ATTACHMENT G

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5900
FAX (510) 286-5903
TTY (800) 735-2929

RECEIVED
JUL 19 2006

Flex your power!
Be energy efficient!

July 13, 2006

Mr. Marvin Rose, P.E.
Director of Public Works
City of Sunnyvale
456 West Olive Avenue
Sunnyvale CA, 94088-3707

Dear Mr. Rose:

This is in response to your letter requesting the California Department of Transportation (Caltrans) approval to delegate California Environmental Quality Act (CEQA) Lead Agency responsibilities to the City of Sunnyvale for the Mary Avenue Extension project. Formal delegation of CEQA Lead Agency responsibility will be through the execution of a Cooperative Agreement between Caltrans and City of Sunnyvale.

Under CEQA Lead Agency responsibility, the City of Sunnyvale (the City) will assess impacts of the project on the environment and prepare the Environmental Document and necessary associated technical studies/reports, in order to meet the requirements of CEQA. Any additional CEQA documentation that is needed because of new information generated during preliminary engineering, the preparation of PS&E, or project construction will also be prepared by the City of Sunnyvale and submitted to Caltrans for review, comment and concurrence.

If there are questions about this letter, please contact me or the Project Manager, Ramin Bolourchain, at (510) 622-5288. We look forward to our continued partnership for delivery of this transportation improvement.

Sincerely,

BIJAN SARTIPI
District Director

cc: Carolyn Gonot, Jack Witthaus

DEPARTMENT OF TRANSPORTATION
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DEC 13 2007

Flex your power!
Be energy efficient!

December 11, 2007

Mr. John Ristow
Acting Chief CMA and Planning Officer
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134

04-SCl-101-PM 46.07
04-SCl-237-PM 2.56
04235-0A9900
Mary Ave. Extension

Mr. Marvin A. Rose
Director of Public Works
City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94088-3707

Dear Mr. Ristow and Mr. Rose:

This letter is to document the California Department of Transportation's (Department) position on use of combined Project Study Report-Project Report (PSR-PR) for the Mary Avenue Extension project over US 101 and SR 237 in the City of Sunnyvale. We concur with your request, and an exception has been granted on use of a combined PSR-PR as the project approval document for this project.

Per Department's Project Development Procedures Manual (PDPM) requirement, Chapter 9, Article 9, dated March 9, 2007; this project was determined to be ineligible for a combined PSR-PR due to the project's environmental impact report to comply with California Environmental Quality Act (CEQA). The City of Sunnyvale was granted the Lead Agency for CEQA environmental clearance; letter dated July 13, 2007, signed by the District Director. The exception is granted on the City contention that all project environmental impacts are anticipated to be mitigated, and the project would comply and qualifies for a Mitigated Negative Declaration for environmental clearance according to CEQA Guidelines Section 15064(f)(2). The City chose to prepare an Environmental Impact Report (EIR) rather than an Initial Study (IS) to facilitate a more public outreach/review process.

If you have any questions, please contact Ramin Bolourchian of my staff at (510) 622-5941, or myself at (510) 622-0810.

Sincerely,

GENE C. GONZALO
District Division Chief
Division of Project Management South

c: Jack Witthaus, City of Sunnyvale
Sajeeni DeAlwis-Mima, VTA

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
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Flex your power!
Be energy efficient!

July 30, 2007

Mr. John Ristow
Acting Chief CMA and Planning Officer
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134

04-SCl-101-PM 46.07
04-SCl-237-PM 2.56
04235-0A9900
Mary Ave. Extension

Mr. Marvin A. Rose
Director of Public Works
City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94088-3707

Dear Mr. Ristow and Mr. Rose:

This letter is to document the California Department of Transportation's (Department) position on the Mary Avenue Extension Project in the City of Sunnyvale. We concur with your finding of "No Preclusion of Future Projects" with respect to the projects in the Santa Clara Valley Transportation Authority's (VTA) Valley Transportation Plan (VTP) 2030 and the VTA's SR 237 Corridor Study conducted in October 2004.

We expect that the project will take into account all known future projects in the vicinity including, but not limited to, the projects identified in the attachment to your letter dated June 22, 2007. In addition, increased traffic volumes anticipated due to planned development in the area may impact ramp operations at the SR 237/Mathilda and US 101/SR 237 interchanges. We request that improvements be included to mitigate these impacts once full development is completed.

If you have any questions, please contact Ramin Bolourchian of my staff at (510) 622-5941or myself at (510) 622-0810.

Sincerely,

GENE C. GONZALO
District Division Chief
Division of Project Management South

c: Jack Witthaus, City of Sunnyvale

ATTACHMENT H

AMY SKEWES-COX, AICP
P.O. Box 422
Ross, CA 94957
415-454-8666

17 October 2008

Mr. Jack Witthaus
Transportation and Traffic Manager
City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94088-3707

Re: Peer Review of Mary Avenue Extension Final EIR

Dear Mr. Witthaus;

Many thanks for asking me to provide a peer review of the Administrative Draft Final EIR (ADFEIR) for the Mary Avenue Extension. As you know, I was not involved in the project or the subsequent preparation of the ADFEIR. Thus, my review focused on the adequacy of responses to public comments, the issue of public disclosure, and the adequacy of the Draft EIR, as related to the issues raised in public comments. As we all know, there are a variety of methodologies used in CEQA documents. My comments stem from my professional experience and the methods with which I am most familiar.

In my letter to you dated September 2, 2008, I raised a number of issues. The most significant issue was related to the definition of "Background" or "Existing Setting". In my experience, it is common practice and a CEQA requirement to compare project impacts to existing, current-day conditions. On this point, you have helped to clarify a number of points to which I will respond.

Your letter to me dated October 14, 2008 includes a summation of 16 points that I raised in my September 2nd letter. These responses helped to clarify most but not all of the concerns I'd raised.

Comment 1: It appears that you have incorporated many of my minor editorial comments.

Comment 2: Your response helps to clarify why conditions forecast by models to occur in 2020 were used as "Background" . However, I also note that you prepared a table showing project-related traffic increases on Mary Avenue and other streets as related to "Existing" conditions. Similar to what was shown for the proposed project, it appears that the most significant traffic increases along Mary Avenue are north of Maude (94 to 220% increase) in an area that is predominantly industrial and along Almanor Avenue east of Mary Avenue (75% increase).

At the time of my review, I was not aware of the adopted Santa Clara Valley Transportation Authority's (VTA) "Transportation Impact Analysis Guidelines" (2004) that you mention in your October 14 letter. To my knowledge, the ADFEIR did not refer to or cite this as an authority. Apparently, mitigation measures are to be based on project impacts as related to the assumed "Background" conditions rather than as related to "Existing" conditions. Based on my CEQA experience, this may not comport with the CEQA Guidelines; however, given the project's expected timeline for completion and the VTA methodology used throughout the County, I can understand why this approach was used. The approach for CEQA analyses can be quite varied, based on my experience throughout Northern California.

You have clarified that the project is not likely to be funded, designed, and built for quite some time and that the Year 2020 was a more realistic time at which the project would be completed. For this reason, Year 2020, with and without the project, was the basis of the analysis. This methodology would seem to comport with the VTA Guidelines.

Your noise analysis does mention the change in noise by comparing future levels to existing levels, with and without the project (page 62 of Draft EIR). Given the data provided in your October 14 letter that included a revised Table 2.0-6 showing "Existing Plus Project" traffic levels, it appears that the only segment where there is a doubling of traffic levels (and subsequently a possible 3 dBA increase in noise levels which is the criterion for significance), is Mary Avenue south of Almanor, an area that is predominantly industrial.

It appears that you have also concluded that air quality impacts would also not be significant if one compared project traffic levels to "existing" (vs. 2020 Background) levels. However, I have not seen an URBEMIS model run analysis (commonly used in CEQA documents) for criteria pollutants such as NOX, CO, and PM 2.5, nor am I a qualified air quality scientist to evaluate this topic. I address this issue again in Comment 11 below.

Comment 3: These concerns have been addressed by your response to Comment 2.

Comment 4: It was not clear that when you stated that the "Environmentally-Superior" alternative was the Proposed Project that you meant the "Proposed Project with All Mitigation Measures Incorporated". It is common practice to include an alternative called the "Mitigated Alternative". However, your response has helped to clarify why this was identified as the "Environmentally-Superior" alternative.

Comment 5: You have clarified why no additional project objectives are required.

Comment 6: My reason for requesting tables was due to the fact that Figures 2.0-3 and 2.0-4 address peak hour traffic. Table 2.0-6 addresses only average daily traffic rather than AM/PM peak hour counts which would be the more relevant impact. I would assume that the City has that data . That data must have been used to develop the AM/PM data shown in Table 2.0-7. You have adequately addressed the issue of land uses in the project area.

Comment 7: Your new text on page 158 of the FEIR appears adequate regarding land use.

Comment 8: It appears that a large share of the City's traffic is due to traffic from areas outside of the City. I would think that this is due to significant job centers within Sunnyvale that draw employees from a much larger geographic area. Your response is adequate on this issue.

Comment 9: Page 157 of the FEIR adequately addresses and clarifies the issue.

Comment 10: Your response is adequate.

Comment 11: While I am not an air quality expert, your response regarding air quality seems to be adequate in regard to CO levels using your comparison with Lawrence Expressway. And according to the Bay Area Air Quality Management District (BAAQMD) 1999 CEQA Guidelines, Table 10, CO emissions are expected to go down in future years (as measured in grams per mile) due to cleaner fuels.

I did speak with Ashley Nguyen of the Metropolitan Transportation Commission (MTC) about the air analysis on the Regional Transportation Program (RTP) and the TIP. An EIR is done on the RTP but not the TIP. The RTP analysis (which addresses multiple regional transportation projects) did show improvements in air as related to ROG, NOX and CO. The main criteria pollutants of concern were PM 10 and PM 2.5. She also stated that for project-level EIRs, an air analysis is commonly done for all the criteria pollutants. From what you have told me, the adopted methodology for roadway improvements (as distinguished from development projects) relies on regional air quality analyses done by MTC for criteria pollutants except CO. You also forwarded a Caltrans document on air quality conformance analysis which outlines procedures to be used for roadway improvement projects. It describes what should be done for regional pollutants, the CO analysis, and the PM hotspot analysis. It appears that the PM hotspot analysis is not required unless the ADT of the subject roadway is at least 125,000. The proposed project has traffic levels that are far less than 125,000.

Comment 12: This was more of a format concern. It appears that all DEIR text changes are shown in Section 5.

Comment 13: The new master responses are helpful for clarification.

Comment 14: You have addressed my concerns regarding the use of "Background" conditions. It might have helped if a Master Response could have been provided to address this issue. However, while you have followed the VTA Guidelines for impact analyses, the adequacy of this under CEQA remains unclear.

Comment 15: You have addressed this issue regarding air and noise in your earlier responses.

Comment 16: Your response is adequate for this issue.

Comment 17: It is not critical that you have a master response about the two new alternatives that were evaluated. The information contained in Table 6.0-2 was helpful. That table basically shows how impacts would be shifted to other streets, under various alternatives.

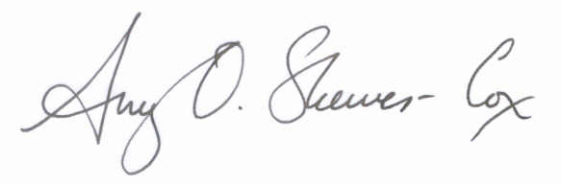
Comment 18: The suggested information was for points of clarification. It was not critical that such information be added.

Comment 19: Based on your responses, it appears that no new significant impacts would result or that new mitigation measures would be required if one compares the "project traffic" levels to "existing traffic" levels. Thus, recirculation of the EIR would not be necessary.

Comment 20: This suggested change was for clarification purposes for the reader, but was not critical to the analysis.

Overall, you have clarified and answered many of my original concerns. The EIR, and your letter of October 14, 2008, appear to adequately disclose potential impacts and to clarify why recirculation would not be required. I appreciate the opportunity to help you in this CEQA process.

Sincerely,



Amy Skewes-Cox, AICP
Environmental Planner

October 14, 2008

Ms. Amy Skewes-Cox, AICP
45 Laurel Grove Avenue
Ross, California 94957

SUBJECT: **Response to Mary Avenue Extension Peer Review Document**

Dear Ms. Skewes-Cox:

Thank you very much for conducting the peer review of the Mary Avenue Extension Administrative Final EIR (FEIR). Sunnyvale staff and the environmental consultant have reviewed the information provided by you and have the following responses to comments contained in your September 2, 2008 letter. Format is in a comment/response arrangement. As discussed below, your comments were generally included in the FEIR, and if not included in the FEIR per se, please see comments containing the rationale.

COMMENT: I have used "track changes" to make edits to the FEIR but these only go to page 121 of the 161 pages of the document.

RESPONSE: The City appreciates the editorial review of the document. We asked you to end the editorial review in the interest of time as we needed to prepare the document for public release, and the intent of the peer review was primarily for ascertaining compliance with CEQA requirements and whether disclosure was sufficient. The editorial comments received are appreciated but a complete editorial review was determined not to be a priority of the peer review.

COMMENT: Of greatest concern is whether the EIR has not adequately evaluated the project's impacts as related to the "existing" condition. Using the base year of 2020 can underestimate the impacts, especially if the project is constructed before that year. Project impacts should be more correctly shown in relation to current day conditions, especially as related to noise, air quality, and traffic. Any future comparisons (i.e., 2010 or 2020) could be additionally done, but should be secondary to comparing to existing conditions.

RESPONSE: We understand that your chief concern centered on project impacts in comparison to "Existing Conditions", so the response that follows is intended to address this primary issue. We then address your secondary issues.

The traffic impacts of the project were evaluated against future "background" conditions in accordance with the procedures described in VTA's Transportation Impact Analysis Guidelines (2004). These guidelines were adopted for use by all of the cities in Santa Clara County. The guidelines state that projects should be compared to background conditions, which is defined as existing traffic plus traffic from approved projects. For an infrastructure improvement project such as the Mary Avenue Extension, "approved" projects are those that will be constructed per the adopted land use plans of Sunnyvale and the surrounding jurisdictions. This approach is utilized because it provides full disclosure of the reasonably foreseeable consequences of a project such as the extension of Mary Avenue.

The future horizon year of 2020 was chosen because it approximates the time when the Mary Avenue Extension, if approved, would be open to traffic. As noted in Master Response #9 in the FEIR, there is currently no funding for the project. Even assuming full funding becomes available in the next few years, an assumption which is questionable in the current transportation funding environment, it would take several years to design and construct the project.

The above paragraphs notwithstanding, information on an "Existing Condition + Project" scenario is provided in the attached table. This scenario does not include any future growth; it simply takes existing traffic and shows how that traffic would be redistributed if the Mary Avenue Extension was in place today.

The data in the attached table indicate that the roadway segments that would experience notable changes in traffic volumes due to the project are the same as those identified in the EIR for year 2020. It is important to note that comparing this "Existing Condition + Project" scenario to the "Existing" condition does not result in any significant traffic impacts.

Similarly, using the comparison shown in the attached table, there would be no significant noise or air quality impacts. This conclusion is based on the following:

- There will be no roadway segments adjacent to residences where traffic-generated noise would increase by three or more decibels, the established threshold of significance. As stated in Section 2.4 of the DEIR, it takes a doubling of traffic volumes to result in a 3-dB increase in noise, and there are no residential streets where the project would result in such a traffic increase.

- All of the traffic volumes represented by the data in the attached table are lower than those shown in the EIR for 2020 conditions. Since emissions of air

pollutants are directly related to traffic volumes, and since the EIR concludes that the higher 2020 volumes would not result in significant air quality impacts (see Master Response #10 in the FEIR), the same conclusion can be reached for the data represented in the attached table.

COMMENT: While my edits are largely editorial in nature, some of the responses may require major rewrites if the City decides to amend/revise the DEIR to reflect the project's impacts compared to current conditions. I did not undertake major revisions because this is an issue that should be discussed with an attorney. Therefore, some of my more minor edits to some responses may not be enough. For example, my edits state that recirculation is not necessary in response to some comments. However, this was before I became concerned about the use of "2020 Without Project" as the baseline.

RESPONSE: A response to the issue of the 2020 No Project baseline is provided above. In response to other comments, re-writing of portions of the document did occur as indicated below.

COMMENT: The Alternatives should be amended to include at least one alternative that truly reduces some of the identified impacts from the project. This is clearly outlined in Section 15126.6 of the CEQA Guidelines. For example, to truly reduce potential air quality and noise impacts from the project, serious attention should be paid to a major public transit alternative to offset private auto usage. Also, it really does not meet the intent of CEQA to state that the "No Project" and the project itself are the preferred alternatives. In addition to "No Project", one of the <u>alternatives</u> has to be the preferred alternative.

RESPONSE: Major public transit alternatives are evaluated in Master Responses #'s 2, 3 and 4. In addition, we note that the Draft and Final EIRs already address eight alternatives, including a 2-lane extension instead of a 4-lane extension. CEQA does not require another alternative that reduces noise and air quality impacts because these impacts under the project are not significant. To clarify, it is assumed in the document that mitigation for identified impacts would be included in the project. Therefore the preferred alternative is not the Project alternative, but rather a Mitigated Project alternative. The City believes that this addresses Section 15126.6 requirements.

COMMENT: The objectives of the project should be expanded to clarify the need to reduce congestion on multiple corridors in the City.

RESPONSE: The objective of the project is to provide additional north-south capacity. The result/benefit of the increased capacity is a reduction in congestion in multiple corridors. Therefore, congestion relief was not incorporated as a project objective as it is built into the existing project objective.

