2.0 EXECUTIVE SUMMARY

This Draft Environmental Impact Report (Draft EIR) has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) to evaluate the potential impacts of the proposed Fair Oaks Overhead Bridge Rehabilitation Project (project). This chapter presents an overview of the environmental analysis. Section 15123 of the CEQA Guidelines requires that an EIR summary identify the following:

1. Each significant impact with proposed mitigation measures and alternatives that would reduce or avoid that impact;
2. Areas of controversy known to the lead agency, including issues raised by agencies and the public; and
3. Issues to be resolved, including a choice among alternatives and whether or how to mitigate the significant impacts.

2.1 PROJECT UNDER REVIEW

The City of Sunnyvale (City) has proposed to rehabilitate the Fair Oaks Avenue Overhead Bridge (Bridge) located on Fair Oaks Avenue between Kifer Road and Evelyn Avenue. The project would rehabilitate the bridge to address several identified structural deficiencies, expand pedestrian and bicycle amenities, all while retaining its current automobile capacity – two travel lanes in each direction. For purposes of the environmental review, the City is considered the project applicant.

Project components include substructure improvements, superstructure improvements, improvements to the Hendy Avenue underpass area and adjacent intersections (Kifer Road and Evelyn Avenue), and removal of the pedestrian overcrossing (POC) structure over the Caltrain tracks.

The underlying purpose of the project is to enhance public safety by rehabilitating the bridge and removing it from the Eligible Bridge List (EBL) while providing for enhanced pedestrian and bicycle movement through the area.

An environmental impact report (EIR) will typically analyze a “project” in-depth, while analyzing a number of project “alternatives” at a more cursory level of detail.

This Draft EIR evaluates two alternatives, which differ mainly in terms of the type of improvements that would be carried forward. The alternatives are explained in detail in **Chapter 5, Alternatives**.

2.2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

The following section provides an overview of the analysis contained within **Chapter 7, CEQA-Required Discussions**. CEQA requires the summary to include a discussion of: 1) potential areas of controversy; 2) significant impacts; 3) significant unavoidable impacts; and 4) alternatives to the project. **Table 2-1** at the end of this Chapter summarizes the significant impacts and mitigation measures.

2.3 POTENTIAL AREAS OF CONTROVERSY

Pursuant to CEQA Guidelines Section 15123(b), a summary section must address areas of controversy known to the lead agency, including issues raised by agencies and the public, and it must also address issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

A Notice of Preparation (NOP) was issued on April 23, 2013. The NOP was distributed to the State Clearinghouse, responsible agencies, and other interested parties for a 30-day public review period extending to May 23, 2013. Topics of potential concern raised during scoping included construction related effects, particularly noise and traffic.

2.4 SIGNIFICANT UNAVOIDABLE IMPACTS

There are no significant unavoidable impacts at a project or cumulative level.

2.5 ALTERNATIVES

2.5.1 ALTERNATIVE 1: NO BUILD ALTERNATIVE

The No Build Alternative would result in the continued operation of the bridge without any rehabilitation. The bridge deck would not be widened, no changes would be made to the pedestrian and bicycle facilities, and no changes would be

made to the intersections of Fair Oaks Avenue at Kifer Road and Fair Oaks Avenue at Evelyn Avenue. The adjacent POC structure would remain in place at least until anticipated electrification improvements to Caltrain are implemented. The bridge would continue to be considered "structurally deficient" and would most likely remain on the Federal Highway Administration's (FHWA) "Eligible Bridge List" (EBL). The City recognizes that the current condition of the bridge suggests that its long-term viability may be threatened. The identified conditions of the deck in particular can be expected to continue to deteriorate unless rehabilitation moves forward. A further downgrading of the bridge's status would be likely to result.

