Summary of Impacts and Mitigation Measures	
Impact	**Mitigation Measures**
Air Quality	
Impact AQ-2: The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. **Less than Significant Impact with Mitigation Incorporated**	**DSP Amendments:** **MM AQ-2.1: All Project Sites (except 300 West Washington Avenue):** Prior to issuance of demolition and grading permits, applicants for future development under the DSP amendments shall complete a project-specific air quality analysis to evaluate construction period air pollutant emissions in accordance with the current BAAQMD CEQA Guidelines. Overlapping construction and operation air pollutant emissions shall also be evaluated, if future development of the project sites overlap. If construction or overlapping construction and operational air pollutant period emissions exceed the BAAQMD thresholds of significance, development-specific mitigation measures shall be implemented to reduce emissions. Mitigation measures could include, but are not limited to, implementing best management practices to control dust, particulate matter, and diesel exhaust and restricting the project wide fleet-average percent of NO_x emissions (see mitigation measures MM AQ-2.2 and MM AQ-2.3). **Six Development Projects:** **MM AQ-2.2: All Project Sites (except 300 West Washington Avenue):** The six development projects shall implement the below BAAQMD-recommended measures to control dust, particulate matter, and diesel exhaust emissions during construction. This list of BAAQMD measures shall be incorporated into the approved building plan set. 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

Summary of Impacts and Mitigation Measures	
Impact	**Mitigation Measures**
	6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. Post a publicly visible sign with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations. 9. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. 10. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph and visible dust extends beyond site boundaries. 11. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction adjacent to sensitive receptors. Wind breaks should have at maximum 50 percent air porosity. 12. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. 13. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time. 14. Avoid tracking of visible soil material on to public roadways by employing the following measures if necessary: (1) treat site accesses to a distance of 100 feet from public paved roads with a six to 12-inch

Summary of Impacts and Mitigation Measures

Impact	Mitigation Measures
	compacted layer of wood chips, mulch, or gravel; (2) wash truck tires and construction equipment of prior to leaving the site, or (3) other methods to reduce the deposition of soil material on public roadways. 15. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent. 16. Minimizing the idling time of diesel-powered construction equipment to two minutes. **MM AQ-2.3: All Project Sites (except 300 West Washington Avenue):** Prior to construction activities, the project applicant(s) shall develop a plan demonstrating that the off-road equipment (more than 25 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 46 percent NO_x reduction. The Macy's and Redwood Square, Town Center Sub-block 6, and Murphy Square sites shall demonstrate an overall 90 percent particulate matter exhaust reduction compared to modeling results in Appendix C of the EIR. The 100 Altair and 300 Mathilda Avenue sites shall demonstrate a 97 percent reduction compared to modeling results in Appendix C of the EIR. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available. The following feasible methods shall be used unless an alternative plan that achieves this requirement is submitted and approved by the Community Development Department prior to the issuance of the building permit and shall be included in the approved plan set: 1. All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet EPA Tier 4 emission standards for NO_x and particulate matter, if feasible, otherwise, a. All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet EPA emission standards for Tier 3 engines and include particulate matter

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Impact	**Mitigation Measures**
	emissions control equivalent to CARB Level 3 verifiable diesel emission control devices that altogether achieve an 85 percent reduction in particulate matter exhaust; alternatively (or in combination); or b. Use of alternatively-fueled equipment with lower NO_x emissions that meet the NO_x and particulate matter reduction requirements above. c. For special exceptions, a waiver to use other equipment for specialized purposes would have to be obtained from the City after review of evidence that use of such equipment meeting the above mitigation requirements is not feasible. 2. Diesel engines, whether for off-road equipment or on-road vehicles, shall not idle for more than two minutes, except as provided in exceptions to the applicable state regulations (e.g., traffic conditions, safe operating conditions). The construction sites shall have posted legible and visible signs in designated queuing areas and at the construction site to clearly notify operators of idling limit. 3. All on-road heavy duty diesel trucks with a gross vehicle weight rating of 33,000 pounds or greater (EMission FACtors [EMFAC] Category heavy-duty diesel truck [HDDT]) used at the six project sites (such as haul trucks, water trucks, dump trucks, and concrete trucks) shall be model year 2010 or newer. 4. Provide line power to the sites during the early phases of construction (demolition, site preparation, grading/excavation, and trenching) to minimize the use of diesel-powered stationary equipment, such as generators. Use of diesel powered-portable equipment for the 100 Altair and 300 Mathilda Ave sites shall be limited to 100 hours for generators, 100 hours for compressors and 100 hours for cranes.

