



DE ANZA PROPERTIES
920 W. FREMONT
Sunnyvale, CA 94087

Project: 2014-7373
Submittal: 2
PRC Date: 02/17/15
Address: 871 E FREMONT AV
Description: Rezone to R-4/ECR, Special Development Permit and Vesting Tentative Map allow the redevelopment of Butcher's Corner site with 153 residential units (39 for-sale townhomes plus 114 rental apartments) and 6,936 square foot retail/office space. EIR pending.

The Project Review Committee (PRC) meeting is the first step of the planning application review process. The purpose of the PRC meeting is to provide an opportunity for the project applicant to meet with all appropriate City departments/divisions and to receive comments regarding the proposed project. Some of these comments need to be addressed prior to proceeding with the planning permit application and other comments are to be addressed at the time of the building permit application submittal.

Review comments by the PRC are based on information provided with the initial application and other issues may arise during the remainder of the project review process.

Please refer any questions to Noren Caliva-Lepe at (408) 730-7659.

Building Safety

No new comments. Please include the following condition of approval in the project:

NOISE MITIGATION-PILE DRIVING:

The following mitigation measure has been included for the project to reduce the potential significant impact to a less than significant level.

WHAT: Pile Driving Noise-Reducing Techniques. If piles will be used as part of the building design, pile driving shall not be allowed, unless all other techniques (i.e.

drilled piles, vibrated-in-place piles or similar noise reduction design solutions) are deemed infeasible by the Director of Community Development for geotechnical or structural reasons. If pile driving is allowed during construction, the following techniques shall include, but are not limited to:

a) Limiting the hours of pile driving to 10:00 am to 6:00 pm, Monday through Friday. No pile driving will be allowed on Saturday or Sunday.

b) Installing intake and exhaust mufflers on pile-driving equipment;

c) Implement "quiet" pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;

d) Use cushion blocks to dampen impact noise, if feasible based on soil conditions. (Cushion blocks are blocks of material that are used with impact hammer pile drivers. They consist of blocks of material placed atop a piling during installation to minimize noise generated when driving the pile (materials typically used for cushion blocks include wood, nylon, and micarta); and/or,

e) At least 48 hours prior to pile-driving activities, the applicant shall notify building owners and occupants within 2,000 feet of the Project site of the dates, hours, and expected duration of such activities.

WHEN: Prior to issuance of a building permit these items shall be shown on the approved plans.

WHO: The developer is responsible for completing the mitigation measure.

HOW: Demonstrate compliance by incorporating these items into the approved Project plans.

Fire Prevention

2014-7373 156 Unit Residential Development (1x7-story ; 1x5-story
871 E Fremont Av

Advisory comments. The following comments are based on a preliminary review of the plans provided and will need to be fully addressed prior to plan approval.

1. Comply with all applicable requirements of the Sunnyvale Municipal Code (SMC), California Fire Code (CFC), Title 19 California Code of Regulations, and Sunnyvale Fire Prevention procedures/requirements.
2. The water supply for fire protection and firefighting shall be approved by the Department of Public Safety.
3. A fully automatic fire sprinkler system, fire alarm system, and standpipes may be required.
4. Where a portion of the facility or building is more than 300 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, onsite fire hydrants and mains shall be provided. Provide details on the plans showing the location, number and type of fire hydrants on site and within 300 feet of the site for approval by the fire code official. (CFC 507.5.1)
5. Adhere to Sunnyvale Fire Prevention fire department emergency vehicle access requirements. Residential projects consisting of more than 50 residential units shall be provided with two separate and approved fire apparatus access roads having a minimum width of 26 feet, exclusive of shoulders, and a minimum inside turning radius of 25.
6. At least one of the required access roads shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. (CFC Appendix D)
7. Where two emergency vehicle access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses, from centerline to centerline. Where such access cannot be achieved given practical difficulties of the site, an application for code alternate shall be submitted for approval.
8. Dead ends over 150 feet long require approved turnarounds.
9. Provide details showing that the emergency vehicle access road extends to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the buildings as measured by an approved route around the exterior of the buildings. (CFC 503.1.1)
10. Vertical clearance over required emergency vehicle access roads and

driveways shall be at least 13 feet 6 inches (13'6").