2.5.2 ALTERNATIVE 2: RECONSTRUCTION OF PEDESTRIAN OVERCROSSING

This alternative was developed with the intent of reducing some project impacts while adhering to most basic project objectives. Alternative 2 would rehabilitate the bridge, but Alternative 2 would not include the minor bridge widening that allows for a new sidewalk and widened bike lanes. Instead, Alternative 2 would entail the separate reconstruction of the POC. If a sidewalk were not added to the bridge, reconstruction of the POC would be needed to maintain safe pedestrian access through the area. At present, the POC structure may be too low to accommodate anticipated improvements associated with the electrification of Caltrain (the Peninsula Corridor Electrification Project or PCEP) and/or the introduction of California High-Speed Rail (CHSR) service. In addition, the POC's access ramps currently do not meet standards set forth in the Americans with Disabilities Act (ADA). As such, the grade of the ramps would need to be reduced to achieve ADA compliance.

2.6 SUMMARY OF IMPACTS

Table 2-1 summarizes the significant environmental impacts and mitigation measures to reduce significant impacts. The table is arranged in four columns: 1) environmental impacts; 2) level of significance before mitigation; 3) mitigation measures; and 4) level of significance after mitigation. Levels of significance are categorized as follows: S = Significant; LTS = Less Than Significant. For a complete description of potential impacts and recommended mitigation measures, please refer to the specific sections within **Chapter 4**.

Table 2-1 Summary of Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
Aesthetics			
There would be no significant impacts to aesthetics; no mitigation would be required.			
Air Quality			
Impact AQ-1: Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM10 and PM2.5. Once operational, the proposed project would not substantially increase emissions of air pollutants.	S	Mitigation Measure AQ-1: Include measures to control dust and exhaust during construction. During demolition or any construction ground disturbance, implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant. The contractor shall implement the following Best Management Practices that are required of all projects: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • 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. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as	LTS

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
		soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. • 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. • Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.	
Impact AQ-2: Construction emissions would increase sensitive receptor exposure to pollutant concentrations for a temporary period of time. Once operational the project would not generate new air pollutant emissions.	S	<u>Mitigation Measure AQ-2: Diesel-Powered Construction Equipment Selection</u> <u>Implement the following measures to minimize emissions from diesel equipment:</u> • All diesel-powered off-road equipment larger than 50 horsepower and operating at the site for more than two days continuously shall meet U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent;	LTS

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
		• All stationary pieces of construction equipment shall use best available control technology to reduce particulate matter or shall be gasoline- or alternative energy-powered; • Minimize the number of hours that equipment will operate, including the use of idling restrictions; and • Avoid staging equipment within 100 feet of adjacent residences.	
Biological Resources			
Impact BIO-1: Project implementation would result in the removal, trimming, and possible damage to several existing trees within the vicinity of the project.	S	Mitigation Measure BIO-1: Prior to tree removal and construction activities, an International Society of Arboriculture (ISA) Certified Arborist will conduct a survey to evaluate the trees subject to removal. Trees to remain will be clearly identified as such on project plans. Such trees will be protected by erecting a fence around the trees, as specified by an arborist. This protective fencing will prevent the parking of vehicles and/or storage of equipment/materials within the dripline of the tree and must conform to the requirements of the City of Sunnyvale's city tree permit conditions. Any city tree that is to be removed or trimmed will require a permit per the requirements of Title 13 in the City of Sunnyvale's Municipal Code.	LTS
Impact BIO-2: Construction activities, demolition, and tree removal could have an adverse effect on special-status species including roosting bats that are potentially occupying the bridge, as well as to nesting	S	Mitigation Measure BIO-2a: In order to facilitate the implementation of measures to avoid impacts on roosting bats without constraining project work windows (i.e., to allow for the eviction of bats during the non-breeding season), a survey for roosting bats will be conducted by a qualified bat biologist prior to the breeding season (April 1st) in the year in which project disturbance is scheduled to occur. If a visual survey is not adequate to determine presence or absence of bats (i.e., in tree cavities), acoustic equipment will be used to determine occupancy. If no	LTS