COMMENT: Tables should accompany Figure 2.0-3 and 2.0-4 to identify the amount of traffic for specific segments. In addition, the EIR should identify land uses in the areas most affected by increased traffic.

RESPONSE: Table 2.0-6 serves the purpose of providing traffic volumes for areas affected by the project. The text on page 158 of the FEIR expands on the discussion of land uses along Mary Avenue.

COMMENT: The Land Use section of the EIR is far too brief, and there should be mention that the most significant increases are in industrial and commercial areas of the City. Many of the comments were from residents in the southern portions of Mary Avenue. However, little of no mention was made in the EIR about the land uses along the corridor and what areas would be most affected by noise and traffic.

RESPONSE: The land use description was expanded per this question; refer to page 158 of the FEIR.

COMMENT: Master Response No. 1 addresses projected growth but these rates are far lower than the amounts of increased traffic shown for 2020. The EIR needs to clarify how much of the City's traffic is attributable to "outside" areas that may be growing faster than Sunnyvale, and that may affect local streets.

RESPONSE: Table 1 on Page 8 of the FEIR includes this information as part of Master Response # 1.

COMMENT: The EIR (in Introduction) should clarify that no federal funding is associated with the project at this time, and therefore only a CEQA (vs. NEPA) document is needed. If there were federal funding, it is common for an EIR/EA to be done as a combined document, but this appears to not be necessary for this project.

RESPONSE: This information was added to the introduction of the document; refer to page 157 of the FEIR.

COMMENT: The FEIR needs consistency in using the word "would" in relation to the project (vs. "will"). Since the project has not yet been approved, the word "would" should be used.

RESPONSE: This change was made to the FEIR where appropriate.

COMMENT: Air quality conclusions are very generalized and the EIR lacks data and references to back up the conclusions. This is especially important for intersections where traffic increases up to 300%. It's hard to imagine that no CO emissions would occur.

RESPONSE: A new Master Response # 10 was prepared to provide data and references to back up conclusions.

COMMENT: It is common to show DEIR text changes in the body of the response as well as in a separate FEIR chapter. However, the EIR authors do not seem to show text changes until Section 5. You will see that some of my response edits show DEIR text changes in the body of the text. These would have to be copied to Section 5.

RESPONSE: The Master Comments (Section 4.0) are clearly identified as added text, and underlining can be distracting for the reader. We did underline new text in Section 5 as you have suggested. This comment deals with formatting preferences; the City believes that the current format of the document is acceptable.

COMMENT: The Master Responses could be expanded to reduce the need to respond to multiple comments addressing the same issue. For example, there should be a Master Response to address the exact locations of residential uses along Mary Avenue, the fact that it's a designated arterial, and the number of lanes in specific locations. Road deficiencies could also be addressed in this one master response.

RESPONSE: The City modified several master responses and added additional master responses to address this suggestion. Specifically, Master Responses #8, #9, #10, and #11 were added so as to avoid duplication in the individual responses. See also discussion on page 158 concerning industrial land uses located generally north of Central Expressway and residential uses predominantly south of Central Expressway.

COMMENT: Another master response could address why "2020 with Project" and "2020 without Project" were used. This should be done after we discuss this methodology.

RESPONSE: The City believes that utilizing the 2020 scenario best describes the reasonably foreseeable consequences of the project, and better represents the true time frame that this project may be realized. It is also the approach outlined in VTA's guidelines for preparation of Transportation Impact Analyses. See also the first response in this letter.

COMMENT: A master response should also address the standards of significance for air quality impacts and the various thresholds. Clear references of all sources should be provided. If the City decides to compare project impacts to existing conditions, there could be significant impacts with increased traffic on this corridor. If these cannot be mitigated, the City may need to make Findings of Overriding Consideration related to air quality impacts. (Note: the same may apply for noise impacts if this changed methodology occurs)

RESPONSE: Master Response # 10 was prepared to address this concern. No air quality impacts have been identified. As noted in the FEIR, the project is intended to reduce overall congestion, which has air quality benefits.

COMMENT: A master response could also address traffic levels with and without the project and the fact that without the project, congestion may worsen significantly and some may switch to transit due to significant congestion. I'm not sure if this was covered under the "No Project" Alternative.

RESPONSE: The potential for citizens to shift modes and expand transit facilities is discussed under Master Response # 2. As discussed therein, a significant shift in travel modes does not relieve the need for the project.

COMMENT: A master response should be prepared to address the new alternatives that were included in the Final EIR in terms of why they were included and how they mitigate (or don't mitigate) some of the project's impacts.

RESPONSE: Master Responses #'s 2, 3, 4, 5 and 6 present information on new alternatives, and two additional alternatives and accompanying analysis are included in Section 5.0 of the FEIR. To be consistent with the approach utilized in the Draft EIR, the two new alternatives evaluated in the Final EIR (i.e., "No Thru Traffic on Mary Avenue" Alternative and the "Two Lanes Entire Length of Mary Avenue" Alternative) were shown in Section 5 instead of being described as master responses. This formatting decision facilitated the preparation of the alternatives comparison matrix, which is Table 6.0-2 on page 167 of the FEIR.

COMMENT: Finally, a master response should address the specific location of schools on or near Mary Avenue and how schools might be impacted, or not impacted by the project. A map should accompany this master response showing school locations.

RESPONSE: Response 32.2 on page 95 of the FEIR addresses school impacts. The analysis found that there would be no measurable change in traffic volumes in the vicinity of local schools. Therefore, a Master Response and any associated figures were not deemed to be necessary.

COMMENT: Finally, I think that recirculation may be necessary because the "Existing" condition should be the basis of comparison for the project and new, significant impacts may be identified. Recirculation is required when new significant impacts have been identified or significant new information is provided per Section 15088.5 of the CEQA Guidelines. There may be some impacts that cannot be mitigated, and thus Findings of Overriding Consideration may need to be made.

For example, increased noise levels along Mary Avenue may not be able to be mitigated since soundwalls would be precluded in residential areas where adequate right-of-way is not available. Thus, the EIR would have to identify a significant, unavoidable impact. This may not be the case but this issue should be assessed in more depth in the revised DEIR.

RESPONSE: Upon completion of the FEIR, and taking into account changes proposed and addressed in the peer review, it was determined that no new significant impacts or significant new information was provided. None of the conditions described in CEQA Guidelines Section 15088.5 are present. Therefore, recirculation was deemed to be unnecessary.

COMMENT: If the City decides to not re-circulate the EIR, I hope that my suggested edits can be of help. There are some places where I have left blank spaces for new information to be included. I also, under separate cover, will send the Excel table that could be Table 2 for the Final EIR (it is referenced in one of the edited responses). This table would more clearly show where some intersections are improved and some are worsened.

RESPONSE: The City believes that the existing Table 6.0-2 adequately presents comparative information on intersection levels of service.

The City respectfully requests that you consider our responses to the peer review and provide your opinion on whether these responses result in adequate disclosure of information and compliance with CEQA requirements. This information and your response will be presented to the City Council along with the EIR. Once again, thank you very much for assisting the City in completing a thorough review of environmental issues with the Mary Avenue Extension project.

Please contact me with any questions or comments at (408) 730-7330.

Sincerely,

Jack Witthaus
Transportation and Traffic Manager

Attachment: ADT Comparison Table

EIR TABLE 2.0-6 (REVISED TO INCLUDE "EXISTING + PROJECT" SCENARIO)
AVERAGE DAILY TRAFFIC VOLUMES

Roadway	Segment	Existing	Existing Plus Project	% Change from Existing	2020 No Project	2020 With Project	% Change from No Project
Mary Avenue	North of Almanor	0	7,400	n/a	0	30,600	n/a
	South of Almanor	2,500	8,000	220%	7,900	31,700	301%
	North of Maude	5,300	10,300	94%	18,100	37,000	104%
	South of Maude	11,000	13,500	23%	28,500	37,500	32%
	North of Central	13,000	15,200	17%	38,000	43,900	16%
	South of Central	25,600	25,100	-2%	53,400	52,400	-2%
	North of El Camino	21,400	21,700	1%	30,400	31,300	3%
	South of El Camino	19,700	19,000	-4%	26,300	25,600	-3%
	North of Fremont	24,400	24,600	1%	32,300	33,500	4%
Mathilda Avenue	North of Almanor	52,700	50,300	-5%	74,600	67,300	-10%
	South of Almanor	47,200	46,700	-1%	64,200	63,000	-2%
	North of Maude	45,500	45,300	<1%	64,600	63,500	-2%
	South of Maude	42,500	42,700	<1%	58,500	59,600	2%
Almanor Avenue	East of Mary	2,400	4,200	75%	7,800	9,100	17%
Maude Avenue	East of Mary	11,500	11,800	3%	18,500	22,300	21%
	West of Mathilda	10,800	11,100	3%	23,600	25,800	9%
Central Expressway	West of Mary	45,500	44,500	-2%	83,600	80,900	-3%
	East of Mary	45,900	45,400	-1%	81,500	81,900	1%
Fair Oaks Avenue	South of Crossman	5,600	5,300	-5%	36,100	33,900	-6%
	North of Tasman	13,700	13,500	-1%	33,000	32,400	-2%
Lawrence Expressway	South of Moffett Park	22,200	21,700	-2%	62,900	59,200	-6%
	North of Tasman	35,400	34,800	-2%	73,800	70,800	-4%

Source: *Fehr & Peers*, 2008.

Amy Skewes-Cox, AICP
Environmental Planning
P.O. Box 422
Ross, CA 94957
415-454-8666
amysc@rtasc.com

2 September 2008

Mr. Jack Witthaus
Transportation and Traffic Engineer
City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94088-3707

Re: Comments on Administrative Final EIR for Mary Avenue Extension

Dear Mr. Witthaus;

Thank you for asking me to review the Final EIR (FEIR) on the Mary Avenue Extension. I have used "track changes" to make edits to the FEIR but these only go to page 121 of the 161 pages of the document.[1] Given some of my concerns, it seemed better that I stop at this point and find out if you want me to continue. I will attach a separate file that shows the specific edits.

While the overall responses to public comments are thorough and well done, there are some more major concerns I have about the overall adequacy of the Draft EIR and the possible need for recirculation. I have not heard back from the attorney reviewing the document and hope that you can share this letter with her.

Comment Letter No. 49 by David Whittum covers many of the concerns I'd expressed in my email to you on 8/25/08. At that time, I had not seen Mr. Whittum's comments, but his detailed notes make me worry that a potential challenge could be made to the legal adequacy of the document. There is always a risk that an EIR can be challenged. The most important thing is to ensure that you've covered the CEQA requirements as thoroughly as possible. Of greatest concern is whether the EIR has not adequately evaluated the project's impacts as related to the "existing" condition. Using the base year of 2020 can underestimate the impacts, especially if the project is constructed before

[1] The "track changes" will be in both red and blue. This is because I made some of them myself, and my wordprocessor also made some, using my hard copy edits. The only changes past page 121 deal with "would" inserted in place of "will" since this was done as a global check.

that year. Project impacts should be more correctly shown in relation to current day conditions, especially as related to noise, air quality, and traffic. Any future comparisons (i.e., 2010 or 2020) could be additionally done, but should be secondary to comparing to existing conditions.

In addition to the above concern, which is most important, I have the following comments. Some of these will repeat what I put in my email.

1. While my edits are largely editorial in nature, some of the responses may require major rewrites if the City decides to amend/revise the DEIR to reflect the project's impacts compared to current conditions. I did not undertake major revisions because this is an issue that should be discussed with an attorney. Therefore, some of my more minor edits to some responses may not be enough. For example, my edits state that recirculation is not necessary in response to some comments. However, this was before I became concerned about the use of "2020 Without Project" as the baseline.
2. The Alternatives should be amended to include at least one alternative that truly reduces some of the identified impacts from the project. This is clearly outlined in Section 15126.6 of the CEQA Guidelines. For example, to truly reduce potential air quality and noise impacts from the project, serious attention should be paid to a major public transit alternative to offset private auto usage. Also, it really does not meet the intent of CEQA to state that the "No Project" and the project itself are the preferred alternatives. In addition to "No Project", one of the <u>alternatives</u> has to be the preferred alternative.
3. The objectives of the project should be expanded to clarify the need to reduce congestion on multiple corridors in the City.
4. Tables should accompany Figure 2.0-3 and 2.0-4 to identify the amount of traffic for specific segments. In addition, the EIR should identify land uses in the areas most affected by increased traffic. The Land Use section of the EIR is far too brief, and there should be mention that the most significant increases are in industrial and commercial areas of the City. Many of the comments were from residents in the southern portions of Mary Avenue. However, little of no mention was made in the EIR about the land uses along the corridor and what areas would be most affected by noise and traffic.
5. Master Response No. 1 addresses projected growth but these rates are far lower than the amounts of increased traffic shown for 2020. The EIR needs to clarify how much of the City's traffic is attributable to "outside" areas that may be growing faster than Sunnyvale, and that may affect local streets.
6. The EIR (in Introduction) should clarify that no federal funding is associated with the project at this time, and therefore only a CEQA (vs. NEPA) document is needed. If there were federal funding, it is common for an EIR/EA to be done as a combined document, but this appears to not be necessary for this project.
7. The FEIR needs consistency in using the word "would" in relation to the project (vs. "will"). Since the project has not yet been approved, the word "would" should be used. I tried to catch this in my edits but it should be checked.

8. Air quality conclusions are very generalized and the EIR lacks data and references to back up the conclusions. This is especially important for intersections where traffic increases up to 300%. It's hard to imagine that no CO emissions would occur.
9. It is common to show DEIR text changes in the body of the response as well as in a separate FEIR chapter. However, the EIR authors do not seem to show text changes until Section 5. You will see that some of my response edits show DEIR text changes in the body of the text. These would have to be copied to Section 5.
10. The Master Responses could be expanded to reduce the need to respond to multiple comments addressing the same issue. For example, there should be a Master Response to address the exact locations of residential uses along Mary Avenue, the fact that it's a designated arterial, and the number of lanes in specific locations. Road deficiencies could also be addressed in this one master response.

    Another master response could address why "2020 with Project" and "2020 without Project" were used. This should be done after we discuss this methodology.

    A master response should also address the standards of significance for air quality impacts and the various thresholds. Clear references of all sources should be provided. If the City decides to compare project impacts to existing conditions, there could be significant impacts with increased traffic on this corridor. If these cannot be mitigated, the City may need to make Findings of Overriding Consideration related to air quality impacts. (Note: the same may apply for noise impacts if this changed methodology occurs)

    A master response could also address traffic levels with and without the project and the fact that without the project, congestion may worsen significantly and some may switch to transit due to significant congestion. I'm not sure if this was covered under the "No Project" Alternative.

    A master response should be prepared to address the new alternatives that were included in the Final EIR in terms of why they were included and how they mitigate (or don't mitigate) some of the project's impacts.

    Finally, a master response should address the specific location of schools on or near Mary Avenue and how schools might be impacted, or not impacted by the project. A map should accompany this master response showing school locations.

11. Finally, I think that recirculation may be necessary because the "Existing" condition should be the basis of comparison for the project and new, significant impacts may be identified. Recirculation is required when new significant impacts have been identified or significant new information is provided per Section 15088.5 of the CEQA Guidelines. There may be some impacts that cannot be mitigated, and thus Findings of Overriding Consideration may need to

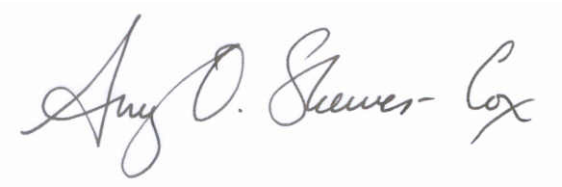
be made. For example, increased noise levels along Mary Avenue may not be able to be mitigated since soundwalls would be precluded in residential areas where adequate right-of-way is not available. Thus, the EIR would have to identify a significant, unavoidable impact. This may not be the case but this issue should be assessed in more depth in the revised DEIR.

12. If the City decides to not recirculate the EIR, I hope that my suggested edits can be of help. There are some places where I have left blank spaces for new information to be included. I also, under separate cover, will send the Excel table that could be Table 2 for the Final EIR (it is referenced in one of the edited responses). This table would more clearly show where some intersections are improved and some are worsened.

If you have any specific questions, please do not hesitate to contact me. I know this has probably been a really complex process for you to go through. The project is quite complex and the citizens have shown much more involvement than usual. The main intent of my suggestions is to avoid litigation and further delays on the project. Even with recirculation, the amount of delay would be significantly reduced in comparison to that caused by any litigation.

I would be happy to speak with the attorney if that would be helpful. I am leaving some time in my budget for that and to do some additional work if you'd like me to continue with the last pages of the FEIR. Please feel free to contact me.

Sincerely,



Amy Skewes-Cox, AICP
Environmental Planner

Enclosure

ATTACHMENT H (CONTINUED)

ADMINISTRATIVE DRAFT

Final Environmental Impact Report

MARY AVENUE EXTENSION

SCH# 2007022024 (EDITED WITH COMMENTS – Sept. 1, 2008)

Prepared by the

August 2008

PREFACE

This document, together with the August 2007 Draft Environmental Impact Report (Draft EIR) for the Mary Avenue Extension Project, constitutes the Final Environmental Impact Report (Final EIR) for the proposed project. Under the California Environmental Quality Act (CEQA), the Final EIR is an informational document prepared by the Lead Agency that must be considered by the decision-makers before approving the proposed project. CEQA Guidelines Section 15132 specifies that a Final EIR shall consist of the following:

- The Draft EIR or a revision of the ~~draft~~Draft EIR;
- Comments and recommendations received on the Draft EIR either verbatim or in summary;
- A list of persons, organizations, and public agencies commenting on the Draft EIR;
- The responses of the Lead Agency to the significant environmental points raised in the review and consultation process; and
- Any other information added by the Lead Agency.