11. Provide plan details demonstrating that the emergency vehicle access roads meet the required width, turning radius, vertical clearance, distance and access to buildings and the two required access roads are adequately separated from one another. Where such access cannot be achieved given practical difficulties of the site, an application for code alternate shall be submitted for approval.

12. Basements and sleeping rooms below the fourth story above grade plane shall be provided with emergency escape and rescue openings (escape window) in accordance with CFC Section 1029. (CFC 1029)

13. Provide details showing that approved ladder access has been provided to each required escape window above the first floor in accordance to the Sunnyvale Fire Prevention ladder standards, including but not limited to ladder maneuverability, placement, and use.

14. Landscaping, hardscapes, planter boxes, window design, awnings, etc. shall not impede ladder use. Approved ladder access requires a 70-75 degree climbing angle and a gravel or concrete clear space at the ground level below each rescue window measuring 3-feet by 6-feet for safe ladder placement.

15. All buildings are required to have approved radio coverage for emergency responders in accordance with CFC 510 and Appendix J. If, in the opinion of the fire code official, a new structure obstructs the line of sight emergency radio communications to existing buildings or to any other location, the developer of the structure shall provide and install radio transmission equipment necessary to restore communications capabilities. (SMC 16.52.230)

16. Provide required number of approved fire extinguishers, smoke detectors, and carbon monoxide detectors.

17. Trash enclosures, within 5 feet of building exterior walls or overhangs require fire sprinkler protection.

18. Knox boxes (key boxes) will be required in accordance with Sunnyvale Fire Prevention guidelines.

20. Prior to any combustible construction or materials on site, provide fire access drives and operational on-site fire protection systems.

21. Provide a written Fire Protection Construction Plan.

22. Provide electronic version of plans to assist with Fire Department "Pre-Fire Survey" maps.

A Sunnyvale Fire Protection Engineer is available for consultation at the One Stop Permit Counter, Monday through Friday, 8am - noon or, contact Lynne Kilpatrick at (408) 730-7219 for additional questions.

Refer to our website, www.fireprevention.insunnyvale.com (construction documents) for further information regarding items listed above and the specific requirements within the City of Sunnyvale

Planning

The following comments are for Rev. #2. The project has been modified from 156 residential units to 153 residential units and 6,936 square feet of office/retail use within the first floor of Building B (El Camino building). The EIR and annexation are still pending.

CODE DEVIATIONS - The following are code deviations being requested:

1. El Camino Real Front Setback (Building B): 0 permitted only for the first floor retail/office portion of the building and 15' is required for the remaining first floor and stories above.
2. Distance Between Buildings (Buildings A & B): 38' minimum is required
3. Distance Between Buildings (Townhomes): 26' minimum is required.
4. Landscaped Frontage Strip (all street frontages, measured from back of sidewalk): 15' is required

INCOMPLETE ITEMS - The following items are needed to demonstrate that the proposed project complies with City standards:

1. Project Data Form - The project data form submitted does not appear to reflect the whole project (114 units noted on the table). Modify to account for the entire project.
2. Trash Cart Staging (Townhomes) - Modify the site plan to show the location of cart staging areas during pick-up time.
3. Use of Community Rooms - Confirm that all community rooms are open for use by all residents of the development, including the townhomes.
4. Height - Note height from top of curb for the townhomes and the cabana building.
5. Context Studies - The context studies emailed to staff on 2/10/15 are not effective in determining visual impacts. Studies should combine the existing structures in the foreground with the proposed mass or outline of the buildings in the background. See emailed example. Additional visual simulations are needed

from El Camino Real, Wolfe Road both north and south of the site and from Fremont Avenue. Also, context studies from within the single-family neighborhood on Lillian Avenue are also needed.

6. Landscaping- Comments from Rev. #1 have not been addressed. See below:

- a) Landscaping information must be provided on the project data form.
- b) An exhibit showing all areas counted towards usable open space, private usable open space, and total landscaping must be provided.
- c) Elevations for all perimeter walls must be shown.
- d) Elevations for all interior fences for the townhomes are required.

