPING RESULTS

### COMMENTS ON THE NOP

In response to the NOP, comments letters were received from the following agencies and individuals:

#### Regional Agencies

California Department of Transportation (Caltrans) District 4

Bay Area Air Quality Management District (BAAQMD)

California Office of Planning and Research

#### Cities

City of Santa Clara

#### Special Interest Groups and Individuals

Public Safety Officers Association

#### Public Scoping Meeting and Comments

As discussed above, in addition solicitation of comments through publication of the NOP, the City advertised and held a Public Scoping Meeting on May 22, 2019. None of the attendees provided comments on the proposed project.



## 1.4 REPORT ORGANIZATION

The Draft TEIR is organized into eight sections:

- Chapter 1.0, Introduction, provides an introduction and overview describing the intended use of the TEIR and the review and certification process. It also provides summaries of the sections included in the TEIR, and summaries of the issues and concerns received from the public and public agencies during the NOP review period.
- Chapter 2.0, Executive Summary, summarizes the elements of the proposed project and the environmental impacts that would result from implementation of the proposed project, describes mitigation measures, and indicates the level of significance of impacts after mitigation, and acknowledges alternatives that would reduce or avoid significant impacts.
- Chapter 3.0, Project Description, provides a detailed description of the proposed project, including the project's location, background information, major objectives, and technical characteristics.
- Chapter 4.0, Environmental Analysis (Impacts and Mitigation Measures), contains a detailed environmental analysis related to Transportation impacts. The analysis of impacts to transportation consists of the existing conditions, proposed project impacts, recommended mitigation measures, and unavoidable adverse impacts (if applicable). The analysis of transportation resources in Section 4.0 is organized as follows:
  - “Environmental Setting” describes the physical conditions that exist at this time and that may influence or affect the issue under investigation.
  - “Regulatory Setting” described the Federal, State, and Local agencies and policy and regulatory documents that are applicable to the proposed project.
  - “Standards of Significance” provides the thresholds that are the basis of conclusions of significance, for which the primary source for the criteria is Appendix G of the State CEQA Guidelines (California Code of Regulations [CCR], §15000 through §15387).
  - “Project Impacts and Mitigation” describes potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented.
 

A designation of “no impact” is given when no adverse changes in the environment are anticipated.

A “less than significant impact” would cause no substantial adverse change in the environment.

A “less than significant impact with mitigation incorporated” avoids substantial adverse impacts on the environment with mitigation.

A “significant and unavoidable impact” would cause a substantial adverse effect on the environment, and feasible mitigation measures are not available to reduce the impact to a less than significant impact.
  - “Mitigation Measures” are those specific measures that may be required of the proposed Project to avoid a significant adverse impact; minimize a significant adverse impact; rectify

a significant adverse impact by restoration; reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or compensate for the impact by replacing or providing substitute resources or environment.

- “Level of Significance After Mitigation” discusses whether the proposed project and the project’s contribution to cumulative impacts can be reduced to levels that are considered less than significant.
- “Cumulative Impacts” describes potential environmental changes to the existing physical conditions that may occur with the proposed project, together with all other reasonably foreseeable, planned, and approved future projects.
- “Conclusion” provides a summary of the anticipated project impacts and mitigation including significance conclusion.
- Chapter 5.0, Growth-Inducing Impacts, discusses significant environmental changes that would result from the proposed action, should it be implemented, and discusses growth-inducing impacts of the proposed project.
- Chapter 6.0, Alternatives to the proposed project, describes a reasonable range of alternatives to the proposed project or to the location of the project that could feasibly attain the basic project objectives, and provides and a determination of the environmentally superior alternative.
- Chapter 7.0, Other CEQA Considerations, lists mitigation measures proposed to minimize the significant impacts of the proposed project.
- Chapter 8.0, Agency Contacts and Preparers lists persons from the Lead Agency and preparers of the TEIR.

This TEIR uses a variety of terms to describe the level of significance of adverse impacts. These terms are defined as follows:

- **Less Than Significant.** An impact that is adverse but that does not exceed the defined thresholds of significance. Less than significant impacts do not require mitigation.
- **Significant.** An impact that exceeds the defined thresholds of significance and would or could cause a substantial adverse change in the environment. Mitigation measures are recommended to eliminate the impact or reduce it to a less than significant level.
- **Significant and Unavoidable.** An impact that exceeds the defined thresholds of significance and cannot be eliminated or reduced to a less than significant level through the implementation of mitigation measures.

## 1.5 INCORPORATION BY REFERENCE

As permitted in Section 15150 of the State CEQA Guidelines, an EIR may reference all or portions of another document that is a matter of public record or is generally available to the public. Information from the documents that have been incorporated by reference has been briefly summarized in the appropriate sections of this TEIR, along with a description of how the public may obtain and review these documents. These documents include:

- City of Sunnyvale General Plan; (available online at: <https://sunnyvale.ca.gov/government/codes/plan.htm>)

The City of Sunnyvale General Plan is an appropriate document to incorporate by reference because the General Plan is the governing land use policy document within the City of Sunnyvale that provides guidance on the implementation of General Plan goals through polices. The General Plan contains the Land Use and Transportation Element of which influences that traffic analysis for the proposed project.

- Moffett Park Specific Plan; (available online at: <https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?blobid=22831>)

The Moffett Park Specific Plan is an appropriate document to incorporate by reference because it provides specific land use policy for the Moffett Park Specific Plan area, including the governing zoning for property within the Plan Area. The project site is within the Moffett Park Specific Plan and is subject to the development performance standards (e.g., zoning type, Floor Area Ratio, and green building requirements).

- City of Sunnyvale Land Use and Transportation Element Draft Environmental Impact Report (SCH No. 2012032003) available at City of Sunnyvale Planning and Building Department.

The Land Use and Transportation Element Final EIR is an appropriate document to incorporate by reference because it evaluates the City of Sunnyvale's most recent update to the Land Use and Transportation Element (2016). The Land Use and Transportation Element included the land uses and building densities described in the Moffett Park Specific Plan. This TEIR tiers off of the analysis in the LUTE Final EIR.

- Valley Water East and West Channels Flood Protection Project Final Environmental Impact Report (SCH No. 2013012041) available: [https://www.valleywater.org/sites/default/files/SunnyvaleDEIR\\_Combined\\_Oct2013%20%286%29/SunnyvaleDEIR\\_Combined\\_Oct2013%20%286%29.pdf](https://www.valleywater.org/sites/default/files/SunnyvaleDEIR_Combined_Oct2013%20%286%29/SunnyvaleDEIR_Combined_Oct2013%20%286%29.pdf)

The Valley Water East and West Channels Flood Protection Project Final EIR is an appropriate document to incorporate by reference because it evaluates improvements to the Sunnyvale West Channel. The Sunnyvale West Channel bisects the project site, and the proposed project

would implement some of the flood protection and restoration measures discussed in the EIR. This TEIR tiers off of the analysis in the VW East and West Channels Flood Protection Project Final EIR.

- Mathilda Avenue Improvements at SR 237 and US 101 Project ("CalTrans EIR") (State Clearinghouse No. 2015082030), available:  
<https://www.vta.org/sites/default/files/documents/finalEIR.pdf>.

The Caltrans EIR is an appropriate document to incorporate because its analysis covers certain potentially significant transportation impacts the proposed project may produce related to the Mathilda Avenue interchanges with State Route 237 and Highway 101.

The documents that are incorporated by reference are available for review during counter hours from 8:00 a.m. to 5:00 p.m., Monday through Friday, at the City of Sunnyvale Community Development Department at 456 West Olive Avenue, Sunnyvale CA 94086.