In conformance with the CEQA Guidelines, the Final EIR provides objective information regarding the environmental consequences of the proposed project. The Final EIR also examines mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts. The Final EIR is used by the City and other Responsible Agencies in making decisions regarding the project. The CEQA Guidelines require that, while the information in the Final EIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the Draft EIR by making written findings for each of those significant effects before it approves a project. ***[Include discussion on when ~~Fridays~~Findings will be available and where.]***

According to Section 21081 of the California Public Resources Code, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects on the environmental that would occur if the project is approved or carried out unless both of the following occur:

(A) The public agency makes one or more of the following findings with respect to each significant effect:
   1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
   2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
   3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(B) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (A), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

The Final EIR will be made available to the public 10 days prior to the EIR certification hearing.

All documents referenced in this EIR are available for public review at the Sunnyvale Department of Public Works, located at 456 West Olive Avenue, Sunnyvale, California, on weekdays during normal business hours.

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SECTION 1.0 SUMMARY OF DRAFT EIR PUBLIC REVIEW PROCESS

The public review period for the Draft EIR commenced on August 24, 2007 and concluded on November 12, 2007. Although only a 45-day Draft EIR review period is required under CEQA, the City of Sunnyvale (City), as Lead Agency, provided for an 81-day review period because of the substantial interest in the project on the part of local residents.

The City undertook the following actions to inform the public of the availability of the Draft EIR.

- A "Notice of Availability of Draft EIR" was published in the Sunnyvale Sun ***[provide date]***.
- Notification of the availability of the Draft EIR was mailed to project-area residents and other members of the public who had indicated an interest in the project ***[provide date]***.
- The Draft EIR was delivered to the State Clearinghouse (on 8/24/07), as well as sent to various governmental agencies. See Section 2.0 for the list of agencies that received the Draft EIR.

The Draft EIR was posted on the City's website on ***[provide date]***. Copies of the Draft EIR were also made available at the following locations: Sunnyvale City Hall and Sunnyvale Public Library.

The City ~~also~~ held two public hearings to solicit input on the Draft EIR. The first was held on October 3, 2007 at the UCSC Extension, 1180 Bordeaux Drive, Sunnyvale. The second was held on October 10, 2007 at Washington Park, 840 West Washington Avenue, Sunnyvale. Copies of the transcripts of the public hearings are found in Appendix B.

SECTION 2.0 LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS WHO RECEIVED THE DRAFT EIR

Copies of the Draft EIR were sent to the following agencies, organizations, and individuals:

[Note: Section to be completed. Jack, please provide information.]

SECTION 3.0 LIST OF COMMENTS RECEIVED ON THE DRAFT EIR

Fifty written comments on the Draft EIR were received during the public review period. A copy of each comment is contained in Appendix A. The list of comments received, including the page on which the response(s) to the comment begins, is shown below.

In addition to all of the written comments, various comments were provided orally at the October 3, 2007 and October 10, 2007 public hearings. Copies of the public hearing transcripts are contained in Appendix B.

The reader will note that some responses to comments are simply "comment noted." or "comment acknowledged". This response is made where the comment pertains to issues other than the adequacy of the EIR. For example, if a comment expresses an opinion about the merits of the project itself, the response is to note and acknowledge that comment for the record. CEQA requires in-depth responses only where environmental issues pertaining to the adequacy of the EIR are raised in a comment.

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SECTION 4.0 RESPONSES TO COMMENTS RECEIVED ON THE DRAFT EIR

This section contains responses to all comments on the Draft EIR that were received by the City during the public review period. This section is divided into three main parts:

- Master Responses (Section 4.1)
- Individual Responses to Written Comments (Section 4.2)
- Individual Responses to Public Hearing Comments (Section 4.3)

Individual comments are numbered and reprinted verbatim. No corrections to commentors' typographical or grammatical errors are made. Full copies of comment letters and emails can be found in Appendix A.

4.1 MASTER RESPONSES

Many of the comments received were from Sunnyvale residents who raised similar concerns and questions regarding the following topics:

- a. Where is the traffic that is creating the need to extend Mary Avenue coming from? If Mary Avenue is not extended, will traffic still increase in the future?
- b. Can the need for the project be satisfied by implementing transit-related improvements instead of extending Mary Avenue?
- c. Can the need for the project be satisfied by implementing other regional highway improvements (e.g., improvements to SR 85 that are identified in VTA's (WRITE OUT WORD FOR "VTA" when first used)*Transportation 2030 Plan*) instead of extending Mary Avenue?
- d. Can the need for the project be satisfied by ~~implemented~~ implementing other improvements on local City of Sunnyvale streets instead of extending Mary Avenue?
- e. What efforts did the City undertake to analyze other alternatives before deciding that the extension of Mary Avenue ~~is~~ was the preferred solution?
- f. Will the project require grade-separating Mary Avenue from the Caltrain tracks?
- g. How much will the project cost?
- h. How will the project be funded?
- i. What would be the effects of two additional alternatives for Mary Avenue: one that would make Mary Avenue one lane in each direction along its entire length (including the proposed northerly extension), and one that would construct the proposed extension but include closure of Mary Avenue ~~would be closed~~ to thru traffic at Evelyn Avenue?
- j. Can the City increase enforcement of the speed limit on Mary Avenue?
- k. Can the speed limit on Mary Avenue be reduced to 25 miles per hour (mph) in the residential areas?

Since many of the comments raised the same concerns and questions, a number of master responses have been prepared. The purpose~~s~~ of the master responses ~~are~~is to provide comprehensive answers in one location and to avoid redundancy throughout the individual responses. Cross references to master responses are made, when appropriate, in individual responses.

In addition to the master responses, the City has undertaken additional analysis with regard to several alternatives. First, the "Widening of SR 85 Alternative" that was described qualitatively on page 97 of the Draft EIR, has now been analyzed quantitatively. Second, the effects of two new alternatives for Mary Avenue (~~see item #6~~see "i" in the above list) have been quantified. The~~se~~ results of these analyses are described in Section 5.0 of this document, *EIR Text Revisions*.

While the text of this Final EIR includes two new alternatives, recirculation of the Draft EIR is not considered necessary because no significant new information has been added to the EIR and the new alternatives were not found to significantly lessen the significant impacts of the project (see Section 15088.5 of CEQA Guidelines).

Master Response #1: Need for the Project and Ability to Meet Project Objectives

The text and data on page 45 of the Draft EIR indicate that future traffic volumes in Sunnyvale will be substantially greater than existing volumes, irrespective of any decision to approve the proposed Mary Avenue Extension. The Draft EIR states that the increases will be the result of planned growth. A number of comments questioned this assumption and requested that the City provide additional information regarding this topic. In particular, residents questioned why traffic will increase on Mary Avenue and inquired as to where such traffic would be originating from.

The general answer to the question is that the increase will result from traffic associated with planned residential, commercial, and industrial development in Sunnyvale and the surrounding cities. Each city has a land use plan that is part of its adopted General Plan, which is each city's blueprint for the future. These documents allow the cities to plan for the roads, parks, libraries, sewers, water, public safety, and other infrastructure that are needed to serve this growth.

The Association of Bay Governments (ABAG) publishes existing and projected demographic data for the cities and counties that are located in the 9-County San Francisco Bay Area. The data are based on a combination of general plan land use designations, census information, and economic factors. Sunnyvale's existing (2005) population is 134,300 and by year 2020 it is projected to be 148,800. The existing (2005) number of jobs in Sunnyvale is 73,740 and by 2020 it is projected to be 96,710 (ABAG, *Projections 2007*).[1] Thus, the population would increase by 14,500 persons (10.8 percent) and jobs would increase by 22,970 jobs (31.1 percent).

For Santa Clara County as a whole, the existing (2005) population is 1,763,000 and the existing (2005) number of jobs is 872,860. In 2020, the population and number of jobs in Santa Clara County are projected to be 1,971,100 and 1,098,290, respectively (ABAG, *Projections 2007*).

The detailed answer to the question regarding increased traffic can be answered by the City's traffic demand model. The model has the capability of isolating a specific facility such as Mary Avenue to determine where traffic using that facility is coming from. On Mary Avenue just north of Fremont Avenue, the origin and destination of traffic during the AM and PM peak hours is shown in Table 1. As can be seen in Table 1, the most significant share of the traffic comes from or goes to the Sunnyvale area or the Santa Clara/San Jose area during the AM and PM peak hours.

TABLE 1
ORIGIN/DESTINATION OF TRAFFIC ON MARY AVENUE
(NORTH OF FREMONT AVENUE)

	AM Peak Hour		PM Peak Hour	
	Northbound	Southbound	Northbound	Southbound
To/From Mountain View/Los Altos	22%	8%	6%	27%
To/From Santa Clara/San Jose	38%	44%	33%	27%
To/From Cupertino	11%	1%	1%	9%
To/From Sunnyvale	29%	47%	60%	37%

[1] (COMPLETE FOOTNOTE AND PROVIDE REFERENCE SECTION AT END OF FINAL EIR)

In terms of meeting project objectives, Table 2 attached identified how the project would improve levels of service (LOS) at five intersection. In terms of delay, six intersections would be improved as shown in Table 2.0-7 of the Draft EIR. At one intersection, project impacts would be significant with the project but with the identified Draft EIR mitigation measure, this impact would be less than significant. At three intersections, LOS would be reduced but not significantly according to established criteria (page 47 of Draft EIR).

(SEPARATE TABLE DONE IN EXCEL AND SENT SEPARATELY)

Master Response #2: Expand Transit to Meet the Need for the Project

A number of comments suggested that the need for the project could be met by improving transit service and expanding transit facilities, thereby reducing the "demand" that would otherwise be caused by automobile traffic. In the opinions of the commentors, this would obviate the need to extend Mary Avenue.

In a related comment, one resident suggested extending Mary Avenue over U.S. 101 and SR 237 as a bicycle and pedestrian bridge only.

In its *Transportation Strategic Program* (2003), the City studied an alternative that included providing transit passes (i.e., VTA EcoPasses) to all City residents, creating a free transit zone within the City, constructing additional bikeway and sidewalk improvements, and providing for a 20 percent transportation demand management (TDM) reduction ~~on~~ for all new development in the City. The analysis concluded that this alternative would reduce vehicle trips by five percent; however, there would still be a 25 percent increase in PM peak-hour vehicle trips by 2020, as compared to existing conditions. Thus, while such a comprehensive transit program would reduce demand, the reduction would be insufficient to meet the demand to increase north-south capacity in the study area. Thus, the project would still be required to meet the City's objective of alleviating traffic congestion. Nevertheless, the implementation of all the identified transit programs would reduce overall traffic and would benefit the City. Such programs are separate from the proposed project.

Master Response #3: Construct North-South Transit Improvements in Sunnyvale

A number of comments on the Draft EIR asserted that, instead of extending Mary Avenue, a better way to meet the project objective of increasing north-south capacity would be to construct north-south transit improvements in Sunnyvale. The comments questioned why such an alternative was not included in the Draft EIR.

In the early 1990s, two such alternatives were extensively evaluated as part of VTA's Tasman Corridor Project's EIS/EIR.[2] That EIS/EIR evaluated five light rail transit (LRT) extensions from San Jose and Milpitas on the east to Mountain View and Sunnyvale on the west:

- Alternative 4A: Milpitas (Capitol/Main Station) to Lockheed
- Alternative 4B: Milpitas (Capitol/Main Station) to downtown Mountain View
- Alternative 4C: Milpitas (Capitol/Main Station) to downtown Sunnyvale
- Alternative 4D: Capitol/Hostetter to downtown Mountain View
- Alternative 4E: Capitol/Hostetter to downtown Sunnyvale

The two alternatives that would have extended light rail to downtown Sunnyvale consisted of constructing the system between the Moffett Park/Lockheed area to downtown Sunnyvale via either Mathilda Avenue or Pastoria Avenue or a combination of both corridors.

[2] **Tasman Corridor Final EIS/EIR**, Federal Transit Administration & Santa Clara County Transit District, December 1992.

After extensive study, numerous community meetings, and public hearings, Alternative 4D was chosen and ultimately constructed. One of reasons that the extension~~s~~ to downtown Sunnyvale was not chosen is that the construction of the LRT tracks and stations would have required the acquisition of a substantial number of residences and businesses, as summarized in Table 2. In addition, other adverse impacts along these streets included traffic, noise, and visual/aesthetics.

TABLE 2
ACQUISITION IMPACTS –
LIGHT RAIL EXTENSION TO DOWNTOWN SUNNYVALE

Street	Land Use	# of Acquisitions
Mathilda Avenue	Single-family residential	13 residences
Mathilda Avenue	Multi-family residential	3 buildings
Mathilda Avenue	Commercial	13 businesses
Washington Avenue	Commercial	11 businesses
Angel Street	Single-family residential	3 residences
Evelyn Avenue	Commercial/industrial	6 businesses
Ferguson/Whisman	Commercial/industrial	Parking (1 business)
Fairchild Drive	Commercial/industrial	Parking (1 business)
Almanor Avenue	Commercial/industrial	Parking (2 businesses)
Pastoria Avenue	Commercial/industrial	Parking (1 business)
Sobrante Way	Commercial/industrial	Parking (1 business)

Source: FTA and VTA, 1992.

Master Response #4: Construct Light Rail Spur in Moffett Business Park

Several of the commentors on the Draft EIR suggested adding a spur from the light rail line and/or a mass transit system into and within the Moffett Park area, instead of extending Mary Avenue.

Moffett Park already has both transit and light rail service. The existing transit service to the Moffett Park area is provided via the VTA for bus and light rail service, Caltrain and Altamont Commuter Express (ACE) shuttles. VTA transit service within the Moffett Park Area includes seven bus routes and the Mountain View-Winchester light rail line with four stations: Moffett Park, Lockheed Martin, Borregas, and Crossman, located north of SR 237. Adding additional stations or a spur line to the light rail line is not needed and would likely reduce performance because_____. In addition, shuttle service is provided and funded by employers in the Moffett Business Park and VTA to the Mountain View and Sunnyvale Caltrain stations and the Great America ACE train station.

The Moffett Park Specific Plan completed in 2002 requires any development that has a Floor Area Ratio (FAR) of 0.35 or greater to implement Transportation Demand Management (TDM) measures to reduce their vehicle trip generation by 20 percent. The TDM measures include a coordinator and annual reporting. Fines and fees are assessed when the TDM goals are not met. These fees/fines are designed to be used to further expand the TDM programs and reduce auto usage. Even with the extensive transit system serving the Moffett Park area and existing TDM programs, the Mathilda Avenue/SR 237 interchange is operating with long delays and queues, a problem that the proposed project is intended to address.

Master Response #5: Construct Regional Highway Improvements

Many commentors suggested that the construction of various regional highway improvements would provide the roadway capacity needed to accommodate demand, which in turn would obviate the need to extend Mary Avenue. Related to these comments were concerns that the City had not done an adequate assessment of alternative options for increasing roadway capacity, including access to the Moffett Park area of Sunnyvale.

As stated on page 15 of the Draft EIR, the proposed extension of Mary Avenue is not new. It has been part of the City's General Plan for several decades. Appendix E of the General Plan, *Transportation Mitigations*, identifies the Mary Avenue Extension as one of the improvements needed to provide sufficient roadway capacity for build-out of the General Plan.

Over the years, as various development proposals have been brought forward for review and approval, the extension of Mary Avenue has been assumed in the various traffic analyses as a future component of the City's roadway network.

Over the past 25 years or so, the City, along with VTA, Caltrans, and Lockheed, has participated in five major studies to explore solutions to address the roadway deficiencies of the greater Moffett Park area, sometimes referred to as the "Mini-Triangle Area" from the triangularly-shaped area bounded by SR 237, U.S. 101, and Mathilda Avenue. These studies are as follows:

- Sunnyvale North-South Corridor Study – Phase I (1983)
- Sunnyvale North-South Corridor Study – Phase II (1987)
- Conceptual Engineering Report: U.S. 101 /SR 237 Mini-Triangle Area (1990)
- Mary Avenue Extension Project Study Report (1991)
- SR 237 Corridor Study (2004)

The alternatives studied in these reports are summarized in Table 3.