7. Solar Analysis - Show the geometry lines on the solar study for staff to confirm accuracy. See emailed brochure.

8. Stormwater - Most of the comments from Rev. #2 have not been addressed. See below:

- a) Provide a breakdown of LID treatment and non-LID treatment by using the table provided.
- b) Provide a brief summary of the density credits applied to the project.
- c) It is still unclear how the areas will be treated. Show the drainage management areas and the treatment device that it is flowing to. Also individual bioretention areas in the townhome rear yards are discouraged because it is difficult to maintain and inspect.

9. Green Building Checklist - Mixed use projects are required to meet the BIG standard for the residential portion (110 points minimum required as a condition of approval) and LEED (Silver) for the non-residential portion. Alternatively, LEED may be applied to the entire project.

10. Below Market Rate (BMR) Units - The project is subject to the City's below market rate requirements for ownership housing contained in SMC 19.67. A signed BMR agreement is required. Contact Ernie DeFrenchi, Affordable Housing Manager, at (408) 730-2784 to start this process.

DESIGN - In general, staff's comments regarding architectural design, height, massing, colors/materials, and tree preservation on Rev #1 have not been addressed. Refer to the PRC Rev #1 comments for further details. Also refer to design guidelines in the Precise Plan for El Camino Real and recently-adopted High Density Residential Design Guidelines.

DRAFT CONDITIONS OF APPROVAL - See Rev #1 comments. Below are updates based on the revised project.

1. Transportation Impact Fee (TIF) - Based on the revised project, the estimated TIF is \$213,168.01.
2. Park In-Lieu Fee - Based on the revised project and current fees, the estimated park in-lieu fee is \$5,683,011.84.

3. Below Market Rate (BMR) Housing - Currently, the project is for 39 for-sale townhomes and 114 rental apartments. This project is subject to the City's Below Market Rate (BMR) Housing requirements as set forth in Sunnyvale Municipal Code Chapter 19.67 and the BMR Program Guidelines, both as may be amended.

a) The Developer shall enter into a BMR Developer Agreement in a form provided by the City, to be recorded against the property before issuance of building permits or recordation of a final map, whichever occurs first. Based on the for-sale townhomes proposed, a minimum of 4 Below Market Rate dwelling units and payment of a fractional in-lieu fee of 0.88 units are required in compliance with the BMR requirements set forth in SMC 19.67 and the BMR Program Guidelines.

b) Any future conversion of the apartment component of the project into 8 or more condominium units for sale to individual home buyers will require compliance with SMC 19.67, Below Market Rate Ownership Housing, including the requirement to enter into a BMR Developer Agreement to provide BMR units, as well as compliance with SMC 19.70, regarding condominium conversion. The condominium conversion process requires approval of a Special Development Permit.

Public Works

Please contact Don Wimberly in Public Works/Engineering at 408-930-4066 or email at dwimberly@sunnyvale.ca.gov for any questions regarding the following comments:

A. Incomplete Items for the Vesting Tentative Map (VTM): Please provide or revise the VTM based upon the following comments. Numerous issues will be further analyzed in the EIR. Original comments are from 7/28/14 City review comments.

1. Please clarify why the earlier ROS (340M3) was used for the basis of the Vesting Tentative Map (VTM), rather than the more recent ROS (585M39). There are some minor differences in perimeter dimensions on the VTM from those shown on the parcel map we want to clarify.

1/29/15 Developer Response: Basis of Bearings: Record of Survey 585 M 39 references the centerline of Fremont Blvd as the BOB. We used the same BOB as referenced on 585 M 39. There are minor differences in dimensions from the various legal descriptions in the title report, Records of Surveys and parceled-out portions. The input and compilation of the various documents gave us the ultimate boundary shown on the map.

2/6/15 City Comment: N/C

2. Include delineation and labeling of the CalTrans ROW for SR84) on plan view and cross sections as appropriate.

1/29/15 Developer Response: The Caltrans ROW has been labeled on the VTM.

2/6/15 City Comment: Caltrans ROW is still missing in several views. Also, add further coverage, detail and labels of features to cross sections for ECR, Wolfe, and Fremont. Include all information shown on the 9/16/14 "Preliminary Exhibit" for ECR & Wolfe by JMH Weiss.

3. Include all boundary dimensions for the separately owned parcel at the southwest corner of the property.

1/29/15 Developer Response: The record boundary dimensions for the adjacent parcel have been added to the VTM. No title information is currently available for that property, but can be added if the property is incorporated into the project.