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Impact	**Mitigation Measures**
	DSP Amendments and Six Development Projects: **MM AQ-2.4: All Project Sites (except 300 West Washington Avenue):** Approval of a TDM Plan to reduced operational NO_x emissions consistent with City requirements. This Plan shall demonstrate a minimum six percent overall reduction in vehicle trips and shall be approved by the Public Works Director or designee. For buildings with an identified tenant, the project applicant(s) shall submit to the City, and the City approve, a TDM plan prior to issuance of building permits. For buildings without an identified tenant, the project applicant shall submit, and the City approve, the TDM Plan prior to the building occupancy. Potential measures in the TDM plan can include, but are not limited to, the following: 1. Unbundled parking 2. VTA SmartPass (formerly Eco Pass) for residents 3. On-site bicycle repair station 4. A bike share program 5. An on-site TDM coordinator that would provide rideshare matching services and coordinate walking/biking groups for residents 6. An on-site transportation kiosk that would provide information to residents and visitors about multi-model wayfinding and transit information
Impact AQ-3: The project would not result in a cumulatively considerable net increase of criteria pollutants (ROG, NO_x, PM_{10}, and/or $PM_{2.5}$) for which the project region is non-attainment under an applicable federal or state ambient air quality standard. **Less than Significant Impact with Mitigation Incorporated**	See mitigation measures MM AQ-2.1 through MM AQ-2.4 above
Impact AQ-4: The project would not expose sensitive receptors to substantial pollutant concentrations. **Less than Significant Impact with Mitigation Incorporated**	**DSP Amendments:** **MM AQ-4.1: All Project Sites (except 300 West Washington Avenue):** Prior to issuance of demolition and grading permits, applicants for future development projects shall prepare a project-specific community health risk assessment (including a cumulative assessment) to evaluate construction period air pollutant emissions in accordance with the current BAAQMD CEQA Guidelines. The health

Summary of Impacts and Mitigation Measures	
Impact	**Mitigation Measures**
	risk from overlapping construction and operational air pollutant emissions shall also be evaluated. If the health risk for future development proposals exceed the BAAQMD thresholds of significance, measures shall be implemented to reduce the health risk. Measures could include limiting use of diesel equipment and restricting diesel emissions (see mitigation measures MM AQ-2.2 and MM AQ-2.3).
Impact AQ-C: The project would not cumulatively contribute to a cumulative significant air quality impact. **Less than Significant Cumulative Impact with Mitigation Incorporated**	See mitigation measures MM AQ-2.1 through MM AQ-2.4, and MM AQ-4.1 above
Biological Resources	
Impact BIO-1: The project would not have a substantial adverse effect on species identified as a candidate, sensitive, or special status species. **Less than Significant Impact with Mitigation Incorporated**	**<u>DSP Amendments and Six Development Projects:</u>** **MM BIO-1.1: All Project Sites (except 300 West Washington Avenue):** When possible, construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors, in the San Francisco Bay area extends from February 1 through August 31. If it is not possible to schedule construction and tree removal between September and January, then pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests shall be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of grading, tree removal, or other demolition or construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the ornithologist shall inspect all trees and other possible nesting habitats within and immediately adjacent to the construction area for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with CDFW, shall determine the extent of a construction-free buffer zone to be established around the nest to ensure that nests of bird