TABLE 3
SUMMARY OF REGIONAL IMPROVEMENTS STUDIED

Alternative	Description
Sunnyvale North-South Corridor Study – Phase I (1983)	
1	Mary Avenue ~~e~~Extension over and across (or under) U.S. 101 and SR 237 interchange and its grade separation with Caltrain tracks, Evelyn Avenue and Central Expressway. Also includes a new on-ramp from E Street to NB U.S. 101.
2	Mathilda Avenue restriping for an additional SB lane and the construction of a two-lane, reversible (or bi-directional) flyover over SR 237/Mathilda interchange.
Sunnyvale North-South Corridor Study – Phase II (1987) [a]	
1	Mary Avenue Extension to 11th Avenue
2	2-Lane Mathilda Flyover
3	Mary Avenue ~~e~~Extension to 11th Avenue combined with Mathilda Flyover (Alt 1 and 2)
4	Mary Avenue ~~e~~Extension to Moffett Park Drive combined with a grade separation at Moffett Park Drive and Mathilda Avenue

TABLE 3 SUMMARY OF REGIONAL IMPROVEMENTS STUDIED	
Alternative	**Description**
Discarded	Mary Avenue Extension to H Street
Discarded	Mary Avenue Extension to Lockheed Way
Discarded	Grade Separation at Moffett Park Drive (Stand Alone)
Discarded	Widen Mathilda Ave (Stand Alone)
Discarded	Mary Avenue ~~e~~Extension to 11th Avenue and widen Mathilda Ave.
Deferred [b]	Final Measure A Strategic Plan
Deferred [b]	Closure of Moffett Park Drive west of Mathilda
Deferred [b]	Construction of new street connecting Mathilda and Bordeaux along existing drainage channel east of Mathilda
Conceptual Engineering Report: U.S. 101 /SR 237 Mini-Triangle Area (1990) [c]	
B2	Mary Avenue ~~e~~Extension would cross over SR 237 and U.S. 101 and connect to H Street. Alternative includes: • The EB SR 237 and SB U.S. 101 off-ramps would merge into a one-way eastbound frontage road south of SR 237 and intersect with an access road to the Mini-Triangle area and with Mathilda Ave • WB SR 237 on-ramp relocated farther west of Mathilda Ave via the existing Moffett Park Drive. • Moffett Park Drive is a one-way westbound street east of the access road and forms a one-way couplet with the EB frontage road south of SR 237. To the west of the access road, Moffett Park Drive would connect to Manila Drive, an existing two-way road • The new access road crossing beneath SR 237 would provide connection between Moffett Park Drive and the eastbound frontage road and allow direct access to and from SR 237 west of the project area for the Mini-Triangle and Lockheed.
B3	Mary Avenue ~~e~~Extension would cross over SR 237 and U.S. 101 and connect to H Street and then to Moffett Park Drive/Manila Ave. Alternative includes: • WB SR 237 on-ramp would be provided at Mary Avenue ~~e~~Extension • EB SR 237 and SB U.S. 101 off-ramps would merge before intersecting with Mathilda • Moffett Park Drive would remain as the existing 2-way street between Jagels Rd and Mathilda Ave
C1	Mary Avenue ~~e~~Extension would cross SR 237 and U.S. 101 and connect to H Street. As in Alternative B3, it would also provide access to Moffett Park Drive and the WB SR 237 on-ramp. However, alignment would run in a curved alignment east of the alignment shown in Alternative B3. Alternative includes: • SB U.S. 101 off-ramp would merge with EB SR 237 off-ramp through a loop ramp in the southwest quadrant of U.S. 101 and SR 237 interchange. The merged off-ramps would continue easterly and intersect with Mathilda Ave south of SR 237.
D1	Mary Avenue ~~e~~Extension would provide direct access to Lockheed and intersection with the one-way westbound Moffett Park Drive. WB Moffett Park Drive and the eastbound frontage road would form a one-way couplet west of Mathilda Ave. Alternative includes:

TABLE 3 SUMMARY OF REGIONAL IMPROVEMENTS STUDIED	
Alternative	**Description**
	• As in Alt B2, the EB SR 237 and SB U.S. 101 off-ramps would merge into a one-way eastbound frontage road south of SR 237 and intersect with an access road to the Mini-Triangle area and with Mathilda Ave. However, this eastbound frontage road would intersect with the Mary Ave Extension. • Mary Ave would also provide access to SB SR 237 on-ramp at the intersection with Moffett Park Drive and allow direct access to WB SR 237 west of the project area for the Mini-Triangle and Lockheed.
Mary Avenue Extension Project Study Report (1991) [d]	
B2/B3	Mary Avenue ~~e~~Extension would cross over SR 237 and U.S. 101 and connect to H Street. Existing NB U.S. 101 on ramp from Jagels Road would be removed. No other changes to existing access to SR 237 or U.S. 101.
D1	Mary Avenue would cross under SR 237 and over U.S. 101 and intersect Moffett Park Drive directly opposite of Lockheed Way (Innovation Way). Existing NB U.S. 101 on-ramp from Jagels Road would be removed. No other changes to existing access to SR 237 or U.S. 101.
SR 237 Corridor Study (2004)	
1	SR 237 Ramp Metering – Whisman to Lawrence Expressway
2 [e]	SR 237 Widening for HOV Lanes between SR 85 and U.S. 101 including direct connector and on- and off-ramp modifications as well as bridge widening at the existing U.S. 101 and Mathilda Avenue structures
3	SB U.S. 101 to EB SR 237 Connector Ramp. Alternative includes: • Widening of existing one lane loop ramp to two land from SB U.S. 101 to EB SR 237 • EB SR 237 auxiliary lane from U.S. 101/SR 237 to Mathilda Avenue • Replace SR 237 bridge crossing U.S. 101 including 2 lane connector from SB U.S. 101 loop off-ramp • SB U.S. 101 auxiliary lane from Ellis Street to SR 237 • Reconstruct EB SR 237 off-ramp (including auxiliary lane along EB SR 237 upstream) to SB U.S. 101 and provide for an adjacent ramp or collector-distributor road that serves as the off-ramp at Mathilda Avenue. Adjacent ramp collector-distributor road includes bridge spanning U.S. 101.
4 [e]	Mary Avenue Extension over U.S. 101 and SR 237 connecting to 11th Street
5 [e]	SR 237/U.S. 101/Mathilda Avenue Interchange Improvements. Alternative includes: • Par-clo modification to U.S. 101/Mathilda Ave Interchange including NB U.S. 101 deceleration/auxiliary lane • NB U.S. 101 auxiliary lane between Mathilda Ave and SR 237 • Realignment of WB SR 237 off-ramp with Moffett Park Drive. Removal of WB SR 237 on-ramp at Mathilda. • Removal of Moffett Park Drive between Bordeaux Drive and Mathilda Ave • Modified or new street connecting Mathilda and Bordeaux along 5th Avenue or existing drainage channel east of Mathilda, respectively.

TABLE 3 SUMMARY OF REGIONAL IMPROVEMENTS STUDIED	
Alternative	**Description**
	• Incorporation of "L" connection with Bordeaux Drive and Moffett Park Drive west of off-ramp
6	SR 237 EB to NB Mathilda Avenue Flyover Off-Ramp
7 [e]	WB SR 237 to NB U.S. 101 Connector Ramp Improvements including 2-lane exit from SR 237, auxiliary lane on NB U.S. 101 between SR 237 and Ellis Street, and realignment of slip-ramp from Manila Drive
8 [e]	SR 237 EB Auxiliary Lane from Mathilda Avenue to Fair Oaks Avenue
9	NB SR 85 to EB SR 237 Connector Ramp Improvements
10	WB SR 237 to SB SR 85 Connector Ramp Improvement
11	SR 237/El Camino Real-Grant Road Intersection Improvement
12	WB SR 237 On-Ramp at Middlefield Road
13	Lawrence Expressway/SR 237 Auxiliary Lane Improvement including ramp and bridge widening/modifications on SB Lawrence Expressway
14	WB SR 237 Auxiliary Lane between Coyote Creek Bridge and North First Street

Notes:
[a] Alternatives developed and refined based upon previous findings and recommendations presented in Phase I Report.
[b] Alternative was cited, but recommended to be studied or pursued in future analysis/report or referenced from a separate and concurrent analysis/report.
[c] All alternatives studied in this report include the following common improvements:1) Widening of Mathilda Avenue to provide one additional lane in each direction between U.S. 101 and Moffett Park Drive; 2) Constructing either the Mathilda Avenue or Pastoria Avenue LRT alignments; 3) Two 2-lane freeway to freeway direct connectors, one from SB U.S. 101 to EB SR 237 and one from WB SR 237 to NB U.S. 101; 4) Par-clo modification to U.S. 101/Mathilda Ave Interchange including ultimate construction of a direct connector from NB U.S. 101 to SB Mathilda Ave; 5) Elimination of Jagels on-ramp to NB U.S. 101 and construction of H Street west of Jagels Road; 6) Widening of Mathilda Ave from 7 to 9 lanes with additional turning lanes at the intersections; 7) Realignment of WB SR 237 off-ramp to be adjacent to Moffett Park Drive. Both Moffett Park Drive and WB SR 237 off-ramp will intersect Mathilda Ave and operate as one intersection; 8) Elimination of EB SR 237 to SB Mathilda Ave movement via SB U.S. 101 and movement will be replaced by EB SR 237 to Mathilda Avenue off-ramp or EB SR 237 to SB Maude Ave, then north or south on Mathilda Ave.; and 9) Bordeaux Dr UP at SR -237
[d] Alternatives developed and refined based upon previous findings and recommendations presented in North-South Corridor Study (Phases I & II), Conceptual Engineering Report for Mini-Triangle Study Area, and VTA's 1990 Strategic Plan: Highway Improvement Program.
[e] Alternatives currently included in Sunnyvale Resource Allocation Plan, the Sunnyvale Transportation Strategic Program, and VTA's Valley Transportation Plan 2030 Local Streets and County Roads program (constrained project list). Alternatives included as "existing conditions" in Mary Avenue Draft EIR.

As presented in this list of previous studies, analyses and reports addressing northern Sunnyvale, the Mini-triangle area and the Lockheed area, numerous geometric alternatives, improvements, and configurations have been considered over the course of the last 25 or so years. As indicated in Table 3, some of the alternatives were considered in conjunction with the proposed Mary Avenue Extension Project, and others, in lieu of the Project. Furthermore, some of these alternatives were "alternative alignments" to the currently proposed Mary Avenue Extension Project.

Over the course of time, some of the geometric alternatives and/or improvements were discarded. The reasons vary, including environmental impacts, operational inadequacies/shortfalls, costs,

changed conditions (development, travel demand/patterns, or other as-built improvements), different project need and purpose, or, the superiority of other geometric alternatives or improvements.

Similarly, many geometric alternatives and/or improvements listed in Table 3 are currently programmed (i.e., financially constrained) and/or awaiting further analysis, environmental assessment/certification, design development, and future implementation. Through extensive study and analysis, these alternatives were found to help the operational conditions in ~~N~~northern Sunnyvale. However, none were found to "stand-alone" or offer comparable or improved operational benefits with respect to a "stand-alone" Mary Avenue Extension Project.

As shown in Table 3, the Mary Avenue Extension concept was included in each of the studies and underwent several metamorphoses over the course of the past 25 years. These previously conducted efforts and studies built upon the findings, recommendations and conclusions. They also ~~and~~ provided a foundation for subsequent studies and have been considered and coordinated in the development of the Mary Avenue Extension Project Draft EIR. What remains consistent in each of the reports is that the extension of Mary Avenue between Almanor Avenue and the Moffett Park area, whether it be to 11th Street, H Street, E Street, Lockheed Way (Innovation Way), or Moffett Park Drive, offers a new roadway connection to provide additional access and roadway capacity for traffic in and out of the Moffett Industrial Park. As a byproduct in each of the studies, the Mary Avenue Extension concept addresses regional operational deficiencies and provides an alternative to the limited north-south connection options within Sunnyvale. ~~and t~~Therefore, the project would ~~will~~ help reduce congestion on key parallel facilities such as Mathilda Avenue, Lawrence Expressway, and Fair Oaks Avenue.

Other roadway projects require their own environmental review and are not part of this project at this time. Nevertheless, the Draft EIR does evaluate alternatives that include highway and other roadway changes.

Master Response #6: Construct Expressway Improvements

Several commentors suggested that improvements to Central Expressway or Lawrence Expressway might provide the roadway capacity needed to accommodate demand, which in turn would obviate the need to extend Mary Avenue.

While future improvements to Central Expressway are identified in Santa Clara County's *Comprehensive County Expressway Planning Study*, they will only improve operations in the east-west direction. They would not increase capacity in the north-south direction, which is a major objective of the Mary Avenue ~~e~~Extension.

The County's *Comprehensive County Expressway Planning Study* also identifies grade separation improvements for the Lawrence Expressway intersections at Reed Avenue, Kifer Road, Arques Avenue, and Tasman Drive. Only the Lawrence Expressway/Arques Avenue grade separation currently has funding. While these improvements would reduce delay on Lawrence Expressway, it would not reduce delays on Mathilda Avenue. ***[Explain relevance of Mathilda Ave. here. Is this related to any project objective?]*** In addition, the City's *Transportation Strategic Program* study included the grade separations of these intersections on Lawrence Expressway and still identified the need for the Mary Avenue ~~e~~Extension project for future development in the Moffett Park area.

Master Response #7: Reduce Speed Limit and Increase Enforcement on Mary Avenue

A number of comments were received suggesting that the speed limit on Mary Avenue in residential areas should be reduced to 25 mph. Additional comments were received stating that excessive speeds occur on Mary Avenue presently and enforcement is lacking. One commenter stated that adding expressway-like features to Mary Avenue will increase vehicle speeds.

Speed limits are established according to methods prescribed by California law. The *Manual of Uniform Traffic Control Devices California Supplement* specifies that "When a speed limit is to be posted, it should be established at the nearest 10 kilometer per hour (km/h) or 5 mph increment of the 85th percentile speed of free-flowing traffic."

The posted speed may be reduced by 10km/h (5 mph) from the nearest 10km/h or 5 mph of the 85th percentile speed, where engineering study indicates the need for a reduction in speed to match existing conditions with the traffic safety needs of the community.

In order for the speed limit to be established at 25 mph on north-south streets in residential areas, the 85th percentile speed would need to be less than 30 mph, and an engineering study would need to determine that factors such as road characteristics, pace speed, roadside development, parking practices, pedestrian activity, and crash experience would warrant a reduction in speed of 5 mph. An 85th percentile speed of 29 mph would result in a recommended 30 mph speed limit, but should the engineering study determine a reduction was warranted, it could be reduced to 25 mph.

Eighty-fifth percentile speeds on most north-south streets in residential areas such as Mary Avenue, Bernardo Avenue, and Hollenbeck Road are much higher than 30 mph. The reason for this is that these roadways feature good sight lines, generous roadway geometry~~,~~ and little curvature~~, and~~. In addition, they generally do not have features that require motorists to drive slower. Therefore, no 85th percentile speeds on these three roadways is less than 35 mph. Drivers are comfortable traveling at these speeds on these roadways. A five year collision history for Mary Avenue shows that unsafe speed is cited as the primary collision factor in 20 percent~~%~~ of collisions, which is lower than the most recently reported State-wide rate of collisions due to unsafe speed of 28.7 percent~~%~~.[3] Establishment of a 25 mph speed limit would violate the standard for establishment of speed limits and would result in a speed limit that would not be defensible in court.

With respect to enforcement, the City's Department of Public Safety indicates that there have been numerous complaints regarding the speed of Mary Avenue traffic south of El Camino Real. The Department finds that the speed of vehicles is not as high as the complainants' claim. The Department has worked speed enforcement regularly on Mary Avenue and found speeds to be within 10 mph of the posted limit. This is slower that that of comparable streets and the number of speeding citations issued on Mary Avenue is also lower than that of comparable streets.[4]

Under current City policy and practice, which is to provide enforcement to deter violations and provide enforcement in congested areas during peak travel times to facilitate the flow of traffic, speed enforcement would continue to occur if Mary Avenue is extended.

[3] California Highway Patrol, 2006 Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions
[4] Memorandum, Lieutenant Sautter to D/C Pang, September 13, 2007

The project scenario does not propose to add lanes to the existing Mary Avenue or to reconfigure the existing roadway with any expressway-like features such as access control, wide shoulders, or modifications to speed limits.

Master Response #8: Safety Concerns regarding Mary Avenue/Caltrain Crossing

Many comments questioned why the project does not include the construction of a grade separation of Mary Avenue from the Caltrain tracks just north of Evelyn Avenue. Commentors believe that future increases in traffic at this location may result in safety impacts if vehicles cannot clear the nearby intersections and become "stranded" on the tracks.

The existing Mary Avenue crossing of the Caltrain tracks is fully~~-~~ protected with gates, warning lights, and bells. The adjacent traffic signals are also coordinated with the operation of this railroad safety equipment during train passbys to avoid a situation where a vehicle queue might extend onto the tracks.

The data in Table 2.0-6 and Figures 2.0-3 and 2.0-4 of the Draft EIR show that the project ~~will~~ would have a negligible effect on traffic volumes on Mary Avenue at the Caltrain crossing. In fact, Table 2.0-6 indicates that the project ~~will~~ would *decrease* average daily traffic (ADT) volumes at this location by 2 percent~~%~~.

The projected future LOS "F" at the Mary Avenue/Central Expressway intersection is unrelated to the proposed project. As shown in Table 2.0-7 on page 51 of the Draft EIR, the degraded level of service ~~will~~ would occur under No Project conditions. The project ~~will~~ would decrease average delay at this intersection during the AM peak-hour by 10.6 seconds, which would be a beneficial impact. The project would ~~will~~ increase average delay by 1.6 seconds during the PM peak-hour, which although adverse, would not be a significant impact.

The above paragraph notwithstanding, the City agrees that LOS "F" at this intersection is not desirable. As such, the City and/or the Peninsula Corridor Joint Powers Board may consider the feasibility of a grade separation at the Mary Avenue/Caltrain crossing in the future. However, that study would be independent of, and unrelated to, the purpose and need for the Mary Avenue Extension ~~Project~~project.

Master Response #9: Project Cost and Funding Issues

[Mention why Jay Paul Company addressed at end of this response] A number of comments requested information related to the project's cost and funding. In addition, several commentors expressed concern about the impact of spending money on the proposed project instead of other potential improvements. While economic issues are not environmental impacts under CEQA, the information regarding project cost and funding is provided below.