2/6/15 City Comment: Boundary information is provided for only two sides of the parcel. Provide record information for the entire boundary. Label parcel NIC in large bold letters.

4. Include delineation of the City fee title parcel in Wolfe Road.

1/29/15 Developer Response: According to the available title information, the City does not own the piece of land along Wolfe Road.

2/6/15 City Comment: City title research indicates City Ownership to this property. Add to the VTM.

5. Clarify/confirm revision to property's inclusion in the Community Facilities District #2005-1.

1/29/15 Developer Response: As contained in the title report, the property is subject to special tax for CFD #2005-1, as described by the Notice of Special Tax recorded 6/24/2005, Instrument #18438576 of official records.

2/6/15 City Comment: Agreed. Include as a note on the VTM indicating property will remain in the Special Tax area.

6. Schedule a meeting with the City to discuss and/or provide written documentation regarding all the existing easements on the subject property, the intended disposition thereof, the proposed disposition, and the process for

accomplishing that disposition. The title company or the record engineer should provide a graphic exhibit of all property exceptions referenced in their preliminary report or a ALTA Title Survey.

1/29/15 Developer Response: The locations of the 3 existing easements on the property can be found on page 1 of the VTM. The underlying documents for those easements will be submitted under separate cover. All will be removed with the proposed improvements and coordinated with the land departments of PG&E and the City of Sunnyvale.

2/6/15 City Comment: Provide updated Preliminary Report. Vacation of easements granted to and accepted by the City requires a noticed City Council public hearing in accordance with the Streets & Highways Code.

7. Include in the VTM a full layout of existing perimeter roadways to the centerline (including medians where appropriate) with proposed improvements consistent with the TIA and other City comments (See subsequent comment).

1/29/15 Developer Response: The roadways are shown to the centerline, including the medians and proposed land configurations.

2/6/15 City Comment: Roadway information on the VTM remains incomplete. Add information in plan view and add cross section coverage area and details of ECR, Wolfe Rd and Fremont Ave. Label all features. Include both existing and proposed roadway configuration/cross sections.

8. Revise the cross section for El Camino Real (ECR, Section B; add a section for Wolfe at the south end of the easterly boundary. For ECR show/label Caltrans ROW, FOC, existing 10' wide City ROW, the area from FOC to proposed property line as the 15' wide "pedestrian realm" per ECR Precise Plan. Indicate distance to Centerline of each street fronting the project. Include all as part of VTM.

1/29/15 Developer Response: The cross sections have been revised as noted.

2/6/15 City Comment: Cross sections still lack coverage, detail and notes. See comments above.

9. Add notes on the VTM as to disposition of all existing improvements; utilities, etc. Confirm all existing utility connections.

1/29/15 Developer Response: The existing improvements and utilities can be

found on sheet 1 of the VTM.

2/6/15 City Comment: All existing utilities in ECR, Wolfe and Fremont are not adequately shown and labeled. On Sheet 1 - Show existing utilities with in dark symbols lines, labeled as to size, type material, and owner (to wit, Cal Water vs COS). Provide invert information for all existing manholes. Note on the existing utility plan that the property is currently within California Water Company service area.

10. The 6/19/13 Preliminary Report shows different Ownership of the property than is shown on the VTM. Revise and or provide an updated Preliminary Report as appropriate.

1/29/15 Developer Response: The updated title report showing the current property ownership is included with this submittal.

2/6/15 City Comment: Public Works did not receive an updated preliminary report.

11. Please include in the VTM all information required per Section 18.20.060 SMC.

1/29/15 Developer Response: The items called for in the SMC are shown on the VTM.

2/6/15 City Comment: All items called for in SMC are not provided. See comments herein.

12. Provide information on/in the VTM clarifying and specifying future property ownership classes (townhome/fee simple, airspace residential condo, airspace commercial condo, common ownership) and the specific rights and obligations for various ownership classes; to wit, for common areas what classes are beneficiaries or specific common areas/facilities, rights to use, obligations to maintain, etc. Provide a proposed condominium layout for each building and common ownership area and facilities that will correlate to different CCR's or other arrangements.

1/29/15 Developer Response: The proposed property ownership types have been noted on the VTM, however, there is no condominium subdivision initially planned for this project. The delineation of common areas, condominium units, and rights and responsibilities (HOA/CC&R's) will be defined with a condominium plan at a later date.