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
birds through the incidental loss of eggs or nestlings.		bats are found roosting, bat exclusion devices will be installed to prevent bats from taking up occupancy of the structure prior to the onset of the proposed activity	
		Mitigation Measure BIO-2b: If a day roost of bats is found in the bridge, the bats will be safely evicted under the direction of a qualified bat biologist. Eviction of bats will occur at night to decrease the likelihood of predation (compared to eviction during the day). Eviction will occur between 1 September and 31 March, outside the maternity season, but will not occur during long periods of inclement or cold weather (as determined by the bat biologist) when prey are not available or bats are in torpor. Eviction activities will be performed under the supervision of a qualified bat biologist. Following eviction, bat exclusion devices will be installed to prevent bats from taking up occupancy of the structure prior to the onset of the proposed activity. In some circumstances, it could be beneficial to allow roosting bats to continue using a roost while construction is occurring on or near the roost site. For example, if a roost is found in a portion of the bridge that will not be heavily disturbed during construction, a qualified bat biologist (in consultation with the CDFW) will determine whether the bats will be evicted or whether they will remain in-place. If it is determined that the risks to bats from eviction (e.g., increased predation or exposure, or competition for roost sites) are greater than the risk of colony abandonment, then the bats will not be evicted.	
		Mitigation Measure BIO-2c: Because the survey described in Mitigation Measure BIO-2a will be conducted prior to the breeding season, several months could pass between the initial survey and the initiation of tree removal and project activities that could potentially result in disturbance of roosting bats. Therefore, a preconstruction survey for roosting bats,	

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
		following the methods described above, will be conducted within the 15 days prior to the commencement of project activities in a given area to determine whether bats have occupied a roost in or near the project's work areas. If no active roosts are found, then no further action is warranted. In the event that a new roost (i.e., a roost that was not detected during the survey conducted under Mitigation Measure BIO-2a is detected, Mitigation Measures BIO-2b and BIO-2d will be implemented.	
		Mitigation Measure BIO-2d: If a maternity roost is detected during the pre-construction survey, and bats cannot be evicted prior to the onset of project activities, the bat biologist will determine the extent of a construction-free buffer around the active roost that will be maintained. This buffer will be maintained from 1 April until the young are flying, typically after 31 August.	
		Mitigation Measure BIO-2e: A pre-construction survey for nesting birds will be conducted by a qualified ornithologist, to ensure that no active nests will be disturbed during project implementation. The survey will be conducted no more than seven days prior to the initiation of construction activities. During this survey, the ornithologist will inspect all trees and other potential nesting habitats (e.g., trees, shrubs, ruderal grasslands, buildings, and the bridge) in and immediately adjacent to the impact areas for nests. These survey areas should include the project footprint and areas within 300 feet (for raptors) and 100 feet (for non-raptors) of project activity areas, as access permits. If an active nest is found within these survey areas, buffers of 300 feet for raptors and 100 feet for non-raptors will be established around the nests. No new activities (i.e., activities that were not already ongoing when the nest was established) are permitted within the buffer for as long as the nest is in active use. If, in the opinion of a qualified ornithologist, a reduced buffer can be established without risking nest abandonment or reduced	