The estimated cost of the project is $50 million. ***[Source?]***

The City intends to fund the Mary Avenue Extension using a combination of traffic impact fees from new development and outside grant revenue, likely from State Transportation Improvement Program funds. The City collects traffic impact fees from any new development that adds new vehicle trips to

the roadway system. These fees ~~will~~ would be used to complete a set of projects that have been identified to mitigate the growth in vehicle traffic due to buildout of the City's land use plan. The Mary Avenue Extension project is one of these projects. To date, the City has collected approximately $10.2 million in traffic impact fees. The City submitted the Mary Avenue Extension project for inclusion in the Valley Transportation Plan, which is the countywide transportation plan for Santa Clara County. Inclusion and prioritization in this plan makes the project eligible for outside (State, Federal, regional) funding as it comes available to Santa Clara County. The VTA, which prepares the plan, ranked the Mary Avenue Extension project along with other local streets and roads needs submitted by all Santa Clara County jurisdictions. The project ranked 5th in priority out of 111 candidate projects in the 2005 plan, and is recommended as the 1st Santa Clara County priority in the pending update of the Valley Transportation Plan. To date, the VTA has allocated $ 3.9 million of outside (non-City) funding towards planning and design of the project.

The Jay Paul Company, the applicant for the approved Moffett Towers was required only to pay traffic impact fees per the City's impact fee ordinance. The amount of fees paid or committed by the Jay Paul Company is substantially less than $ 35 million. ~~The~~ However, the Jay Paul Company has agreed to dedicate right of way for the proposed project at no cost to the City, however.

4.2 INDIVIDUAL RESPONSES

4.2.1 State Of California Agencies

RESPONSES TO COMMENT #1:
Governor's Office of Planning and Research, State Clearinghouse and Planning Unit (dated 10/10/07)

Comment 1.1: The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on October 9, 2007, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Response 1.1: This comment acknowledges that the City has complied with the State Clearinghouse review requirements for draft environmental documents. The comment is noted and no response is required.

RESPONSES TO COMMENT #2:
Governor's Office of Planning and Research, State Clearinghouse and Planning Unit (dated 10/11/07)

Comment 2.1: The enclosed comment(s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on October 9, 2007. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Response 2.1: The above comment was accompanied by a comment from the California Department of Transportation. The comment letter and responses are provided below (see Response to Comment #3).

RESPONSES TO COMMENT #3:
California Department of Transportation (dated 11/12/07)

Comment 3.1: Under the section titled "Summary of Impacts and Mitigation Measures," the Draft EIR indicates that the construction of the proposed project could impact buried cultural resources. The Draft EIR indicates that this significant environmental impact will be reduced to a Less Than Significant Impact with mitigation incorporated. However, under CEQA, if the project may cause damage to an important archaeological resource, the project may have a significant effect on the environment. CA-SCL-l2/H meets the criteria for an "important archaeological resource." How did the lead agency determine that application of the mitigation measures would result in an impact that is less than significant?

Response 3.1: As discussed on page 69 of the Draft EIR, the project shall implement mitigation measures to reduce impacts to cultural resources by completing investigations and explorations to avoid resources and requiring a mechanism for mitigating impacts if resources are encountered. For these reasons, the impact to cultural resources was determined to be less than significant with the above mitigation incorporated.

Comment 3.2: Appendix K of the CEQA guidelines states that public agencies should seek to avoid damaging effects on an archaeological resource whenever feasible. This appendix emphasizes that avoidance of archaeological sites is an important principle. Where the proposed project includes a potential impact on a site, avoidance is a preferred mitigation measure where all other factors are equal. If a project can be altered to avoid a site, the costs and delays involved in an archaeological excavation may also be avoided, and there would be no interference with Native American sensitivities. In situ preservation of a site is the preferred manner of avoiding damage to archaeological resources. Preservation may also avoid conflict with religious or cultural values of groups associated with the site. Can this project be constructed to avoid this site?

Response 3.2: The City agrees that avoiding impacts to an archaeological site is preferable to impacting a site when avoidance is feasible. However, as discussed on page 67 of the Draft EIR, more than half of the proposed alignment falls within the maximum boundaries of CA-SCL-12/H. While the extent of CA-SCL-12/H is poorly defined, the site is over 70 acres in size and the potential for ~~probability of~~ complete avoidance is viewed as low. This conclusion notwithstanding, the mitigation measures (MM CUL – 1.1 and 1.2) require archaeological test investigations and geoarchaeological explorations to determine whether or not cultural resources would be impacted by the proposed project. If cultural resources are encountered during the pre-construction archaeological investigations and geoarchaeological explorations, the project shall implement measures (MM CUL – 1.3 and 1.4) to avoid and/or reduce impacts to buried cultural resources. Additional text is added to the mitigation for further clarification as follows:

> Mitigation Measure MM CUL-1.2(b): If archaeological or geoarchaeological text investigations and/or explorations identify sensitive resources, a plan shall be developed to avoid or mitigate impacts to such resources. A priority shall be placed on avoidance and this may require a rerouting of the proposed alignment, if feasible. The plan shall also outline specific steps to be undertaken during construction should resources be uncovered.

The excavation plan should contain a brief summary of the excavation proposed as part of a mitigation plan, be available for review only on a need-to-know basis, and would not include the specific location of any archaeological resources if the plan will be made known to the general public. The excavation plan should list and briefly discuss the important information the archaeological resources contain or are likely to contain, explain how the information should be recovered to be useful in addressing scientifically valid research questions, explain the methods of analysis, and, if feasible, display of excavated materials, provide for final report preparation and distribution, and explain the estimated cost of and time required to complete the activities undertaken under the plan. SHPO and Caltrans shall be provided with copies of any mitigation plans.

Comment 3.3: If avoidance of the important archaeological resource (CA-SCL-12/H) is not feasible, the Lead Agency should include an excavation plan for mitigating the effect of the project on the qualities that make the resource important. The proposed mitigation measures, which include archaeological test investigations and geoarchaeological investigations, should be submitted to the appropriate agencies, including the State Historic Preservation Officer and Caltrans, in the form of excavation plan. The excavation plan should contain a brief summary of the excavation proposed as part of a mitigation plan, be available for review only on a need-to-know basis, and will not include the specific location of any archaeological resources if the plan will be made known to the general public. The excavation plan should list and briefly discuss the important information the archaeological resources contain or are likely to contain, explain how the information should be recovered to be useful in addressing scientifically valid research questions, explain the methods of analysis, and, if feasible, display of excavated materials, provide for final report preparation and distribution, and explain the estimated cost of and time required to complete the activities undertaken under the plan.

Response 3.3: ~~The above comment suggests, if the project cannot avoid impacts to CA-SCL-12/H, an excavation plan should be completed to mitigate project impacts on buried archaeological resources. The proposed mitigation measures listed on page 69 of the Draft EIR include investigations and explorations to avoid impacts to cultural resources and a mechanism for mitigating impacts to cultural resources if encountered, which shall be completed in consultation with Caltrans. The measures to avoid/reduce impacts to encountered cultural resources could include the preparation of an excavation plan as suggested in the above comment.~~See Response to Comment 3.2.

Comment 3.4: Under Mitigation Measure MM CUL-l.3, the Draft EIR states, "As required by federal and state laws, a Finding of Effect shall be prepared and submitted to the City (and Caltrans if applicable) who shall determine the appropriate measures for resolving the adverse effects and ensuring these measures are implemented." Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. As a part of this law, the agency official shall apply the criteria of adverse effect to historic properties within the area of potential effects. No state law requires a finding of effect. Since no federal funds are being used for the proposed project, there is no requirement for a finding of effect. As indicated above, state law requires an excavation plan that would incorporate any mitigation measures.

Response 3.4: The City agrees that a "Finding of Effect" would only be prepared if federal funds were to be used for the project. The intent of this wording is to convey the fact that the City ~~will~~ would comply with all relevant federal and state laws, as applicable.

Comment 3.5: In the Cultural Resources section of the Draft EIR, the report states, "In addition, Native American groups and individuals listed by the Commission were contacted and none provided input regarding the project site." Given the fact that a prehistoric archaeological site (CA-SCL-12/H) containing human burials will be affected by the proposed project, a greater effort to obtain Native American input on the project is required. Appendix K of the CEQA regulations states that Native Americans have been upset by people digging up the remains of their ancestors. It states, in addition, that while archaeology can be carried out in conjunction with Native Americans, too often excavations have been carried out without concern for the sensitivities of Native Americans. Caltrans believes that additional Native American consultation is warranted in this instance.

Response 3.5: If the City approves the project, the additional testing described in Section 2.6 of the Draft EIR will take place, including coordination with Caltrans for all such work within Caltrans' right-of-way. This future work would include additional Native American consultation.

Comment 3.6: The existing southbound US 101 off-ramp to eastbound SR 237 currently queues back onto southbound US 101 in the A.M. peak period. As this proposed project would preclude a direct connector from southbound US 101 to eastbound SR 237, ~~-~~an operational analysis needs to be preformed for the US 101/SR 237 interchange using future forecasted demand volumes. This analysis should determine if a viable alternative to a direct connector could alleviate the queuing onto southbound US 101. In addition, the proposed Mary Avenue overcrossing design would need to be able to accommodate this viable alternative.

Response 3.6: The proposed extension of Mary Avenue is an improvement to a City street that ~~will~~ would not involve connections to either U.S. 101 or SR 237. Existing queues at the SB U.S. 101 to EB SR 237 ramp are unrelated to the extension of Mary Avenue.

Comment 3.7: For regional conformity the report needs to state that the project is included in the latest RTP and TIP, and that the project is not significantly changed in design concept or scope from that described in the RTP and TIP. The hot-spot analysis for CO is not sufficient. A hot-spot analysis should be included in the report, using the Transportation Project-Level Carbon Monoxide Protocol (Dec. 1997).

Response 3.7: The project is included in the TIP (ID# SCL050089). This is a local City of Sunnyvale project that is not subject to the Caltrans' CO Protocol.

Comment 3.8: The report includes Draft Initial Site Assessment conducted by Geocon dated March 2007 and other previous assessments. At this time the details of additional right of way to be acquired for the project are not clear. We presume that the existing right of way and the new proposed right of way have been considered while conducting the Initial Site Assessment.

Response 3.8: The environmental site assessment prepared by Geocon evaluated ~~of~~ the areas where right-of-way was required by the proposed project. While certain adjacent sites were not specifically identified by address or APN in the Geocon report, a vicinity analysis completed by Geocon ~~which~~ involved database searches for nearby properties that have handled, stored, and/or used hazardous materials that could impact the site. In addition, ~~-~~the proposed mitigation measures in Section 2.10 Hazards and Hazardous Materials, ~~-~~provide a mechanism for dealing with contaminated soil and groundwater, if encountered.

Comment 3.9: Please verify with Caltrans Biology on Figure 1.0-4 if column locations may have any impacts.

Response 3.9: As stated on pages 70-73 of the Draft EIR, the proposed bridge ~~will~~ would not impact any wetlands, creeks, vernal pools, oak woodlands, etc. The project is in an urbanized area of Sunnyvale. Impacts ~~will~~ would be limited to the removal of trees.

Comment 3.10: Please verify Disturbed Soil Area (DSA) and net increased impervious (especially the 0.2 ac, 2% increased section 2.9.1.2 and total impervious on section 2.9.2.2 and sec 2.9.1.3).

Response 3.10: The 0.2 acre number is correct as much of the proposed alignment is already covered by impervious surfaces (e.g., parking lots and sidewalks).

Comment 3.11: Mention San Francisco Bay RWQCB on Section 2.9.1.3.

Response 3.11: The existing text on page 77 of the Draft EIR includes a reference to the San Francisco Bay RWQCB.

Comment 3.12: Please verify receiving water bodies ~~on~~ in Section 2.9.1.2,

a. Stevens Creek is not mentioned
b. Guadalupe Slough is mentioned, it is ok
c. Mention San Francisco Bay- South is an ultimate receiving body.

Response 3.12: The text of the EIR (page 77) has been revised to specifically state that the nearest water bodies to the site are Stevens Creek, approximately 1.8 miles west of the project alignment, Guadalupe Slough, approximately 2.6 miles northeast of the project alignment, and Calabazas Creek, approximately 2.6 miles east of the project alignment. Text has also been added to state that the runoff from the project ultimately drains to the San Francisco Bay. See Section 5.0 of this document.

Comment 3.13: Please verify if there is any potential drainage to Mathilda Creek.

Response 3.13: No runoff from the project ~~will~~ would drain to Mathilda Creek.

RESPONSES TO COMMENT #4:
California Department of Transportation, Division of Aeronautics (dated 10/05/07)

Comment 4.1: Public Utilities Code Section 21659 prohibits structural hazards near airports. In accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace" a Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the Federal Aviation Administration (FAA). Form 7460-1 is available on-line at https://oeaaa.faa.gov/oeaaaJexternallportal.jsp and should be submitted electronically to the FAA.

Response 4.1: Form 7460-1 has already been submitted to the FAA. As stated on page 32 of the Draft EIR, the FAA issued a "Determination of No Hazard to Air Navigation" for the project on 12/27/2006.

Comment 4.2: Runway 32 R at Moffett Field Naval Air Station has a 50:1 instrument approach. The proposed project may penetrate this approach.

Response 4.2: Please see Response 4.1. ~~the previous response.~~

RESPONSES TO COMMENT #5:
Public Utilities Commission (dated 10/10/07)

Comment 5.1: Since the proposed structure will cross over the VTA line, a discretionary permit from the CPUC is necessary.

Response 5.1: The City ~~will~~ would apply for the discretionary permit from the CPUC.

Comment 5.2: Safety factors to consider include, but not limited to, the planning for grade separations for major thoroughfares and improvements to existing at-grade highway-rail crossings due to the increase in traffic volumes. Since the project includes a new proposed crossing of the Santa Clara VTA light rail line, the Commission will be a responsible party under CEQA and the impacts of the crossing must be discussed within the environmental documents.

Of specific concern are the potential impacts of increased traffic on the existing at-grade highway-rail crossing at Mary Avenue. Increased traffic from the project is projected to decrease the Level of Service (LOS) at the Central Expressway/Mary Avenue intersection to an LOS "F", which could lead to vehicles on northbound Mary Avenue queuing back onto the rail crossing, a significant and un-mitigated impact. Consideration must be given to grade-separating the Mary Avenue rail crossing. The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

[To discuss: Even though LOS F now, project could make safety worse. Need City Atty. Opinion here re: CEQA MM needed even if impacts now.]

Response 5.2: Please refer to Master Response #8.

4.2.2 County and Regional Agencies

RESPONSES TO COMMENT #6:
County of Santa Clara Roads and Airports Department (dated 09/27/07)

Comment 6.1: Submit a technical appendix showing Traffic Impact Analysis for Central and Lawrence Expressway intersections.

Response 6.1: The worksheets have been provided to _____, as requested, under separate cover.

Comment 6.2: Project should contribute towards safety improvements for on and off ramps between Mary Avenue and Corvin Drive on Central Expressway.

Response 6.2: The Corvin Drive/Central Expressway/Oakmead Parkway intersection is located over three miles east of Mary Avenue. According to Table 2.0-6 on page 45 of the Draft EIR, the proposed project ~~will~~ would increase the ADT on this segment of Central Expressway by 1 percent~~%~~. This increase would not be significant and, therefore, mitigation in the form of improvements along Central Expressway is not required.

Comment 6.3: Please submit a copy of your Final Environmental Impact Report for our review and comments.

Response 6.3: A copy of this Final EIR ~~was~~ will be sent to the commenter.

4.2.3 Organizations

RESPONSES TO COMMENT #7:
Moffett Park Business and Transportation Association (MPBTA) (various dates)

Comment 7.1: Our review of the EIR did not raise any immediate concerns or "red flag" issues.

Response 7.1: Comment is acknowledged. No response is necessary.

Comment 7.2: MPBTA recognizes the significant impact of the continued development of the Moffett Park area and Bay Area population growth on traffic congestion in the area. We understand traffic congestion relief will only be successful with a diverse plan that includes a place for cars, pedestrians, bicyclists, and public transit. Therefore, the Mary Avenue Extension project is one component to the overall solution to traffic congestion in Moffett Park. As the City has planned far this project for many years, we would like to see it move forward. For these reasons, MPBTA finds the EIR acceptable and urge you and your colleagues to approve it. Thank you for your consideration.

Response 7.2: This comment states an opinion in support of the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

RESPONSES TO COMMENT #8:
Sunnyvale West Neighborhood Association (dated 11/08/07)

Comment 8.1: We, the members of Sunnyvale West Neighborhood Association (SWNA), collected 1,242 signatures of the residents of Sunnyvale West opposing the Mary Ave Extension Project (MAEP). We want this overwhelming support for the opposition to the MAEP will be taken into consideration while voting for this project and deciding to go ahead with the bridge construction. We want this letter, showing the support of the residents of the Sunnyvale West, to be included in the Final EIR to enable the city council members to make a right decision while voting for this project.

Response 8.1: This comment states an opinion in opposition to the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is required.

4.2.4 Individuals

RESPONSES TO COMMENT #9:
Boehm, Janette (various dates)

Comment 9.1: Surely there will be ONE free copy of the DEIR allotted to the Sunnyvale West Neighborhood Association, since the Mary Avenue Extension Project is about the area represented by SWNA. I heard we have to pay per page for a copy of the EIR! This is preposterous--first the City wants to flood our neighborhood street with traffic, now it wants us to PAY to get an EIR to study about how it intends to choke us to death! The City Council allows us a small window of time in which to comment on the EIR but doesn't even provide us with the document which we must read in order to comment. What kind of public service is this? It used to be that we Sunnyvale citizens were proud of City Hall because of its community service and leadership that it provided. What has happened to that dedicated civic service? I see that the Council has just voted pay raises for itself--for LESS dedication and service. And now we have to PAY to get a copy of the DEIR about our area! Surely the City can pay for a measly DEIR out of its rich revenues, now that it can afford a higher salary and $450/mo car allowance per member! I am very disappointed in the City of Sunnyvale. It used to be America's Sweetheart City...but not any more.