2/6/15 City Comment: If the buildings on Lot 1 are proposed entirely as residential apartments, please state on VTM. Information in the SDP plan set indicates "medical/commercial/office" spaces are included in the proposal. Utility services and other issues will be different if such spaces are included.

13. Provide a complete trash management plan including illustration of refuse handling routes (both Owner and collection service); radius of turns on the handling/pickup routes (entering and leaving the site) distinguishing recycle carts from compactors and bins; analysis of waste stream for each material type using criteria specified in the City's Development Guidelines accessed through the web site (in specific page 5/22):

<http://sunnyvale.ca.gov/Departments/EnvironmentalServices/Garbage,RecyclingandWasteReduction/ConstructionandRemodelingProjects.aspx>; details and dimensions of trash rooms on each floor of Building A & B, garage trash areas and the site's trash enclosure including equipment located therein; trash management, storage and collection at the pool/cabana/recreation area. Note in conducting the waste stream analysis that pickup days by Specialty Waste are not to exceed three per week, and that paper, containers, (in 64 gallon totes) and household waste are to be separated beginning at the building trash rooms and ending at the property's trash enclosure. The City desires elimination of the sanitary sewer lateral to the trash enclosure pad based on use of dry maintenance procedures unless infeasible. Provide a construction debris management plan per City standards and requirements.

1/29/15 Developer Response: Trash Design: The trash pickup and clearances are shown on the architectural plans.

2/6/15 City Comment: The Developer's response does not address the City's request for a complete trash and recycling management plan.

14. Provide an expanded sanitary sewer analysis that uses standard duty factors established by the City. Compare proposed outflows with existing flows in existing sewers proposed to receive project waste water. Provide the comparison flows at each point of connection and the downstream manhole. Provide existing & proposed flows with incremental percentage increase. Results of the study will provide basis for the City to determine if additional flow data collection and/or improvements are required. Provide a manhole for each sanitary sewer line just inside the Fremont RW line. Provide confirmation from CalWater that they will provide service to the proposed development as established for domestic water and fire flow. Provide/clarify appropriate meters, valves, connection points,

backflow preventers for domestic and fire water supply. City review of this application as of this point in time assumes Cal Water is capable of providing service. If City water is desired, further review and comment will be provided.

1/29/15 Developer Response: The project sanitary sewer/wastewater calcs have been updated based on the City standard duty factors and % increase in flow in the existing main line identified. Manholes are provided at the property line for each new sanitary sewer service line to the development. Calwater will be engaged for service once the unit count and layout is finalized.

2/6/15 City Comment: No updated utility analysis (water or sewer have been received by Public Works). Utility services to the project and impacts on existing City (and Cal Water) facilities will need to be addressed in the project EIR. A Cal Water determination and written confirmation is needed as to whether they will serve the project's domestic and fire service needs before the project can be analyzed as to City utility requirements, impacts, etc. Provide a complete plan for proposed utilities in the VTM including proposal for utility services to each building. (There are utility plan sheets in the SDP package that are not reflected in the VTM). Provide a preliminary street lighting and street tree plan.

15. Revise storm drainage plan to provide connection of development storm drains only to manholes (either existing or proposed) not to the back of drop inlets. All storm water from the development is to be treated as confirmed by location of treatment equipment. Provide final storm drain capacity analysis.

1/29/15 Developer Response: The storm drain connections have been revised to connect directly to the main lines. The final sizing of the on-site storm drain lines will be provided with the permit documents.

2/6/15 City Comment: A storm drainage analysis of project and its impacts on adjacent property and the existing public storm drainage system are needed to determine existing conditions and design for project storm drainage improvements. The EIR should also address this requirement

16. Include utility plans as part of the VTM.

1/29/15 Developer Response: The utility plan has been incorporated into the tentative map.

2/6/15 City Comment: Utility information in the currently proposed VTM is insufficient as stated in 2/6/15 City Comments herein. Provide additional information regarding proposed utilities.

17. Provide and show an up-to-10' street dedication to accommodate a 6' wide bike lane along El Camino Real project frontage. Developer is required to implement the relocation the curb and gutter, including any modification needed at the corner of El Camino Real and Wolfe. The exact dimension of street dedication will be determined at the late date and subject to confirmation of the BRT project.