Summary of Impacts and Mitigation Measures	
Impact	**Mitigation Measures**
	species protected by the MBTA or Fish and Game code shall not be disturbed during project construction. A final report of nesting birds, including any protection measures, shall be submitted to the Director of Community Development prior to the start of grading or tree removal.
Impact BIO-C: The project would not have a cumulatively considerable contribution to a significant cumulative biological resources impact. **Less than Significant Cumulative Impact with Mitigation Incorporated**	See mitigation measure MM BIO-1.1 above
Cultural Resources	
Impact CR-1: The project would cause a substantial change in the significance of a historic resource. **Significant and Unavoidable Impact with Mitigation Incorporated**	**DSP Amendments and Six Development Projects:** **MM CR-1.1: Macy's and Redwood Square:** If a heritage tree is removed or relocated, the relocation of a heritage tree shall be done under the supervision of a certified arborist, in consultation with the City arborist. The new location for a relocated tree shall be approved by the City prior to the tree's removal. **MM CR-1.2: Macy's and Redwood Square:** If a heritage tree is removed or relocated, the project applicant shall install a replacement plaque for the heritage tree with the same inscription as on the original plaques, which are noted in the 2006 Department of Parks and Recreation form. The final design of the plaque shall be approved by the City prior to its installation.
Impact CR-2: The project would not significantly impact archaeological resources, human remains, or tribal cultural resources. **Less than Significant Impact with Mitigation Incorporated**	**DSP Amendments and Six Development Projects:** **MM CR-2.1: All Project Sites (except for 300 West Washington Avenue):** Mechanical presence/absence exploration for Native American resources shall be completed prior to development related ground-disturbance or in conjunction with any remediation efforts. This work shall be conducted by an archaeologist who is trained in both local prehistoric and historical archaeology. Exploring for specific historic-era features shall consist of creating shallow wide trenches down to the historic surface based on areas identified from historic-era maps. If any archaeological resources or human remains are exposed,

Summary of Impacts and Mitigation Measures	
Impact	**Mitigation Measures**
	these shall be briefly documented, tarped for protection, and left in place. Deeper trenches should be placed beyond the areas considered sensitive for historical resources. If archaeological deposits or features that appear potentially eligible to the CRHR are identified during exploration, an archaeological research design and work plan shall be prepared. The plan shall be designed to facilitate archaeological excavation and evaluate any cultural resources discovered to the CRHR to assess if any are historic properties. The project applicant shall notify the City of Sunnyvale Community Development Director who shall notify the applicable Native American tribal representatives if any Native American resources are identified during presence/absence exploration. **MM CR-2.2: All Project Sites (except for 300 West Washington Avenue):** Prior to ground-disturbing activities, the project applicants shall have a qualified archaeologist or qualified Native American tribal representative provide appropriate cultural sensitivity training to all contractors and employees involved in the trenching and excavation. **MM CR-2.3: All Project Sites (except for 300 West Washington Avenue):** In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner shall notify the NAHC immediately. Once NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.
Impact CR-C: The project would not result in a cumulatively considerable	See mitigation measures MM CR-2.1 through MM CR-2.3 above

Summary of Impacts and Mitigation Measures	
Impact	**Mitigation Measures**
contribution to a significant cumulative cultural resources impact. **Less than Significant Cumulative Impact with Mitigation Incorporated**	
Energy	
Impact EN-1: The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation. **Less than Significant Impact with Mitigation Incorporated**	See mitigation measures MM AQ-2.1, MM AQ-2.2, and MM AQ-2.4 above
Impact EN-2: The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **Less than Significant Impact with Mitigation Incorporated**	See mitigation measure MM AQ-2.4 above
Impact EN-C: The project would not result in a cumulatively considerable contribution to a significant energy impact. **Less than Significant Cumulative Impact with Mitigation Incorporated**	See mitigation measures MM AQ-2.2, MM AQ-2.3, and MM AQ-2.4 above
Greenhouse Gas	
Impact GHG-1: The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. **Less than Significant Impact with Mitigation Incorporated**	See mitigation measure MM AQ-2.4 above