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
		reproductive success (e.g., due to the level of existing noise and other disturbance, screening structures or vegetation between the nest and project activities, or other reasons), the ornithologist will determine an appropriate buffer in consultation with the CDFW.	
		Mitigation Measure BIO-2f: To avoid potential impacts to nests during project implementation, potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the project would be removed prior to the start of the nesting season (e.g., prior to 1 February). This will preclude the initiation of nests in this vegetation, and prevent the potential delay of the project due to the presence of active nests in these substrates. Nest deterrence may also be implemented to prevent birds from nesting on the bridge or in other areas where nests may be disturbed by, or which may constrain, project activities. Nest deterrence may include removal of nest starts (incomplete nests that do not yet contain eggs or young) at frequent intervals and/or the installation of measures such as netting or material to plug weep holes that will prevent birds from accessing nest sites. If any such materials are installed, they must be installed very carefully to ensure that birds are not trapped within such materials (e.g., birds can become trapped behind improperly installed netting), and they must be monitored frequently to ensure that they are functioning properly.	
Cultural Resources			
Impact CUL-1: Construction activities could inadvertently damage previously unidentified archaeological resources on the project site.	S	Mitigation Measure CUL-1a: Ground disturbing activities shall follow the protocols set forth in the project archaeological studies and investigations prepared by the City in cooperation with Caltrans. The following outlines the general protocol. **Pre-Construction Training:** the City of Sunnyvale shall require that the project contractor provide documentation that all construction crews	LTS

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
		that will work on the project have undergone a training session to inform them of the potential for previously undiscovered archaeological resources within the project site, of the laws protecting these resources and associated penalties, and of the procedures to follow should they discover cultural resources during project-related work. **Monitoring During Construction:** One or more monitors, including a qualified archaeologist and a Native American monitor, shall be present to monitor all ground disturbing activities. **Discovery Plan:** In the event that any archaeological resources are encountered during any phase of project construction, the project contractor shall temporarily halt construction and/or grading activities within 25 feet of any find and adhere to the steps set forth in the Discovery Plan prepared by the City in cooperation with Caltrans. While prehistoric or historic cultural resources would ideally be avoided, if any such resources could not feasibly be avoided, they shall be evaluated for their potential historic significance in consultation with the City of Sunnyvale, Caltrans, and the California State Historic Preservation Officer. If the resources are found to be ineligible for any historic register, impacts to such resources would not be considered significant and avoidance would thus not be necessary. If the resources are found to be eligible to the CRHR, they shall be avoided if feasible. If avoidance is not feasible, project impacts will be mitigated in accordance with the recommendations of the Discovery Plan and the evaluating archaeologist and CEQA Guidelines §15126.4 (b)(3)(C). As set forth in the Discovery Plan, work in the area of any find may be halted until the resource in question is appropriately evaluated.	
Impact CUL-2: Construction activities could inadvertently damage paleontological	S	Mitigation Measure CUL-2: In the event that paleontological resources are encountered during any phase of project construction, all soil-disturbing activity within 100 feet of the find shall be temporarily halted	LTS

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
resources beneath the ground surface of the project site.		until a qualified paleontologist can assess the significance of the find and provide proper management recommendations. The City shall incorporate all feasible recommendations into the project.	
Impact CUL-3: Construction activities could inadvertently uncover human remains.		Mitigation Measure CUL-3: In accordance with California Public Resource Code Section 5097.98 and California Health and Safety Code 7050.5(b), should any human remains be found on the site at any time during pre-construction or construction activities, shall ensure that no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall be disturbed until: • The County Coroner in which the remains are discovered is contacted and determines that no investigation of the cause of death is required; and if the County Coroner determines the remains to be Native American then: o The coroner shall contact the Native American Heritage Commission within 24 hours; o The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased native American; and o The most likely descendent may make recommendations to the City or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. • The City or their authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not	LTS

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
		subject to further subsurface disturbance if the following conditions occur: ○ The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; ○ The descendent identified fails to make a recommendation; or ○ The City or their authorized representative rejects the recommendation of the descendent, and the mediation by the NAHC fails to provide measures acceptable to the City.	
Geology and Soils			
Impact GEO-1: The project site is located on soils that could result in differential settlement due to construction activities.	S	Mitigation Measure GEO-1a: Prior to construction, the City shall ensure that plans for constructing foundations have been reviewed by a qualified geotechnical engineer. Plans shall reflect the following: Mitigation Measure GEO-1b: To account for subsurface soil variation and uncertainty, the subgrade of new footing foundations should be over-excavated approximately two to three feet and replaced with Class 2 aggregate base (AB). If soft and loose, saturated native soil deposits are encountered, deeper excavation would be required to expose firm native soils. The AB should be compacted to a minimum of 95 percent relative compaction (Caltrans standard). The exposed native soils should not be allowed to dry before placement of aggregate base and concrete. Mitigation Measure GEO-1c: All grading and compaction operations should be performed in accordance with the project specifications and	LTS