1/29/15 Developer Response: Roadway dedications: The roadway dedications as shown on the roadway layout exhibit for El Camino Real and Wolfe Rd, dated 9/16/2014 and approved via email by the City on 9/18/2014, are shown on the plans and cross sections B and K.

2/6/15 City Comment: As previously stated, the currently proposed VTM does not have all needed information as previously requested and as shown on the 9/16/14 approved roadway configuration. The City's requirements for roadway dedications and improvements are definitized by the 9/16/14 document and need to be included in the VTM. The TIA that will be performed as part of the project EIR will further address roadway improvements necessary to address project impacts. The Developer and EIR consultant should be and remain aware of plans and proposals for changes to ECR by both VTA (BRT program) and the on-going Cal Trans spot improvements project.

18. Provide a roadway geometry on the west side of Wolfe Road southbound with existing roadway lane configuration and the following proposed lane configuration (from the existing median island) - no. one lane 12', nos. two and three lane 11', bike lane 6' and right-turn lane 13'. Provide and show appropriate dimension of street dedication needed along Wolf Rd. project frontage. Developer is required to pay a fair-share cost for any widening improvements needed along Wolfe Rd. This requirement is subject to confirmation of final project TIA's or any applicable transportation studies.

1/29/15 Developer Response: Roadway dedications: The roadway dedications as shown on the roadway layout exhibit for El Camino Real and Wolfe Rd, dated 9/16/2014 and approved via email by the City on 9/18/2014, are shown on the plans and cross sections B and K.

2/6/15 City Comment: As previously stated, information on currently proposed VTM is not sufficient. Developer's contribution toward the Wolfe Road improvements given the inability to make necessary improvements given property ownership at the SW corner of Wolfe-Fremont will be determined in the future based on traffic impacts analysis in the EIR and subsequent conditioning.

19. Show upgrade of the curb ramps at northwest corner of El Camino/Wolfe to a dual ADA compliant ramp.

1/29/15 Developer Response: Curb ramps: New curb ramps are called for at the corner of El Camino Real and Wolfe Rd.

2/6/15 City Comment: Ramps shown along project frontage. TIA and pedestrian circulation analysis will determine if additional improvements and/or enhancements are required as mitigation for project impacts.

20. Show upgrade the curb ramp at the southwest corner of the Fremont/Wolfe Road intersection to be ADA compliant, since the proposed development is anticipated to increase pedestrian traffic by a significant amount, the developer shall also.

1/29/15 Developer Response: Curb ramps: New curb ramps are called for at the corner of Wolfe Rd and Fremont Ave.

2/6/15 City Comment: Ramps shown along project frontage. TIA and pedestrian circulation analysis will determine if additional improvements and/or enhancements are required as mitigation for project impacts.

21. Provide a photometric analysis for Fremont, Wolfe, and El Camino with the proposed project improvements so as to evaluate whether that the street lighting meets the City's Lighting Design Criteria. The Illuminance values required to be met are: Minimum Average Illuminance = 1.3 fc or above and Uniformity Ratio (Avg./Min.) = 3.0 or below for Fremont, Wolfe, and El Camino. The photometric plan shall also show the Luminaire schedule and the calculation summary. Show any proposed streetlight installation or relocation to meet City's design criteria. Existing streetlight conduit may be required to be replaced based upon the scope of the streetlight improvements.

1/29/15 Developer Response: Off-Site photometrics: The photometrics plans for both the onsite and offsite lighting levels are included with this submittal on Sheets E1.0 through E1.03 by Miracles Unlimited.

2/6/15 City Comment: Provide a proposed street lighting improvement plan as part of the VTM. Upgrade the City streetlights on the median in front of the proposed development along Fremont Avenue to LED lights.

22. Upgrade the City streetlights on the median in front of the proposed development along Fremont Avenue to LED lights. Verify and revise the plan if

needed to ensure all structures and vegetation within corner vision triangle shall not exceed height limits set forth in Sunnyvale Municipal Code 19.34.060. Based on the site plan, the structures are not in compliance as the buildings are within the extended driveway vision triangle.

1/29/15 Developer Response: Streetlights/Vision triangles: Modifications to the Fremont Ave street light fixtures will be addressed on the offsite improvement plans. The vision triangles have been shown on the site plan.