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Impact	**Mitigation Measures**
Impact GHG-2: The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. **Less than Significant Impact with Mitigation Incorporated**	See mitigation measure MM AQ-2.4 above
Impact GHG-C: The project would not result in a cumulatively considerable contribution to a GHG emissions impact. **Less than Significant Cumulative Impact with Mitigation Incorporated**	See mitigation measure MM AQ-2.4 above
Hazards and Hazardous Materials	
Impact HAZ-1: The project would not create a significant hazard to the public or the environment through routine transport, use, disposal, or foreseeable upset of hazardous materials. **Less than Significant Impact with Mitigation Incorporated**	**DSP Amendments and Six Development Projects:** **MM HAZ-1.1: 100 Altair Way and Macy's:** All remaining hazardous materials at the 100 Altair Way site (e.g., the hydraulic fluids from the elevator) and the Macy's building (e.g., emergency diesel generator with a 27-gallon AST, hydraulic fluids within the elevator equipment, cardboard bailer, trash compactor, shoe cleaning products, building maintenance products, and paint related products,) shall be removed and properly disposed of prior to demolition. During removal of the equipment with hydraulic fluids, contractors shall observe for staining and spilled oil. If stains and/or spills are observed, an Environmental Professional shall be retained to collect soil samples for laboratory analysis in accordance with commonly accepted environmental protocols. If contaminants are identified at concentrations exceeding applicable screening levels published by the RWQCB, DTSC and/or EPA , appropriate mitigation measures shall be incorporated into the demolition permit. Approval by an appropriate regulatory agency (i.e., RWQCB, DTSC or DEH) shall be obtained prior to conducting earthwork activities in the vicinity of the impacted soil. **MM HAZ-1.2: All Project Sites (except 300 West Washington Avenue):** A SMP and Health Safety Plan

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Impact	**Mitigation Measures**
	(HSP) shall be prepared and implemented for construction-related earthwork activities under the proposed project at each of the project sites (except for 300 West Washington Avenue). The purpose of the SMP and HSP is to establish appropriate management practices for handling impacted soil, soil vapor, and groundwater or other materials that may potentially be encountered during construction activities. The SMPs shall provide the protocols for accepting imported fill materials and protocols for sampling of in-place soil to facilitate profiling of the soil for appropriate off-site disposal or reuse. To evaluate potential impacts associated with prior on-site structures, the soil profiling shall include (but not be limited to) the collection of shallow soil samples (upper one-foot) and analyses for lead and organochlorine pesticides. Because contaminants are known to be present on the Macy's and Redwood Square and Town Center Sub-block 6 sites, the SMPs for these sites shall address currently proposed uses and currently applicable screening levels (including current guidance on PCE), and shall be reviewed and approved by an appropriate regulatory agency (i.e., RWQCB, DTSC or DEH) and the HSPs and approved SMPs shall be submitted to the City prior to the issuance of a permit for grading and excavation. If there are no contaminants identified on the other project sites (i.e., 100 Altair Way, 300 Mathilda Avenue, and Murphy Square) that exceed applicable screening levels published by the RWQCB, DTSC and/or EPA, their respective SMPs do not need to be submitted to an oversight agency and only submitted to the City prior to construction earthwork activities. If contaminants are identified at concentrations exceeding applicable screening levels at the other project sites (i.e., 100 Altair Way, 300 Mathilda Avenue, and Murphy Square), the respective SMPs and planned remedial measures shall be reviewed and approved by an appropriate regulatory agency (i.e., RWQCB, DTSC or DEH), and the HSPs and approved SMPs shall be submitted to the City prior to the issuance of a permit for grading and excavation.

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Impact	**Mitigation Measures**
	MM HAZ-1.3: Town Center Sub-block 6: Future development shall implement the provisions in the RWQCB approved May 4, 2012 RAP prepared by Ground Zero Analysis, Inc., as may be amended or updated, which includes completing soil vapor sampling prior to construction to determine if VOC levels exceed the most recently adopted ESLs for the currently proposed uses. If VOC levels exceed their respective ESLs, the project shall install vapor mitigation systems in proposed building(s), unless it can be demonstrated to the satisfaction of RWQCB (or similar oversight agency) that these measures are not required for the currently proposed development. The vapor mitigation systems shall consist of impermeable vapor barriers installed beneath building foundations, passive or active sub-foundation venting systems, or other equivalent measures, and regular monitoring programs, and be approved by the overseeing regulatory agency. Other provisions of the RAP are summarized in Appendix F. Final approval that the site is suitable for the proposed land uses and development with the implementation of mitigation measures (including vapor mitigation systems) shall be issued by RWQCB and copied to the City prior to commencement of new construction activities. **MM HAZ-1.4: Macy's and Redwood Square:** A vapor mitigation system design shall be incorporated in proposed building(s), unless it can be demonstrated to the satisfaction of RWQCB (or similar oversight agency) that these measures are not required for the currently proposed development. The vapor mitigation systems shall consist of impermeable vapor barriers installed beneath building foundations, passive or active sub-foundation venting systems, or other equivalent measures, and regular monitoring programs, and be approved by the overseeing regulatory agency. **MM HAZ-1.5: Murphy Square:** Soil, soil vapor, and groundwater sampling shall be completed prior to construction earthwork activities to evaluate the extent of impact from up-gradient VOC releases at Town Center Sub-block 6. Groundwater shall also be analyzed for petroleum hydrocarbons due to the reported former presence of up-gradient gasoline service stations.