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
		Section 19, Earthwork, of Caltrans Standard Specifications (2010). Mitigation Measure GEO-1d: Any fill materials imported to the project site should be non-expansive, relatively granular material having a Plasticity Index (PI) of less than 15 and a minimum Sand Equivalent (SE) of 10. The maximum particle size of fill material should not be greater than 4 inches in largest dimension. It should also be non-corrosive, free of deleterious material and should be reviewed by the Geotechnical Engineer. In addition, it is recommended that the materials within three feet of the proposed pavement subgrade should have a minimum R-value of 15. The on-site soils may be used as engineered fill, provided they meet the above criteria. Mitigation Measure GEO-1e: Areas to receive fill should be clean of vegetation, shrubs, trees, and their roots greater than 1.5 inches in diameter. If soft or saturated soils are encountered during site grading, deeper excavation may be required to expose firm soils.	
Greenhouse Gas Emissions and Energy			
There would be no significant impacts regarding greenhouse gas emissions and energy; no mitigation would be required.			
Hazards and Hazardous Materials			
Impact HAZ-1: Excavation of soils and demolition of existing structures on the site could result in the release of lead, asbestos, and other contaminants.	S	Mitigation Measure HAZ-1: Because of the potential for exposure to hazardous materials and aerially deposited lead, the following measures shall be taken to avoid any potential adverse effects: • Prior to construction, a Phase II Environmental Site Assessment (ESA) shall be conducted by a licensed professional to determine the potential presence of metals, and organic compounds in soil and groundwater underlying the project site. In particular, the Phase II ESA shall test for contamination at	LTS

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
		Areas 1 & 3 of the project site, as identified in Table 4.7-1 and Figure 4.7-1 of Section 4.7, Hazards and Hazardous Materials. If contaminants are identified in subsurface soils and/or groundwater of areas intended for excavation and construction, the Phase II ESA shall screen the identified contaminant concentrations relative to applicable environmental screening levels developed by the Regional Water Quality Control Board and the Department of Toxic Substances Control for residential use and construction worker health and safety. If contaminant concentrations are above the applicable screening levels, the Phase II report shall make requirements for remedial actions for the protection of public health and the environment. Given evidence of contamination in the areas that pile foundations are to be constructed at the Northrup Grumman superfund site (Area 3), the groundwater shall be tested for PCBs and volatile organic compounds, including various isomers of di-chloro and tri-chloro benzenes. In the event that groundwater is found to be affected, health and safety provisions shall be put in place and waste management procedures to handle the contaminated water extracted during pile construction shall be developed. • Where excavation reaches groundwater (at expected depth of 20 feet), construction dewatering will be required. The contractor shall evaluate the subsurface conditions before selecting a dewatering method. Groundwater should be lowered to at least 2 feet below the bottom of excavation to provide workable condition. All dewatering systems shall be properly designed to prevent pumping soil fines with the discharge water. The contractor shall sample and test the groundwater for soil fines content from the discharge, as	