Response 9.1: The Notice of Availability of the Draft EIR was published in the *Sunnyvale Sun*, posted near the project alignment, mailed to owners and occupants of property contiguous to the project alignment, and mailed to all organizations and individuals who previously requested the

notice and writing. As stated in the Notice of Availability, the Draft EIR was available for public review, free of charge, at the Sunnyvale Public Library located at 665 West Olive Avenue and at City Hall located at 456 West Olive Avenue during normal business hours. The Draft EIR was also posted on the City's website (http://sunnyvale.ca.gov/Departments/Public+Works/Transportation+and+Traffic/), free of charge, for review. In addition, complimentary CDs with an electronic copy of the Draft EIR were available to the public at the public hearings that were held on October 3rd and 10th, 2007.

Per CEQA, the public review period for a Draft EIR that is submitted to the State Clearinghouse (as the Mary Avenue Extension Draft EIR was) shall not be less than 45 days (§15105). For this project, the City provided for an extended (81-day) Draft EIR public circulation period, which started on August 24, 2007 and ended November 12, 2007.

Comment 9.2: As a resident of Sunnyvale for 27 years, I am strongly opposed to the unnecessary intercity commuting through South Mary Avenue that the proposed Mary Avenue Extension Bridge will cause. A neighborhood residential street is not a public highway and from a moral point of view, ought not be intended for use as such by guardians of the public's welfare.

Inflicting a higher density of traffic on the residences lining South Mary from Central to Homestead at the convenience of Moffett Towers' new employees from many towns is not acceptable. You may not ethically jeopardize our health and safety for the convenience of out-of-towners or corporate developers. It's a matter of priorities and values.

This vital issue of another north-south arterial has been on the Sunnyvale back burner for 3 decades but city officials with courage, foresight, and integrity have always decided against making South Mary's assuming this burden. Furthermore, the City is adamant in NOT declaring South Mary a "residential" street so that its hands won't be tied against using our local street to shift traffic problems from other north-south arterials to our area. You cannot solve the problems on major public roads by shifting them to a regional street not intended as a public throughway. Surely, your conscience sees this.

Response 9.2: This comment states an opinion in opposition of the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

Comment 9.3: A majority of residents in Sunnyvale live in and adjacent to South Mary-- and we protest this bridge, as evidenced by the hundreds of signatures gathered by SWNA against what you propose to do to our neighborhood. Besides, building an overpass in such an earthquake-prone area is really tempting Mother Nature's vagaries. Was 1989 really that long ago?

Response 9.3: A discussion of the seismic and seismic-related hazards to the proposed project are discussed in Section 2.8 of the Draft EIR. The project shall incorporate standard requirements (see page 76 in the Draft EIR) and mitigation to reduce seismic and seismic-related impacts to a less than significant level. The other portion of this comment states an opinion and this is acknowledged.

Comment 9.4: You know that 10,000 to 15,000 more cars daily clogging Mary during rush hour will pollute the air of our neighborhood with poisonous fumes and noise, endangering our health with more cancer (especially leukemia) disproportionate to our population while increasing accidents, as well. If you don't care, perhaps future medical lawsuits will affect your decision.

Response 9.4: As described on page 65 of the Draft EIR, the project ~~will~~ would not cause overall traffic to increase. Instead, it ~~will~~ would provide an alternate to the existing north-south connections in the City and ~~will~~ would help to alleviate regional deficiencies. This ~~will~~ would decrease overall congestion which, in turn, ~~will~~ would reduce emissions as higher emissions are associated with congested conditions. In addition, based on published data from the Bay Area Air Quality Management District, concentrations of carbon monoxide along Mary Avenue ~~will~~ would not exceed standards established by the Federal and California Clean Air Acts. ***[Expand What data? How ~~w~~ as this determined even for area where increases of up to 301%?]***

Comment 9.5: If you MUST build a bridge, why can't you plan it so that the base of the bridge on the Almanor side funnels out in many directions, so that the traffic does NOT have to stream down South Mary to ruin our neighborhood? We don't want residents of nearby and distant towns using our local street to endanger our lives just to expedite their commutes.

After reading the DEIR , I was astonished that the City did not use due diligence in working with the neighboring town of Mountain View in order to widen ELLIS Street, since it accesses Moffett Park. It would be much less expensive to widen that connector than building a bridge, which will cost more than a million dollars--NOT the smaller amount you quoted. This alternate is not specifically mentioned in the DEIR, but it should have been. Sunnyvale could have planned to share the additional revenue and expenses with Mountain View in a cooperative venture. I'd like to know why you didn't have staff work with the neighboring town's staff on this instead of taking the easy way out at our expense.

Response 9.5: For a summary of the numerous transportation alternatives that have been studied over the past 25+ years by the City, VTA, and Caltrans, please see Master Response #5. Two new additional alternatives were also addressed as discussed in Section 5.0 of this Final EIR.

Comment 9.6: I studied your charts on traffic growth and nowhere do you state where the increased congestion comes from. I am very opposed to having traffic coming off Highway 85 at Fremont to use Mary going north to the proposed bridge. Mary is not a public highway for intercity commuters! You need to plan the negative effects from GROWTH in a way that inhibits the traffic from the bridge at North Mary from invading the residential area of South Mary. It's your job to find a way.

Response 9.6: The above comment questions the ~~where~~ origin of future 2020 traffic volumes in the City generate from and how the project would induce growth. Refer to Master Response #1. Impacts to residential areas along south Mary Avenue were addressed under specific topics of the Draft EIR such as noise and air quality.

The City notes that Mary Avenue has been designated as a Class 2 Arterial in the General Plan for many years (Reference: Figure 2.19 on page 61 of the General Plan). Arterials are roadways that are typically designed for major movements of traffic not served by expressways or freeways. In highway nomenclature, street size and function (from smallest to largest) is typically as follows: local, collector, arterial, expressway, and freeway. As an arterial, Mary Avenue has always been designed to carry more traffic than a local or collector road.

Comment 9.7: Again, in Section 6 of the DEIR, you briefly mention that Highway 85 was not considered because it entails other governmental agencies besides Sunnyvale. NO EXCUSE! Where the health of the residents of Sunnyvale is concerned, you should have pursued this avenue, since

public highways exist for intercity traffic. I will remember this when it comes time to vote for City Council members in November. Maybe we need a breath of fresh air and new thinking minds who care about the welfare of its residents more than padding the City's treasury with funds from corporate developers. What good is business growth if the citizens who should enjoy it are slowly killed off by poor traffic planning?

Response 9.7: The above comment suggests that improvements to SR 85 be analyzed further as an alternative to the project. Refer to Section 5.0 of this document for a quantitative analysis of this alternative. While some portions of Mary Avenue (i.e., north of Central Expressway) would have reduced traffic (in terms of average daily trips), other portions of Mary Avenue to the south would have similar or increased traffic with SR 85 improvements.

Comment 9.8: The Sunnyvale West Neighborhood Association wants the permanent conversion of Mary Avenue from 4 lanes to 3 lanes with bike lanes and no loss of on-street parking plus a reduction in speed to 25 mph. This will cut down on some of the noise, pollution, cancer incidence, and accidents while discouraging out-of-towners from using our local street as a short-cut. Then after the elections, maybe a new Council--with local residency--will find enlightenment to solve traffic flow problems in a manner that does not endanger its residents.

Response 9.8: The above comment suggests that Mary Avenue be downgraded from four lanes to three lanes and the speed limit on Mary Avenue be reduced to 25 mph. Section 6.6 of the Draft EIR analyzes an alternative that would downgrade Mary Avenue from four lanes to two lanes between Fremont Avenue and Evelyn Avenue. In addition, an additional alternative of downsizing Mary Avenue to one lane in each direction along its entire length (including the proposed northerly extension) is discussed in Section 5.0 of this Final EIR and problems with other streets and intersections were identified. Refer to Master Response #7 regarding a speed limit reduction on Mary Avenue.

Comment 9.9: I vote AGAINST the Mary Ave Extension Bridge as outlined in the DEIR project. The reasons for my voting against it are as follows: 1) Mary Avenue is a neighborhood residential street with a majority of Sunnyvale's residents living between Maude and Homestead, including the parallel streets and collector streets adjacent to the full length of South Mary Avenue. 2) The Mary Avenue Extension will ADD more than 10,000 cars trips per day, making access to our driveways during commute hours next to impossible. It's difficult enough now; additional traffic from the Mary Extension will make it much more intolerable.

Response 9.9: This comment states an opinion in opposition of the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

Comment 9.10: There are at least 6 schools in the vicinity of Mary Ave (Sunnyvale West). The traffic increase will be a safety problem for the children going to school.

Response 9.10: Based on the traffic analysis prepared for the project, there are no data that would indicate that the Mary Avenue Extension would lead to any measurable change in traffic volumes in the vicinity of any of these schools. As shown in Table 2.0-6 of the Draft EIR, as well as in Figures 2.0-3 and 2.0-4 of the Draft EIR, the effect of the project south of Central Expressway, which is where the schools identified in this comment are located, would be negligible.

Comment 9.11: The Mary Ave Extension Project will cause an increase in noise pollution for the residents beyond an acceptable db(A). Currently, even with double-paned windows, the noise is a major annoyance factor.

Response 9.11: As stated on page 56 of the Draft EIR, it takes an increase of 26 percent~~%~~ in traffic volumes to create a one decibel increase in traffic-generated noise. As shown in Table 2.0-6, the project ~~will~~ would have a minimal effect on traffic volumes south of Central Expressway, which is why the Draft EIR concludes that the project's long-term effect on noise levels at this location ~~will~~ would be imperceptible. Table 2.0-6 shows that, compared to "No Project", the project would result in percentage changes of average daily trips of -3 percent to +4 percent for the portion of Mary Avenue south of Central Expressway.

Comment 9.12: The increase in auto trips will cause more air pollution and release of hazardous chemicals in the vicinity of Mary Avenue and its neighboring streets. Further, this will result in more health problems, like cancer, asthma and other chronic diseases to the residents of Sunnyvale West. There is already a medical study showing that the incidence of leukemia is DOUBLE among Sunnyvale residents.

Response 9.12: This is a restatement of Comment 9.4. Please see Response 9.4, above. ***[see 9.4 comments]***

Comment 9.13: I suggest the following alternatives to the Mary Ave extension Project:
The Moffett park area needs to be connected to Highways 101 and 237 instead of Mary Avenue, as most of the people working in the Moffett park offices will be commuting from other cities. So, it makes sense to join the Moffett park area to the highway system rather than joining to a local residential street, Mary Avenue.

According to the NASA Ames Development Plan (Morrissey) presentation (#38): the % of commuters to the new Moffett Park Towers are expected as follows from the following cities:
21% from Sunnyvale/Mountain View
16% from Milpitas/East San Jose
14% from Saratoga/Cupertino
10% from Central San Jose
8% from South San Jose/Almaden
6% from Palo Alto/Los Altos
6% from Fremont/Union City
3% from Redwood City/Menlo Park
2% from Livermore/Pleasanton
1% from San Mateo/Burlingame
1% from Gilroy/Morgan Hill.

The Lawrence Expressway is a major throughway near the Moffett Park area. It crosses Highway 237 as Caribbean, leading the back way towards Lockheed. There is a Light Rail track in the Moffett Park area. This railway track can be extended to connect to the Moffett Park area. Mass transit buses may be introduced at the Moffett Park area to transport the workers to/from the Moffett Park Towers (worksites).

Perhaps the corporate sponsors of the new worksites can induce their new employees to avail themselves of these transit buses subsidized by their employers. An under ground Light Rail track

can be built along side of Mathilda Avenue to connect the Moffett Park area to the Sunnyvale downtown.

Fair Oaks also is a major road that crosses over Highway 237 as Java and has a nearby cross-street of Crossman connecting to Moffett Park Drive, which parallels Hwy 237. Enlarge Moffett Park Drive and add an exit access from Highway 237; there already is entrance access from the street to Highway 237. This should be the major southern entry for cars from the San Jose area.

ELLIS STREET is another street that cuts across Highway 237 to allow access to Moffett Park at Manila Drive. Although this street is on the border of Sunnyvale/Mountain View, it should have been studied as the northern entrance to Moffett Park. Ellis connects to main roads in Mountain View. EIlis leads to Middlefield, Hwy 237, Hwy 85 and Whisman, as well as Central Expressway. To me, this is the MAIN access to Moffett Park that could be improved instead of wasting money on a bridge ruining the residential neighborhood of Mary Avenue.

Response 9.13: The above comment states that alternatives to the project that provide access to the Moffett Park area must be evaluated. Refer to Master Responses #2-6 for summaries of all of the transit and highway improvement alternatives that have been considered over the past 25+ years.

Comment 9.14: The cost of the MAEB is far more than the amount you quoted in the DEIR--more like double that amount. This needs to be corrected in the REIR or the FEIR.

Response 9.14: Please see Master Response #9.

Comment 9.15: Regardless of whether the MAEP passes or not--I hope it doesn't--I strongly urge the permanent conversion of Mary Avenue from 4 lanes to 3 lanes, with a middle turn lane, bike lanes, but with on-street parking retained. The speed should also be reduced from 35 mph to 25 mph, as there are so many speeders racing through our local neighborhood, especially motorcycles with their souped-up mufflers boosting the noise. With the 3-lane conversion, it will facilitate the residents in accessing their driveway and will complete bike routes from 280 to 101 via Mary Avenue (according to the City's 2006 Bike Plan).

Response 9.15: This comment states an opinion in support of a downgrade of Mary Avenue. The comment also supports lowering the speed limit to 25 mph. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary. In addition, neither of these options address the project objectives.

Comment 9.16: THE BRIDGE TO NOWHERE San Jose may have its Winchester Mystery House, but Sunnyvale has its proposed Mary Avenue Mystery Bridge! It's truly a modern mystery why thinking public servants would approve such a project. I cannot fathom why our City Council would approve of a Bridge to Nowhere in a time when a permanent solution is needed to untangle the City's traffic snarls-and certainly not by putting a bandaid on gaping wounds. As the City grows, traffic is only going to get worse and worse--even in spite of a useless Bridge to Nowhere.

Building the Mary Avenue Extension Bridge does not solve any problems on other north-south streets because it does not release traffic onto any highway. But it does inflict damages on a residential neighborhood with hundreds of driveways facing the street all up and down South Mary with no sound barrier to protect them.

The Council seeks another north-south arterial to spread out the traffic that will result from thousands of new jobs in Moffett Park. The difference, though, in flushing that traffic past our front doors is that South Mary is not a commercial thoroughfare. It doesn't seem to grasp that idea! If the members had to struggle getting in and out of their driveways during commute hours, they would understand the scope of the problem. I realize that not all of them live in Sunnyvale. But that's part of the problem; their heart is not here as much as it should be--it's just a job, I suppose, and a well-paying one, at that.

Response 9.16: The above comment states an opinion in opposition to the project and raises concerns regarding access to Mary Avenue from existing driveways and noise impacts to the residences from the proposed project. Impacts from the proposed project to access from driveways is discussed on page 55 of the Draft EIR and noise impacts are discussed in Section 2.4 of the Draft EIR.

Comment 9.17: The City Council gives us residents of Sunnyvale only 45 days to read this large tome of unreadable text about the Mary Avenue Project, the DEIR. It was written by engineers and meant to confuse the ordinary person trying to fathom the thrust of the content. All too often, the text just skims over a point and then blithely declares that it is not a significant problem, so it doesn't matter. On to the next point. This happens over and over in the DEIR. That slick trick of the engineers didn't escape my notice.

Response 9.17: Per CEQA, the public review period for a Draft EIR that is submitted to the State Clearinghouse (as the Mary Avenue Extension Draft EIR was) shall not be less than 45 days (§15105). For this project, the City provided for an extended (81-day) Draft EIR public circulation period, which started on August 24, 2007 and ended November 12, 2007.

Per CEQA, the City, as the Lead Agency, reviewed the Draft EIR prior to releasing it for public circulation (§15084(e)). In addition, the Draft EIR must reflect the independent judgment of the Lead Agency and the Lead Agency is responsible for the adequacy and objectivity of the Draft EIR.

Comment 9.18: The biggest problem with the so-called Bridge to Nowhere is that it does nothing for traffic mitigation. It does not connect to major highways or expressways to fend off the ensuing traffic from clogging local streets as it moves workers to and from the Moffett Towers. We residents of Sunnyvale do not approve of this Bridge to Nowhere that will not relieve traffic from any north-south corridors. We believe it was planned poorly and ought not be wasting taxpayer money on a short-term solution to traffic--that really does not solve anything long term--except appease the big corporate developers.

Response 9.18: The traffic analysis contained in the Draft EIR does not support the statement in this comment that the project does nothing for traffic mitigation. As discussed in Section 2.3 Transportation of the Draft EIR, implementation of the proposed project would result in substantial improvements at the following intersections: Moffett Park Drive/Manila Street/H Street (AM peak hour), Moffett Park Drive/US 101 northbound ramp (PM peak hour), Moffett Park Drive/Innovation Way (AM peak hour), Mathilda Avenue/Moffett Park Drive (PM peak hour), ***[no]*** Mathilda Avenue/Ross Drive (AM peak hour), and Mathilda Avenue/Almanor Avenue (AM peak hour) and Mathilda Avenue/US 101 northbound on-ramp. Also, as shown in Table 2.0-6 in the Draft EIR, the future average daily trips on segments of Mary Avenue, Mathilda Avenue, Central Expressway, Fair Oaks, and Lawrence Expressway are reduced with the proposed project. ***[Need to state that some***

areas and intersections will. Will have worse conditions and some segments will have increased traffic.]