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Impact	**Mitigation Measures**
	The evaluation of soil quality at the Murphy Square parcel shall include an evaluation of shallow soil (upper one-foot) for contaminants commonly found along rail lines, such as metals, petroleum hydrocarbons, PAHs, PCBs and pesticides. Sampling of shallow soil on the parcel also shall include testing for constituents within the fungicides and insecticides reported to have been stored by Del Monte Corporation if they are typically considered to be persistent within the environment. All soil, soil vapor, and groundwater sampling and laboratory analyses shall be conducted in accordance with commonly accepted environmental protocols. If contaminants are identified at concentrations exceeding applicable screening levels published by the RWQCB, DTSC and/or EPA, appropriate mitigation measures shall be incorporated into the proposed development and approved by an appropriate regulatory agency (i.e., RWQCB, DTSC or DEH) . Approval that the site is suitable for the proposed land uses and development with the implementation of the mitigation measures shall be issued by the overseeing regulatory agency and copied to the City prior to the issuance of a permit for grading and excavation. **MM HAZ-1.6: Macy's and 300 Mathilda Avenue:** Prior to commencement of earthwork activities, geophysical surveys shall be completed of both former gasoline service station locations to evaluate if USTs remain on these sites. If identified, the USTs shall be removed under permit from the Sunnyvale Bureau of Fire Services and underlying soil and groundwater shall be sampled and evaluated for potential contaminants of concern. **MM HAZ-1.7: Redwood Square, Town Center Sub-block 6, and 100 Altair Way:** All wells shall be protected during construction activities or properly destroyed prior to construction. This work shall be coordinated with RWQCB and Valley Water. Wells to be destroyed shall be destroyed in accordance with Valley Water requirements (Ordinance 90-1, as may be subsequently amended) prior to any work

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Impact	**Mitigation Measures**
	that could potentially damage or obscure the wells, such as demolition or earthwork activities. Destroyed wells may be required to be replaced by the oversight regulatory agency after project construction is completed. **MM HAZ-1.8: 100 Altair Way and Macy's:** Prior to the issuance of a demolition permit, an asbestos survey shall be completed for existing buildings on the 100 Altair Way and Macy's sites prior to demolition in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines. NESHAP guidelines require the removal of potentially friable ACMs prior to building demolition or renovation that may disturb the ACM. **MM HAZ-1.9: 100 Altair Way and Macy's:** Prior to the issuance of a demolition permit, a lead-based paint survey shall be completed for the existing buildings on the 100 Altair Way and Macy's sites in accordance with the Cal/OSHA guidelines. If lead-based paint is bonded to the building materials, the removal of lead-based paint is not required. If the lead-based paint is flaking, peeling, or blistering, it shall be removed prior to demolition. In either case, applicable OSHA regulations shall be followed; these include requirements for worker training and air monitoring and dust control. Any debris containing lead shall be disposed appropriately.
Impact HAZ-4: The project is not located within the vicinity of a private airstrip and is located within two miles of a public airport. The project would not result in a safety hazard for people residing or working in the project area. **Less than Significant Impact with Mitigation Incorporated**	**DSP Amendments and Six Development Projects:** **MM HAZ-4.1: All Project Sites (except 300 West Washington Avenue):** Prior to the issuance of a building permit for above ground construction, if proposed structures exceed the FAA Part 77 Surface, the project applicant shall submit an FAA Form 7460-1 for the permanent structure prior to submittal for the temporary construction equipment (outlined in mitigation measure MM HAZ-4.2 below). A "Determination of No Hazard" or "Determination of No Hazard with Conditions" shall be obtained prior to permit issuance for any above ground improvements. If a "Determination of No Hazard with Conditions" is issued, the conditions shall be included on the approved plan set and implemented.