2/6/15 City Comment: While vision triangles have been included in an SDP plan sheet, it is not clear that corresponding adjustments in building locations, fences, etc. have been made. Include a dimensioned illustration of all vision triangles on the VTM with notes that these areas to be kept clear of all buildings, fences, and other obstructions taller than 3-1/2 feet.

23. The driveway throat lengths on Fremont Avenue shall be minimum 50 feet.

1/29/15 Developer Response: Driveway throat lengths: The throat lengths of the proposed driveways on Fremont Ave are greater than 50 feet.

2/6/15 City Comment: N/C

24. Provide bicycle parking in accordance with Sunnyvale Municipal Code 19.46.150 . Provide bicycle parking in the amount of 1 secured bicycle parking space for every 4 residential units. Site plan shall show how many secured and unsecured bicycle parking spaces.

1/29/15 Developer Response: Bicycle Parking: The bicycle parking count is shown on the architectural parking summary tabulation.

2/6/15 City Comment: N/C

25. Developer must provide a vehicle and pedestrian circulation plan including adjacent exterior streets.

1/29/15 Developer Response: Circulation: The vehicular and pedestrian circulation can be found on the architectural site plan.

2/6/15 City Comment: Assessment of vehicle and pedestrian circulation, turning movements, impacts on existing public streets, etc. should be analyzed as part of the EIR traffic and circulation, and any mitigations determined by that process.

EIR consultant will need to collaborate with City Traffic and Transportation staff regarding criteria and possible mitigations, particularly on the three adjacent public streets.

26. On several sheets the westerly entrance to the town homes appears to show bollards across the road and indicating that this is an EVA. Other sheets do not. Clarify and remove bollards as appropriate. Does the westerly emergency access easement provide bollards?

1/29/15 Developer Response: Driveways/Emergency Access: The 2 westerly driveways from Fremont Ave are fully accessible, and are not EVA only. The westernmost driveway will have removable bollards as per our conversations with the fire department. The driveway between the high-density/podium building and the easterly property line with the existing office building is EVA only.

2/6/15 City Comment: For EVA only, Fire Safety determination is appropriate. For the Westerly-most access, in addition to public safety issues, the use of this should be analyzed as part of the EIR and TIA to determine if interior circulation, services delivery (including solid waste) and interface of the project with Fremont Ave warrant keeping this access open without bollards.

B. Special Project Requirements:

27. TIA is required as part of the EIR.

28. The developer needs to notify VTA of the project in case the bus route needs to be relocated due to lane closure or any other traffic control measures during construction.

29. There is PG&E equipment on the property frontage. Developer shall notify PG&E of the development.

C. Standard Development Requirements: The project shall comply with all requirements outlined in Sunnyvale Municipal Code Titles 13 & 18 for subdivisions:

30. Pay all applicable Public Works development fees including but not limited to utility frontage fees, utility connection fees, off-site improvement plan checking and inspection fees prior to issuance of permits.

31. Work on the project may not commence until recordation of associated final map and/or related documents.

32. Install all public improvements required by SMC Section 18.08 including but not limited to curb & gutter, sidewalks, driveway approaches, curb ramps,

roadway pavements, utility facilities and appurtenances, street landscaping and lighting, roadway striping, markings and signage prior to occupancy.

33. Pay the cost of all changes or modifications of existing City utilities, streets, improvements or other public utilities in, adjacent to or in any case caused by the development by changes in grade, alignment, and/or function.

34. Submit a traffic control plan with off-site improvement plans for review and approval. All construction related materials, equipment and construction workers parking need to be stored on-site and the public streets need to be kept free and clear of construction material, debris and parking.

35. The developer is responsible for restoring and replacing any damage in the public right of way or any damage to the traffic control devices caused due to construction activities.

D. Advisory Comments:

36. Due to elevation of garages, provide sanitary sewer backflow preventers for all sewage flow down stream of Buildings A & B.

37. If commercial uses are included in Building B, a separate metered water supply system will be required for the commercial space if the City is the domestic water supplier.

38. Details of improvements along Wolfe Road in the area to be dedicated to the City will need to be evaluated as the site and street design unfolds.

E. Preliminary Conditions of Approval: Provided upon request