Comment 9.19: If that bridge would connect to a major highway or expressway, I would say that it accomplishes something to alleviate traffic congestion. Before we know it, the Council will approve more and more big office complexes in Moffett Park, sending more and more cars exploding down our local street, since that's where it is based at one end. South Mary is not a highway! The City Council cannot rape our neighborhood street like that without a public outcry.

Response 9.19: The Moffett Park Specific Plan Area is currently planned for a maximum of 24.3 million square feet of development in the City's General Plan. The General Plan classifies Mary Avenue as an arterial and identifies its extension over US 101 and SR 237 as mitigation to accommodate the buildout of the General Plan (see Appendix E of the General Plan). This comment does not specifically address the EIR but is acknowledged.

Comment 9.20: I can't help but notice that so many residents of many years on Mary Avenue have moved away from our area lately. Can it be that they don't want to live on a street where our front doors will have to be kept closed all the time to keep out the fumes and noise of increased traffic? Even with double-paned windows, the noise and pollution will be worsening with a doubling of traffic. And it's not like we have a wall in front of our homes to protect us, like on the other side of the railroad tracks in front of the more recently built condominiums. I understand that was where the so-called Noise Test was done in the Traffic Study for the DEIR. Hardly fair...

In the Table comparing traffic over the years until 2020, "EXISTING vs the NO PROJECT vs THE BRIDGE PROJECT," the DEIR states that the traffic on Mary will increase whether or not the bridge is built, so what's the point? We are going to spend over $100 million for a useless bridge that the City Council claims will deter traffic from the other north-south streets but will meanwhile affect our homes adversely.

Response 9.20: As stated in other responses, the data in the Draft EIR do not support the assertion in this comment that the project ~~will~~ would increase traffic along the southern portion of Mary Avenue (see Table 2.0-6). The fact that traffic ~~will~~ would increase over time as development in the City continues is one of the main reasons why the project is proposed; the project and other planned roadway improvements that are identified in Appendix E of the General Plan are needed to accommodate the traffic generated by that development. ***[Incorrect – some areas will have traffic increase]***

Comment 9.21: I'm glad that the news is spreading to nearby towns what our own City Council is planning to do to its residents. Soon the Council will have concerned citizens of other cities wondering and judging its actions. Why is it that the City Council has not spent more time studying REAL alternatives, like Ellis Street, which already has an entry into Moffett Park? Why not widen Manila that goes to the Towers? Why not utilize Moffett Park Drive on the other side which goes to Java at Crossman, thus giving the riders an outlet to a freeway as well as an expressway? People traveling from the South (San Jose) will need a faster route home. The Bridge to Nowhere will not solve their problem one bit!

I notice work is being done on Central Expressway--at least in the Sunnyvale area. But what about the segments of the expressway on either side of the Sunnyvale segment? Those need to be cleared, too for expansion. This is where the traffic should be routed!

Why didn't the City Council send staff members to Mountain View to coordinate work with them which will benefit their residents as well? The Ellis entry into Moffett Park should be the answer for new workers of the Mountain View area and environs. Not the Bridge to Nowhere! Mountain View's new workers can access Ellis from many of their nearby local main streets. This makes more sense than having them invade our Sunnyvale residential area enroute to the Bridge to Nowhere.

This Bridge to Nowhere will get the candidates running for re-election NOWHERE, too. That's just what they deserve for all the harm that they are willing to inflict on Sunnyvale's residents by sacrificing our homey neighborhood. You can be sure that the thousands of Sunnyvale voters in the various neighborhood associations will vote them out of office and replace them with public servants with our welfare at heart.

Response 9.21: The above comment suggests that alternatives to the project that would provide access to Moffett Park be analyzed. Refer to Master Responses #5 and 6.

Comment 9.22: I don't accept the Council's reluctance to change the status of Mary Avenue from arterial to residential street--which in essence it is! I know why, but I reject their reason. It is because they want to pursue this self-serving destiny of another north-south corridor which it claims is under-utilized. They should live here; then they wouldn't make such a foolish claim.

We want our street to be reconfigured into a 3-lane street with a 25 mph speed limit, bike lanes, and retention of on-street parking. If the City tries to remove the parking, the cars will only be forced to park nearby on side streets, causing problems for those folks. We residents love our neighborhood and want to keep it friendly, safe, and green - free of unbidden traffic on its way to the Bridge to Nowhere.

Response 9.22: The above comment suggests that Mary Avenue be downgraded from four lanes to three lanes and the speed limit on Mary Avenue be reduced to 25 miles per hour (mph). Section 6.6 of the Draft EIR analyzes an alternative that would downgrade Mary Avenue from four lanes to two lanes between Fremont Avenue and Evelyn Avenue. In addition, an additional alternative of downsizing Mary Avenue to one lane in each direction along its entire length (including the proposed northerly extension) is analyzed in Section 5.0 of this Final EIR. Refer to Master Response #7 regarding a speed limit reduction on Mary Avenue.

Comment 9.23: I was wondering IF the City is hell-bent on building this bridge, what do you think of an idea to convert Mary at Central into R&L TURNS ONLY-no through option. That way, it could not be used by traffic going to Moffett Park by out-of-towners, and yet local residents on Mary could still access Central Expressway from both directions.

Do you think this could be done? I'd like to hear input from our city government on this thought. Maybe the idea is flawed, but I thought it worth talking about as an alternative to improve the increased traffic flow on South Mary Avenue-with or without the proposed bridge to Moffett Park. Maybe this doesn't help-traffic might still use Mary as far as Central anyway. I was thinking that the bridge should be connected to Maude or Central instead of to Mary--to encourage use of roads with access to the highways for long-distance commuters. I realize it wouldn't stop traffic from going past our houses on South Mary en route to Central. But it might discourage some of the out-of-area new employees along with other Mary Avenue changes.

Someone has pointed out that a similar example is Tantau at Stevens Creek in Cupertino. Traffic from the business parks north of Stevens Creek must turn on Stevens Creek. However, traffic from Stevens Creek can turn south to the residential areas, and the residential traffic can go north to the business park.

Also, if the City were to permit converting South Mary into two one-way lanes with a middle turn lane, bike lanes, and retained on-street parking, this would ensure the traffic moving smoothly instead of sporadically to allow residents to turn more safely into their driveways and intersections. This is a major current source of traffic congestion clogging our residential street.

Response 9.23: The above comment suggests that an alternative to the project that closes Mary Avenue to thru traffic at Central Expressway be evaluated. In response to this comment and other similar comments, an alternative that analyzes closing Mary Avenue to thru traffic at Evelyn Avenue was evaluated; see Section 5.0 of this Final EIR.

Comment 9.24: Another traffic headache to residents is the reckless speed at which vehicles race through our neighborhood street outside of peak hours. It seems like they are making up for the interruption of vehicular flow they experience during commute time.

To stop this noisy and unsafe infraction of the speed limit, I would like to see it be slowed to a more manageable neighborhood limit of 25 mph where residents can cross intersections without endangering their lives against these speeders. Furthermore, I'd like a couple of radar light posts that indicate the driver's speed as a reminder.

The Sunnyvale West Neighborhood Association supports the creation of a friendlier residential atmosphere where children, the elderly, and the handicapped can negotiate the road crossings with safer assurance. After all, South Mary is not an approved speedway.

Response 9.24: The above comment suggests that the speed limit on Mary Avenue be reduced to 25 mph. Refer to Master Response #7.

Comment 9.25: At a recent meeting of concerned citizens from SWNA, Moffett Park Business Association, and representatives from the City, an astounding truth was unveiled. A resident quoted a remark found in a recent newspaper article that Ames intended to develop more than a MILLION square feet of office space in the Moffett Park area. The Councilman present clarified that this was separate from the Jay Paul development of Moffett Park Towers. How are all these commuters going to get to work and where will their home bases be? It seems like Moffett Park is getting to be a bigger concern to Sunnyvale than the proverbial "tail wagging the dog."

~~Comment 9.25~~Response 9.25: If Ames - or any other applicant – applies for development in Sunnyvale or Mountain View, that application ~~will~~ would not be approved without the preparation of a CEQA document such as an EIR. The CEQA document ~~will~~ would need to fully evaluate traffic impacts and identify mitigation for any and all significant impacts.

Comment 9.26: As a long-time resident on South Mary Avenue, I know all too well the nature of the traffic which inflicts extensive hardship on those many households whose front doors and driveways face the busiest residential street in Sunnyvale West. The news about the DEIR came to the attention of Sunnyvale residents back in April that the city powers had decided to resurrect a 30-year old proposal from its back burner to front burner status. Concerned citizens living in the area

alerted other Mary Avenue residents of the City's intent to build a direct connection between Moffett Park Towers and Mary Avenue.

In that first meeting in a resident's living room were represented 70+ households who were all concerned at what City staff were proposing in a DEIR study: turning a residential street with over 200 driveways opening directly onto Mary into a public throughway for MPT commuters heading for Moffett Park from all directions.

Knowing not only the impact on safety from a doubling of traffic in our front yards but also the decline in property values and health of our neighborhood, we formed a neighborhood association, SWNA, to air the issue and bring some pressure on the City of Sunnyvale to take a closer look at how the idea would damage our residential area. SWMA members attended all 4 of Traffic Manager Jack Witthaus's forums and amplified attendance with many follow-up discussions, door to door alerting of the citizens impacted by this oft-rejected proposal over the past 30 years. We collected and turned over to Mr. Witthaus over 1,200 signatures in a petition AGAINST the proposed Mary Avenue overcrossing--especially since it would NOT be linked to any of the nearby HIGHWAYS, but would be directly connected to Mary Avenue instead. This is the biggest fault with the DEIR on the Mary Avenue Overcrosssing.

Response 9.26: This comment states an opinion in opposition of the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

Comment 9.27: I felt this issue was important enough that I overcame my shyness and spoke before the Council at one of the regular council public sessions, was on the team that met with Dean Chu and a representative from the Moffett Park Businesses Association, and wrote numerous Letters on the topic to the Editor in the SPEAK UP segment of Sunnyvale's paper, THE SUN. I also mailed a letter to Jack Witthaus and sent 3 emails to be distributed to each member of the City Council by Heidi Kirk. The DEIR ALTERNATIVES touched on by Sunnyvale's Staff (through the auspices of the Department of Traffic headed by Jack) were touched on so lightly and were summarily dismissed as either not being significant or outside of the City's jurisdiction.

Since routing more traffic through Mary Avenue en route to the proposed Mary Avenue overcrossing would have such a dramatic impact on neighborhood lives, this should have been given more weight, i.e., Sunnyvale staff ought to have contacted the other jurisdictions to discuss the matter. Instead, it was swept under the rug.

Sunnyvale West Neighborhood Association (SWNA) feels that the movement of commuters into and out of Moffett Park emanating from various towns should best be handled by use of massive traffic movers like the three highways (101, 237, 85) and not a local residential street. A second suggestion offered was that Ellis Street, Central Expressway, and Crossman Avenue-which already are in existence IN THE AREA and ought to be widened to support a wider influx of traffic. Instead, the Department of Traffic laid all its cards on the table in favor of the Mary Avenue Expansion. Talk about putting a bandaid on a gaping wound!

When presented with these ideas, the response was that these public thoroughfares (in the case of the highways) or Ellis Avenue and part of Central Expressway were outside the jurisdiction of the City of Sunnyvale. So, they were not considered as viable alternatives in the DEIR. Perhaps the City was not anxious to share revenue with Mountain View, (Ellis Avenue) since the developer and the

businesses in Moffett Park were contributing substantial fees to move the traffic in and out of the area.

It was argued by the Department of Traffic that Central Expressway was under the County's jurisdiction and that the highways were under both the jurisdiction of the County, the State, (and possibly also the Federal Government). And that is where the argument stayed-uncontested-- a lame excuse for not even looking into these alternates as viable possibilities in the DEIR.

Response 9.27: The above comment suggests routing traffic via US 101, SR 237, and SR 85 and expanding other roadways in the area as alternatives to the project. Refer to Master Responses #5 and #6, and Section 5.0 of this Final EIR where additional alternatives are evaluated.

Comment 9.28: The DEIR deadline for public input is November 12th (5 pm), so I pleaded our case before the Hon. Liz Kniss, since she has jurisdiction over the County of Santa Clara. We think that building this expensive and unnecessary bridge should NOT be built. Although the City staff claims it would cost about $50 million, we believe it will run over $100 million.

Further, we (SWNA) believe that public transportation should have a wider role in the expansion of Moffett Park, but again, that calls for planning on a larger scope by VTA. The Light Rail system is already in place, encircling Moffett Park from Mountain View through Santa Clara and on to San Jose and other environs. All that needs to be done is to widen the scope of public transportation in conjunction with VTA and the new employers in Moffett Park Towers.

Response 9.28: The above comment suggests improvements to public transportation as an alternative to the proposed project in providing access to and from the Moffett Park Area. Refer to Master Responses #3 and 4.

Comment 9.29: One last point that I feel is vital to the safety and health of Sunnyvale West is the downgrading of Mary Avenue into 3 lanes, bike lanes, and retention of on-street parking, and with a reduction in the speed limit. This is mentioned briefly as one of the alternates, but is not given much weight by the authors of this poorly planned project, as outlined in the DEIR on the Mary Avenue Expansion Project.

Response 9.29: The above comment suggests that Mary Avenue be downgraded from four lanes to three lanes and the speed limit on Mary Avenue be reduced. Section 6.6 of the Draft EIR analyzes an alternative that would downgrade Mary Avenue from four lanes to two lanes between Fremont Avenue and Evelyn Avenue. In addition, an additional alternative of downsizing Mary Avenue to one lane in each direction along its entire length (including the proposed northerly extension) is analyzed in Section 5.0 of this Final EIR. The traffic impacts of both of these alternatives were analyzed quantitatively to the same level of detail as that for the proposed project. Refer to Master Response #7 regarding a speed limit reduction on Mary Avenue.

RESPONSES TO COMMENT #10:
Champagne, Cory (dated 8/24/07)

Comment 10.1: As a resident on Mary Ave who commutes to work at Lockheed Martin, this bridge would be great for my commute and would also greatly alleviate traffic around the Moffett Towers/Lockheed. There is already a huge back up that takes around 5 minutes when turning right onto Mathilda from West Moffett Park Drive during rush hour. Moreover, it is basically impossible

to turn right on to Mathilda and then cross 3 lanes of traffic to immediately to get on to 237 east. This intersection is so congested during peak hours that my co-workers have nicknamed it the "Panama Canal". The Mary Ave over crossing would greatly help alleviate all these traffic issues.

Response 10.1: This comment states an opinion in support of the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

RESPONSES TO COMMENT #11:
Cohen, David (dated 10/1/07)

Comment 11.1: As a Sunnyvale resident and one who lives on S. Mary Ave, I am writing to express my very strong objections to the Mary Avenue Extension Project. After studying the project in depth, I've concluded that the project is malevolent waste of taxpayer money, harmful to Sunnyvale in general, and destructive to our neighborhood in particular. It will reduce property values, increase local pollution and traffic accidents, and repurpose residential Sunnyvale streets to serving as a local highway. I strongly advise the city of Sunnyvale to refrain from proceeding with this project. The project should be dropped now before any further city funds are spent.

Response 11.1: This comment states an opinion in opposition to the project. The comment is acknowledged. The above comment does not raise environmental questions and therefore, no response is required.

RESPONSES TO COMMENT #12:
George, Sue (dated 11/1/07)

Comment 12.1: I've been a Sunnyvale resident since 1955. Since then, the population density of Mary Avenue has probably doubled--on both sides of Evelyn Avenue. Three sections of new housing were built between the railroad tracks and Central Expressway about 15 years ago. Just recently, more housing development went up next to the Mary Manor strip mall at Washington Avenue, on both sides of it--which is just across the street from where I live.

These 5 new housing areas have markedly increased the traffic load bearing down on South Mary Avenue, making it an engineering feat to maneuver in and out of my driveway during commute hours. If there were not a traffic light 4 doors away from my house, I don't think I could succeed in this ordinary everyday task.

A few months ago, I learned that Sunnyvale was considering building bridge connecting the end of Mary at Almanor to Moffett Field to afford traffic access to and from the Moffett Towers. This would dump another 10,000 or more cars on to an already over-utilized Mary Avenue, according to the EIR issued some 30 years ago.

The end of Mary close to Homestead has already been re-configured from a 4-lane street to a 3-lane street, with a middle turn-lane and bike lanes. However, that part of Mary is WIDER than the South Mary side between EI Camino and Evelyn and on, through Central Expressway to Maude.

The City has to find other alternatives to turning a neighborhood arterial into a highway thoroughfare--which would be the net result of building a bridge connector from Moffett Field to

Mary-Almanor. Taking away the traffic jam from commercial Mathilda and plopping it down on neighborhood Mary Avenue is not solving the problem, but merely moving it.

The City should consider enlarging Highway 85 and making a direct connection to Moffett Field at Ellis or some local street in that vicinity. The prospective workers to be employed in the Moffett Towers are not residents of Sunnyvale--or, at most 10%--who will be commuting from cities of Cupertino, San Jose (and beyond), Mountain View, Palo Alto, Los Altos. Why should the residents of Sunnyvale bear the brunt of the traffic burden for the problems of nearby towns? Mary Avenue, with its maze of cross and parallel streets, is caught in a dilemma, but since this is a neighborhood of homes, it should not be turned into a highway as a convenience for other cities.

The City Council should get the State and the Federal Government involved in a matching fund situation by enlarging an already existing highway (85) and adding turnoffs on Highway 101 (for those traveling from towns south of San Jose).