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	MM HAZ-4.2: All Project Sites (except 300 West Washington Avenue): Prior to the issuance of a building permit, if construction equipment has the potential to exceed the FAA Part 77 Surface, the project applicant shall submit an FAA Form 7460-1, "Notice of Proposed Construction or Alteration" to the FAA at least 45 days (60 to 90 days recommended) prior to construction of the project, which shall specify the equipment type (e.g., crane) and duration to be used. An Aeronautical Study Number for the permanent structure shall be included in the submittal form. A "Determination of No Hazard" or "Determination of No Hazard with Conditions" shall be obtained prior to permit issuance for above ground activities. If a "Determination of No Hazard with Conditions" is issued, all conditions shall be included on the approved plan set and implemented.
Impact HAZ-C: The project would not have a cumulatively considerable contribution to a significant cumulative hazardous materials impact. **Less than Significant Impact with Mitigation Incorporated**	See mitigation measures MM HAZ-1.1 through MM HAZ-1.10, MM HAZ-4.1, and MM HAZ-4.2 above
Hydrology and Water Quality	
Impact HYD-1: The project would not violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality. **Less than Significant Impact with Mitigation Incorporated**	**DSP Amendments and Six Development Projects:** **MM HYD-1.1: 100 Altair Way and Macy's:** Prior to issuance of a demolition permit, sampling of priority building materials (i.e., calk, fiberglass insulation, thermal insulation, adhesive mastics, and rubber window gaskets) shall be collected to test for PCBs per BASMAA's Protocol for Evaluating Priority PCBs-Containing Materials before Building Demolition. If collected samples contain PCBs concentrations are equal to or greater than 50 parts per million (ppm) in one or more priority materials, abatement procedures shall be completed in accordance with federal and state regulations.
Impact HYD-3: The project would not substantially alter the existing drainage pattern of the site or area which would result in substantial erosion, siltation, or flooding on or off-site; or create or contribute runoff water which would exceed the capacity of existing or	**DSP Amendments:** **MM HYD-3.1: All Project Sites (except 300 West Washington Avenue):** If future development implementing the proposed DSP amendments would result in an increase in impervious surfaces compared to existing conditions, the developer(s) shall complete additional analysis to determine if the existing and planned storm drain system has sufficient

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Impact	**Mitigation Measures**
planned stormwater drainage systems or provide substantial additional sources of polluted runoff. **Less than Significant Impact with Mitigation Incorporated**	capacity to accommodate development runoff flows. Future development shall be responsible for completing improvements to the storm drain system to ensure there is sufficient storm drains system capacity to serve the proposed development and not result in off-site flooding, or the development shall provide adequate facilities on-site to offset peak flows from the development, thereby removing any capacity issues.
Impact HYD-C: The project would not have a cumulatively considerable contribution to a significant cumulative hydrology and water quality impact. **Less than Significant Cumulative Impact with Mitigation Incorporated**	See mitigation measures MM HYD-1.1 and MM HYD-3.1 above
Noise and Vibration	
Impact NOI-1: The project would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or local general plan or noise ordinance, or applicable standards of other agencies. **Less than Significant Impact with Mitigation Incorporated**	**DSP Amendments and Six Development Projects:** **MM NOI-1.1: All Project Sites (except 300 West Washington Avenue):** Prior to the issuance of building permits, a qualified acoustical consultant shall prepare a report documenting the projected mechanical and emergency generator noise and identify specific noise reduction measures necessary to reduce noise to comply with the City's 50 dBA L_{eq} nighttime residential noise limit at the shared property lines. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers such as enclosures and parapet walls to block the line of sight between the noise source and the nearest receptors. The specific equipment shall be included on the approved building permit plan set.
Impact NOI-4: The project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. **Significant and Unavoidable with Mitigation Incorporated**	**DSP Amendments and Six Development Projects:** **MM NOI-4.1: All Project Sites (except 300 West Washington Avenue):** Future development shall prepare a noise control plan to be submitted for review and approval by the City prior to construction. The noise control plan shall be included in the approved building permit plan sets and address, at a minimum, the following: 1. Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of