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
		needed. If soil fines are pumped, the contractor should revise dewatering operations. Otherwise, failure of shoring, partial instability of trench bottom resulting in intolerable ground settlement/movement of existing utilities and unsafe working conditions may occur. The contractor shall provide discharge sampling locations for each pump. The contractor is encouraged to perform their own investigation, test program, etc. prior to construction in order to satisfy their design requirements for an effective dewatering program. The contractor should confirm the design groundwater level (for shoring) prior to actual construction. • If remedial actions are necessary to address hazardous materials in the soil and/or groundwater, the City shall consult with the appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environmental, both during and after construction, posed by soil contamination and/or groundwater contamination. The City shall obtain and submit written approval documentation for any remedial action, if required by a local, state, or federal environmental regulatory agency prior to project occupancy. Remedial actions may include but are not limited to: ○ Soil and/or groundwater removal or treatment ○ Site-specific soil and groundwater management plan ○ Site-specific health and safety plan signed by a Certified Industrial Hygienist ○ Risk management plan ○ Disposal process including transport by a state-	

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
		certified hazardous material hauler to a state-certified disposal/recycling facility licensed to accept/treat the identified waste. • The City shall prepare a soil monitoring plan prior to the issuance of permits for demolition or construction and shall implement the plan during all phases of construction. Disturbed soils shall be monitored for visual evidence of contamination (e.g., staining or discoloration). Soil shall be monitored for the presence of VOCs using appropriate field instruments such as organic vapor measurement with photoionization detectors (PIDs) or flame ionization detectors. If the monitoring procedures indicate the possible presence of contaminated soil, a contaminated soil contingency plan shall be implemented that shall include procedures for segregation, sampling, and chemical analysis of soil. Contaminated soil shall be profiled for disposal and shall be transported with appropriate hazardous or non-hazardous waste manifests by a state-certified hazardous material hauler to a state-certified disposal or recycling facility licensed to accept and treat the type of waste indicated by the profiling process. The contaminated soil contingency plan shall be developed and in place during all construction activities. In the event that these processes generate any contaminated groundwater that must be disposed of outside of the dewatering/NPDES process, the groundwater shall be profiled, manifested, hauled, and disposed of in the same manner. • The pavement markings on roadways in the project site (consisting of yellow paint and possibly thermoplastic stripes) shall also be addressed for safe and appropriate disposal. • If repair, rehabilitation, or demolition of the Fair Oaks Avenue	

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
		overhead structure is required, an asbestos containing materials (ACM) investigation shall be performed by an inspector certified by Asbestos Hazardous Response Act (AHERA) under Toxic Substance Control Act (TSCA) Title II and certified by Cal OSHA under State of California rules and regulations (California Code of Regulations, Section 1529). A lead based paint (LBP) investigation shall also be performed by a state certified contractor. This work shall be performed during the design phase. If hazardous materials are identified in the survey, they shall be removed from the site and properly disposed of in accordance with CAL/OSHA requirements: • Known or suspected asbestos-containing materials shall be abated by a certified asbestos abatement contractor in accordance with BAAQMD regulations and notification requirements. • Intact lead-based paint found to be secure (not flaking, peeling or cracked) may be discarded along with demolition debris during the demolition of the structure. • Loose and peeling paint shall be disposed of as state and/or federal hazardous waste if the concentration of lead exceeds applicable waste thresholds. • Hazardous wastes shall be appropriately managed, labeled, transported, and disposed of by trained workers in accordance with local requirements. • The demolition and removal of materials potentially containing lead-based paint would be required to follow the CAL/OSHA Lead in Construction Standard,	

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
		Title 8, California Code of Regulations (CCR). • Other hazardous materials associated with buildings, such as fluorescent lights and electrical switches, shall be disposed of in accordance with DTSC hazardous waste regulations.	
Hydrology and Water Quality			
There would be no significant impacts to hydrology and water quality; no mitigation would be required.			
Land Use and Planning			
There would be no significant impacts to land use and planning; no mitigation would be required.			
Noise			
Impact NOI-1: Construction activities could temporarily expose persons to or generate noise levels in excess of standards established in the general plan and noise ordinance and would temporarily increase ambient noise levels in the project vicinity.	S	Mitigation Measure NOI-1a: Require all construction equipment to conform to Section 14-8.02, Noise Control, of the latest Standard Specifications. Mitigation Measure NOI-1b: Project construction operations shall be required to use available noise suppression devices and techniques. Per the Sunnyvale Municipal Code, construction activity is permitted between the hours of 7:30 AM and 6:00 PM daily Mondays through Fridays. Saturday hours of operation are between 8:00 AM and 5:00 PM. Unless expressly permitted in advance, no construction activity is allowed overnight, on Sundays, or on national holidays. Mitigation Measure NOI-1c: Prior to the start of construction, the selected contractor shall prepare for City review and approval a construction noise logistics plan that specifies hours of construction,	LTS