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Impact	**Mitigation Measures**
	intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds). 2. Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. 3. Construct temporary noise barriers, where feasible as determined by the City, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a five dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps. 4. Unnecessary idling of internal combustion engines shall be strictly prohibited. 5. Construction staging areas shall be established at locations that would create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible as determined by the City, from residential receptors. 6. Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site. 7. Where feasible as determined by the City, temporary power service from local utility companies shall be used instead of portable generators. 8. Locate cranes as far from adjoining noise-sensitive receptors as possible. 9. During final grading, substitute graders for bulldozers where feasible as determined by the City. Wheeled heavy equipment are quieter than track equipment and should be used where feasible, as determined by the City. 10. Substitute nail guns for manual hammering, where feasible as determined by the City. 11. Avoid the use of circular saws, miter/chop saws, and radial arm saws near the adjoining noise-sensitive

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Impact	**Mitigation Measures**
	receptors. Where feasible as determined by the City, shield saws with a solid screen with material having a minimum surface density of two pounds per square feet (e.g., such as ¾-inch plywood). 12. Maintain smooth vehicle pathways for trucks and equipment accessing the site, and avoid local residential neighborhoods as much as possible. 13. During interior construction, the exterior windows facing noise-sensitive receptors shall be closed. 14. During interior construction, locate noise-generating equipment within the building to break the line-of-sight to the adjoining receptors. 15. The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. 16. Designate a ”disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., bad muffler, etc.) and would require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.
Impact NOI-C: The project would result in a cumulatively considerable noise or vibration impacts. **Significant and Unavoidable Cumulative Impact with Mitigation Incorporated**	See mitigation measures MM NOI-1.1 and MM NOI-4.1 above
Transportation/Traffic	
Impact TRN-1: The project would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system,	**DSP Amendments and Six Development Projects:** **MM TRN-1.1: All Project Sites:** Prior to issuance of building permits, future development under the proposed project shall pay a fair-share payment contribution to VTA’s VTP 2040 Improvement VTP ID H3: SR 237 Express Lanes

Summary of Impacts and Mitigation Measures	
Impact	**Mitigation Measures**
taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. **Significant and Unavoidable Impact with Mitigation Incorporated**	(North First Street to Mathilda Avenue). This improvement would convert HOV lanes to express lanes on SR 237 between North First Street and Mathilda Avenue. **MM TRN-1.2: All Project Sites:** Intersection 55: De Anza Boulevard/Homestead Road (Cupertino) – The project shall pay its fair-share payment contribution towards the addition of a third westbound left-turn lane. This improvement can be accommodated within the existing right-of-way with modifications to the median and lane widths. **MM TRN-1.3: All Project Sites:** Intersection 76: Lawrence Expressway/Homestead Road (VTA/Santa Clara County) – Santa Clara County's Expressway Plan 2040 Study identifies an interim (near-term) improvement that includes the addition of an eastbound through lane on Homestead Road. With this improvement, intersection operations would improve, but the intersection would continue to operate at LOS F under both background and background plus project conditions. The ultimate improvement identified by the County's Expressway Plan 2040 is to grade-separate the intersection. The County designates the grade separation as a Tier 1 improvement and the project shall pay a fair-share contribution to this improvement.
Impact TRN-2: The project would conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. **Significant and Unavoidable Impact with Mitigation Incorporated**	See mitigation measures MM TRN-1.1 through MM TRN-1.3 above
Impact TRN-C: The project would result in a cumulatively considerable contribution to a significant transportation impact.	**DSP Amendments and Six Development Projects:** See mitigation measure MM TRN-1.2 above **MM TRN-C.1: All Project Sites:** Intersection 19: Hollenbeck Avenue/Remington Drive – The project shall

Summary of Impacts and Mitigation Measures

Impact	Mitigation Measures
Significant and Unavoidable Cumulative Impact with Mitigation Incorporated	pay its fair-share contribution towards restriping the northbound and southbound approaches on Hollenbeck Avenue to provide for a dedicated left-turn and a shared through/right-turn lane. This improvement would require parking restrictions on east side of the northbound approach and the west side of the southbound approach for between 75 and 125 feet to accommodate the striping of the dedicated left-turn lane. The signal phasing on the northbound and southbound approaches could remain "permitted." **MM TRN-C.2: All Project Sites:** Intersection 20: Hollenbeck Avenue/Fremont Avenue – The project shall pay its fair-share payment contribution towards adding an eastbound right-turn lane from Fremont Avenue onto southbound Hollenbeck Avenue is required. A dedicated right-turn lane, through lane, and a bike lane would require a minimum width of 25 feet. The available width between the number two through lane and the curb is about 19 feet. This mitigation measure would require removing the raised median on the eastbound approach to allow for adequate ROW. **MM TRN-C.3: All Project Sites:** Intersections 29: Mathilda Avenue/Washington Avenue and Intersection 30: Mathilda Avenue/McKinley Avenue – The project shall pay its fair-share payment contribution to the City's planned improvements along Mathilda Avenue of providing bike lanes between El Camino Real and Washington Avenue, including ROW costs for both the northbound and southbound sections. **MM TRN-C.4: All Project Sites:** Intersection 33: Mathilda Avenue/El Camino Real – The project shall pay its fair-share payment contribution toward the installation of a third eastbound left-turn lane. **MM TRN-C.5: All Project Sites:** Intersection 38: Washington Avenue/Frances Street – The project shall pay its fair-share payment contribution towards converting the intersection to an all-way stop-controlled intersection.

Summary of Impacts and Mitigation Measures	
Impact	**Mitigation Measures**
	MM TRN-C.6: All Project Sites: Intersection 52: Sunnyvale-Saratoga Road/Remington Drive – The project shall pay its fair-share payment contribution towards the City's TIF Program, specifically towards the identified improvement of adding a northbound right-turn lane from Sunnyvale-Saratoga Road onto eastbound Remington Drive. In addition, the project shall pay a fair-share contribution for the installation of the separated eastbound right-turn lane. [1] **MM TRN-C.7: All Project Sites:** Intersection 53: Sunnyvale-Saratoga Road/Fremont Avenue – The project shall pay its fair-share payment contribution to the addition of a dedicated southbound right-turn lane from Sunnyvale-Saratoga Road onto westbound Fremont Avenue. The additional southbound right-turn lane would require modifying the bus duckout and northwest corner at Sunnyvale-Saratoga Road and Fremont Avenue. **MM TRN-C.8: All Project Sites:** Intersection 60: Fair Oaks Avenue/Duane Avenue – The project shall pay its fair-share payment contribution towards providing a second westbound left-turn lane from Duane Avenue onto southbound Fair Oaks Avenue and restripe the intersection and remove the on-street parking on the south side of Duane Avenue for about 200 feet from the intersection. This improvement requires modification to the traffic signal and relocation of the bus stop on the south side of Duane Avenue. The project shall coordinate with VTA to relocate the existing bus stop.
Utilities and Service Systems	
Impact UTL-4: The project would require the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would not cause significant environmental effects.	See mitigation measure MM HYD-3.1 above

[1] With the additional northbound right-turn lane, the intersection would improve from unacceptable LOS F to acceptable LOS E during the AM peak hour but would remain an unacceptable LOS F during the PM peak hour. This is consistent with the results presented in the TIF Nexus Study. A dedicated southbound right-turn lane would be needed to fully mitigate the impact. However, there are right-of-way constraints that limit the physical feasibility of the dedicated southbound right-turn lane. An additional southbound right-turn lane would require an additional 11 feet of right-of-way from existing properties along the west side of Mathilda Avenue.

Summary of Impacts and Mitigation Measures	
Impact	**Mitigation Measures**
Less than Significant Impact with Mitigation Incorporated	
Impact UTL-C: The project would result in significant cumulative impacts to utilities and service systems.	See mitigation measure MM HYD-3.1 above
Significant and Unavoidable Cumulative Impact with Mitigation Incorporated	