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
		noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints construction to reduce noise impacts on neighboring residents and other uses. The construction noise logistics plan shall include, but not be limited to, the following measures to reduce construction noise levels as low as practical: *Noise Notification Measures* • Neighbors located adjacent to the construction site shall be notified of the construction schedule in writing. • The construction contractor shall designate a noise disturbance coordinator that will be responsible for responding to noise complaints during the construction phase. The name and phone number of the noise disturbance coordinator will be conspicuously posted at construction areas and on all advanced notifications. • The construction contractor shall develop a reporting program that documents complaints received, actions taken to resolve problems, and effectiveness of these actions. • The construction contractor shall hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise mitigation and practices (including construction hours, construction schedule, and noise coordinator) are completed. *Noise Control Measures* • All equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and	

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
		appropriate for the equipment. • Unnecessary idling of internal combustion engines shall be prohibited. • The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists. • The construction contractor shall locate stationary noise sources as far from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used. Any enclosure openings or venting shall face away from sensitive receptors. • The construction contractor shall locate material stockpiles and staging areas as well as maintenance/equipment staging and parking areas as far as feasible from residential receptors. • The construction contractor shall construct temporary noise barriers to shield significant stationary noise sources (e.g., drill rig while constructing Abutment #1) from nearby receptors. Temporary noise barriers (e.g., solid plywood fences (minimum 8 feet in height) and/or acoustical blankets) shall be erected, as feasible, outside the work area or along building facades facing the construction site.	
Population and Housing			
There would be no significant impacts to population and housing; no mitigation would be required.			

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
Public Services and Recreation			
There would be no significant impacts to public services and recreation; no mitigation would be required.			
Traffic and Circulation			
Impact TRA-1: Construction activities could temporarily constrain emergency access as well as pedestrian and bicycle access through the work area.	S	Mitigation Measure TRA-1: Prior to the start of construction, the selected contractor shall prepare and submit for City review and approval a detailed Traffic Control Plan (TCP). The objective of the TCP is to minimize traffic and circulation impacts that construction activities would have on the traveling public and emergency services. The TCP shall address and include, but not be limited to the following elements: • Early consultation with the City's emergency service Departments and other interested City Staff shall occur and the TCP shall incorporate their respective Department comments and requirements. • The TCP shall address traffic impacts from staged construction, detours, and specific traffic handling concerns during construction of the project. • Traffic control strategies that require action by the construction contractor should be presented in the detailed construction plans and should be considered part of the project. • The TCP shall include the designation of a traffic coordinator who would respond to neighborhood questions and complaints related to traffic and circulation matters. A sign shall be clearly posted on-site with allowed construction hours and with contact information to direct project related questions or	LTS

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance after Mitigation
		complaints related to traffic and circulation. • The TCP shall include measures addressing the production and dissemination of public outreach materials and other documents, as necessary, to adequately notify and inform motorists, business community groups, local entities, emergency services, and other interested parties of any upcoming road closures and detours during the different Phases of construction.	
Utilities and Service Systems			
There would be no significant impacts to utilities and service systems; no mitigation would be required.			
Cumulative Impacts			
The project would not make any considerable contribution to any cumulative impact.			

Notes: LTS = Less Than Significant; S = Significant
Source: Circlepoint, 2014.