Response 12.1: The data in the Draft EIR do not support the assertion in this comment that the proposed project ~~will~~ would result in ~~an~~ a significant increase in traffic along the southern segment of Mary Avenue (see Table 2.0-6). Some portions of Mary Avenue would actually have a decrease in traffic while a 3 percent to 4 percent increase would occur north of El Camino Real and north of Fremont Avenue, respectively. The above comment suggests widening SR 85 or improving other regional highways as alternatives to the proposed project. Refer to Master Response #5 and Section 5.0 of this Final EIR for an analysis of the SR 85 improvements and a summary of the many alternatives that have been evaluated over the past 25+ years.

Comment 12.2: I wonder why Highway 237 abruptly ends at El Camino where Grant Road begins. That area will be benefitting from the new jobs at Moffett Field, and somehow should be involved because that is a direct access to the towns of Cupertino, Los Altos, and Mountain View.

Let's put the plans back on the table and come up with alternates for a way to connect the new future Moffett Field workers and their homes-without destroying the residential neighborhood of South Mary Avenue. SAVE MARY AVENUE Please...

Response 12.2: The above comment suggest that improvements to SR 237 be considered as an alternative to the project and that studies should be completed to find other alternatives to the project. Refer to Master Response #5.

RESPONSES TO COMMENT #13:
Gorelik, Yan (dated 8/29/07)

Comment 13.1: I am Mary Avenue resident and very troubled by the ongoing Mary Avenue ~~e~~Extension project discussions. I am definitely against that project because it is total waste of a huge amount of our money for some very questionable 'improvements'. I would like to know, who is behind this project - initiators, city officials, and contractors, - who is getting money? I could get this information neither in Public Notice, nor on the suggested website. We should know those people so we could correctly place our votes next elections.

Response 13.1: The project proponent is the City of Sunnyvale. The extension of Mary Avenue has been in the City's General Plan planned roadway network for several decades and is considered a public improvement project. The General Plan Land Use and Transportation Element identifies the

extension of Mary Avenue north of Almanor as one of the traffic improvements needed as mitigation for the buildout of the General Plan (see Appendix E of the General Plan).

The City intends to fund the Mary Avenue Extension using a combination of traffic impact fees from new development and outside grant revenue, likely from State Transportation Improvement Program funds. The City collects traffic impact fees from any new development that adds new vehicle trips to the roadway system. These fees ~~will~~ would be used to complete a set of projects that have been identified to mitigate the growth in vehicle traffic due to buildout of the City's land use plan. The Mary Avenue Extension project is one of these projects.

RESPONSES TO COMMENT #14:
Grant, Patrick (various dates)

Please refer to a reproduction of Comment Letter 14 dated 10/8/07 in Appendix A of this Final EIR for figures, tables, and photos that accompany the comments submitted by Mr. Grant.

Comment 14.1: There is a need to improve traffic in Moffett Park effectively for ALL modes of transportation. A major goal of this EIR is to improve the flow of traffic in the Matilda 101/237 monstrous interchange. Fortunately a 2 lane bridge using options C and D will accomplish this goal as well as a more expensive 4 lane bridge with out the severe repercussion of a 4 lane bridge, with no more than a 16% loss in northbound Matilda traffic flow. There are no other significant negative effects to traffic anywhere else on Mathilda or roads adjoining Mary from options C and D. It is actually quite surprising a 4 lane bridge has no significant improvement to traffic anywhere!

Response 14.1: Option C referenced in the above comment is the Two-Lane Mary Avenue Extension Alternative and Option D referenced in the above comment is the Downgrade Mary Avenue Alternative. The traffic analysis contained in the Draft EIR does not support the statement in this comment that there would be no significant impacts to traffic from the Downgrade Mary Alternative or the Two-Lane Mary Avenue Extension Alternative. As discussed in Sections 6.6 and 6.7 of the Draft EIR (see bullet lists on pages 98 and 103-104), the Downgrade Mary Alternative and the Two-Lane Mary Avenue Extension Alternative would each result in more significant traffic impacts than the proposed project.

Comment 14.2: Further it is surprising no other alternates for direct connection from Moffett Park to 237 without a Mary extension were explored to offload Matilda.

Response 14.2: The commentor does not identify what specific alternatives he is suggesting. The above comment might suggest~~s~~ that improvements to SR 237 should be considered as an alternative to the project. ***[rewrite, not related to SR 237]*** Refer to Master Response #5.

Comment 14.3: The main benefits of Options C and D are: 1) Traffic has fewer gridlocked intersections thought out the city with an "F" grade, 2) Better flow produces less CO2, 3) Lower traffic congestion at the Mary/El Camino interchange help businesses, and 4) Lower traffic congestion at the Mary/El Camino will allow engineering options to improve this most dangerous intersection of the city!

Preserves space on Mary for the only possible North South route for bike lanes in the city – Bikes emit no CO2!! Makes Mary more walkable and bikeable for students going to school, reducing need for cars! Eliminate the hidden cost of a very expensive ($50Million) Caltrain underpass at Evelyn

for large volumes of traffic conflicting with frequent trains. A two-lane bridge cost less than a 4-lane bridge!

Response 14.3: Option C referenced in the above comment is the Two-Lane Mary Avenue Extension Alternative and Option D referenced in the above comment is the Downgrade Mary Avenue Alternative. The traffic analysis contained in the Draft EIR does not fully support the statement in this comment that the Downgrade Mary Alternative and the Two-Lane Mary Avenue Extension Alternative - in comparison to the project - result in fewer intersections operating at LOS F and less congestion. As shown in Table 6.0-2 of the Draft EIR, the Downgrade Mary Avenue Alternative and the Two-Lane Mary Avenue Extension Alternative would have one and two more intersections, respectively, -operating at LOS F than the proposed project~~ and t~~. The Mary Avenue/El Camino Real intersection with the proposed project would have shorter vehicle delay (up to 20.5 seconds shorter) and a better LOS in the AM and PM peak hour than the Downgrade Mary Avenue Alternative. However, the proposed project, in comparison to the Two-Lane Mary Avenue Extension Alternative, would have longer vehicle delay (up to 0.8~~9~~ seconds greater) than the Two-Lane Mary Avenue Extension Alternative at the intersection of Mary Avenue and El Camino Real.

The proposed project does not include a Caltrain underpass on Mary Avenue at Evelyn Avenue. For more information regarding this subject, please see Master Response #8.

Comment 14.4: Note a critical figure in the EIR showing the evening traffic levels fig 6.0-5 is wrong, and is actually a duplicate of the morning levels fig 6.0-4.

Response 14.4: Figure 6.0-5 has been revised and included in this Final EIR in Section _____.

Comment 14.5: The following is a list of items analyzed in the EIR. It was found that there are considerable negative impacts to all forms of transportation beyond the immediate area of the bridge for the 4 lane bridge with no mitigation south of Evelyn (the EIRs preferred recommendation). Those impacts are mitigated with options C (two lane extension of Mary), option D (reducing lanes of Mary south of Evelyn) or C&D together. The EIR gives no consideration to the considerable negative impact of relocated traffic on bicycle or pedestrian traffic outside immediate area of the bridge.

Response 14.5: The above comment states that significant, adverse traffic impacts south of Evelyn would occur with the proposed project and would not be mitigated. Figure 2.0-1 of the Draft EIR shows the study intersections, including six intersections south of Evelyn Avenue. The level of service impacts at the study intersections are discussed in Section 2.3 of the Draft EIR and the analysis completed showed that there would be no significant intersection impacts south of Evelyn; therefore, no mitigation is required for intersections south of Evelyn. The comment also states that project impacts are avoided with the Downgrade Mary Avenue Alternative and the Two-Lane Mary Avenue Extension. As stated above in Response 14.1, this is not a true statement as the identified significant traffic impacts of these two alternatives are slightly greater than that of the proposed project. ***[Refer to Table 2.0-7 and add #'s in that table to correspond to Fig. 2.0-1.]***

Comment 14.6: To make the analysis understandable only the dominant traffic flow pattern is presented in the table below (North bound in morning and south bound in evening). Numbers in the tables are the number of cars during the peak hour. The data was extracted from the traffic diagrams as in the first illustration from the EIR. At 237 eastbound figure the northbound data in the EIR includes the left turning traffic.

The Peak Volume study in Appendix B (traffic intersection cartoon figures) and H show Option C has insignificant differences (*) anywhere from the recommended approach and Option D has insignificant differences north of Evelyn, with traffic levels south of Evelyn comparable to present day levels (#). (Traffic levels south of Evelyn increase 60% from present to study period of year 2020.) That is Options C&D have no significant negative traffic capacity impacts in northern Sunnyvale or on Matilda and allow superior bicycle and pedestrian access!!

Response 14.6: Option C referenced in the above comment is the Two-Lane Mary Avenue Extension Alternative and Option D referenced in the above comment is the Downgrade Mary Avenue Alternative. The traffic analysis contained in the Draft EIR does not support the statement in this comment that the Downgrade Mary Avenue and Two-Lane Mary Avenue Extension alternatives have no significant, adverse traffic impacts. As discussed in Section 6.0 and as shown in Table 6.0-2 of the Draft EIR, the Downgrade Mary Alternative and the Two-Lane Mary Avenue Extension Alternative result in slightly greater intersection impacts than the proposed project, as discussed in Response 14.3.

Comment 14.7: Option D does not reflect the benefits or adding a center turn lane along the entire length or Mary. Traffic south of El Camino is blocked by left turning traffic onto driveways or cross streets. This is one reason that Sunnyvale Saratoga downtown works so much better as a 2 lane with wide center turn lane than it did as a 4 lane. Considerable study needs to be made by traffic engineering for Options C and D (separate and combined) of intersections that may need extra lanes (as at present Evelyn) to help queuing at lights.

Response 14.7: The above comment suggests that an alternative to the project that evaluates downgrading Mary Avenue and a two-lane extension be evaluated. A similar alternative that evaluated downgrading Mary Avenue in each direction along its entire length (including the proposed northerly extension) is evaluated in this Final EIR. Refer to Section 5.0 of this Final EIR. ***[Does not respond to whether center turn lanes are incl. in downgrade alt.]***

Comment 14.8: Character of Mary south of Evelyn is residential in character with many driveways, cross streets and visual confusion. Character north or Mary north of Evelyn is limited access with generally good sight lines. Region south of Evelyn needs extra mitigation for bicycle and pedestrian safety.

Response 14.8: The analysis contained in the Draft EIR indicates that the project ~~will~~ would not notably affect traffic volumes on Mary Avenue south of Central Expressway. Therefore, the project does not need to mitigate for impacts to pedestrians or bicyclists as no impacts ~~will~~ would occur.

This conclusion notwithstanding, the City notes there are bike lanes on the southern end of Mary Avenue between The Dalles and Homestead Road. As a separate project, the City is currently constructing bike lanes on Mary Avenue between The Dalles and Cascade Drive. The section of Mary Avenue between Cascade Drive and Maude Avenue meets the State's criteria for designation as a Class III bicycle route, and has been so designated by the City.

Comment 14.9: Appendix B, page 15 gives the illusion that Mary is accident free, yet in 2006 Bike plan Mary El Camino interchange is the worst in the city for pedestrians and cyclists. Increasing traffic volumes and density will greatly restrict options to mitigate the worst safety hazard in the city.

Response 14.9: As shown in Table~~s 2.0-6 and~~ 2.0-7 and on Figures 2.0-3 and 2.0-4 of the Draft EIR, the project ~~will~~ would have a negligible effect on traffic volumes at the intersection of Mary Avenue and El Camino Real. There would be a slight delay increase but no change in level of service.

Comment 14.10: Appendix H, Table 1 (Average traffic volumes) effects on routes near Mary are virtually a wash (<10%) regardless which alternate is chosen. This disproves 3rd bullet page 98 of draft EIR.

Response 14.10: The traffic analysis contained in the Draft EIR does not support the statement in this comment that the third bullet point on page 98 of the Draft EIR is incorrect. The third bullet on page 98 states: "While downgrade Mary Avenue decreases traffic on Mary Avenue, especially south of Evelyn Avenue, the downgrade causes increases in traffic on parallel streets such as Bernardo Avenue, Sunset Avenue, and Pastoria Avenue. This shift in traffic from Mary Avenue to parallel streets is most pronounced in the PM peak hour." This bullet is supported by the data contained in Figures 6.0-2 and 6.0-3 of the Draft EIR. ***[Figures don't label these roads]***

Comment 14.11: Table 2. Intersections level of service in Appendix H.
a. Option C and D delays in Moffett park area comparable to present day El Camino.
b. Level of Service (LOS) for Mary/Maude is given as a "C". This intersection presently has minimum traffic (as per Appendix H and personal observation) This shows the rating may be due to traffic light timing and not related to volume.
c. It seems the plan should be to minimize the "F" and "E-" which is symptom to gridlock.
d. The best appears to use both C and D options, which evenly and fairly limits volume both in north and southern areas
e. Is it fair that one part of the city gets "A" level service but force the other part of the city to "F" service and gridlock especially around Sunnyvale Commercial core of El Camino as proposed in the primary plan. C and D options are more fair.
f. The proposed plan does not address the hazard of cars northbound waiting for lights at California and Central stranded across CalTrain tracks. Currently volume with "C" service in this area results in traffic almost stopped on the tracks. The traffic volume must be established to minimize the horrific loss of life that can result from the primary proposed plan.

Response 14.11: This comment is looking at select traffic data and is asserting that the data lead to a conclusion that both the Two-Lane Mary Extension Alternative and the Downgrade Mary Avenue Alternative are preferable to the proposed project. If one's goal is less traffic along Mary Avenue, ~~then~~ these alternatives would be superior than the proposed project. If, on the other hand, one's goal is achieving the best *overall* traffic conditions in the City, then these two alternatives are clearly inferior to the proposed project because the data in Table 6.0-2 show that they have more significant traffic impacts than the proposed project. This and other information ~~will~~ would be considered and weighed by the City Council as it deliberates on whether to approve the project.

[Insert para. on land uses where increases would occur under Mary Ave. options]

Regarding the last statement in this comment, there is no evidence or data to indicate that the proposed project ~~will~~ would result in a "horrific loss of life" at the Caltrain crossing. For more information on the subject of a grade separation at the Caltrain tracks, please see Master Response #8.

Comment 14.12: Contrary to text. Synchro Analysis shows no significant differences in any options.

Response 14.12: The data in Table 3 of Appendix H (same as data in Table 6.0-2 in the main body of the Draft EIR) do not support this statement. The data indicate that there are substantial differences in vehicle delay at various intersections as one compares alternatives. For example, delays at the Mathilda/Moffett Park and the Mathilda/Maude intersections are substantially higher under the Two-Lane Extension Alternative than under the proposed project or the Downgrade Mary Avenue Alternative, even though there is no change in level of service. (It should be noted that LOS F is the lowest level of service used in studies.) Similarly, the Two-Lane Extension Alternative and the Downgrade Mary Avenue Alternative both result in increased delays for the AM and PM peak hours ~~a significant impact~~ at the Mathilda/El Camino Real intersection, compared to ~~an impact that does not occur under~~ the proposed project. ***[not ture, see Table 6.0-2, they're all LOS F]***

Comment 14.13: Gridlock from poor LOS on Central resulting from increased volume will leave cars stranded on Caltrain tracks. Currently traffic nearly backups up to the train tracks. With higher volume in this area, multiple fatalities and resulting lawsuits are a certainty. The analysis does not take into account impact of frequent Caltrain service on Evelyn interchange stopping Mary traffic, and its contribution to gridlock at the nearby Central Expressway. At certain times of the day, the trains cause traffic to backup onto Central, blocking Central Expressway. Northbound traffic nearly backs up from Central to the train tracks currently, with a 4 lane bridge the volume would increase considerably. With higher volumes brought on by a 4 lane bridge a Caltrain underpass will be required to avoid frequent fatalities. This underpass is a major unstated hidden cost consequence of a 4 lane bridge. The cost of such an underpass would be about the same as the 4- lane bridge itself.

Response 14.13: Refer to Master Response #8.

Comment 14.14: I would like to make a further comment on the Mary DEIR. At least once a week, I observe traffic on Mary almost backing up onto the Cal train tracks such as in the attached photo. In this photo cars are stopped within a couple of car lengths of the high speed Cal Train tracks. If the northbound traffic at this point on Mary increases or the queue lengths increase anymore this crossing will become deadly with regular frequency.

Also I would like to quote a new Caltrans document http://www.dot.ca.gov/hq/oppd/context/mainstreets2005.pdf which in its excellent presentation states a strong case for reducing the number of lanes as one Mary Avenue: "Reducing the number of lanes can provide space for features such as wider shoulders, bicycle lanes, sidewalks, and medians, or the addition of left turn lanes or parking. Reducing the number of lanes may reduce the potential for collisions or may decrease speeds and smooth traffic flow. However, reducing the number of lanes may also reduce the facility vehicular level of service, which may be acceptable to the community." It's nice to see our state is taking professional positions that support the benefits of reducing number of lanes.

Response 14.14: Regarding the Caltrain comment, please see Master Response #8. Regarding the comment about reducing the number of traffic lanes, such a reduction is evaluated as part of three alternatives evaluated in this EIR. The City Council ~~will~~ would consider these evaluations when making a decision regarding the proposed project.

RESPONSES TO COMMENT #15:
Guerrieri, David (dated 11/11/07)

Comment 15.1: Thank you for your very hard work and patience during the Mary Avenue Extension Project CEQA process. Now that we all have a better understanding of this process, I believe we need to be very careful that the process actually works to develop a comprehensive plan for the mitigation of traffic-induced reductions in quality of life in Sunnyvale. Bottom line: no matter how you state it, even if increased traffic on Mary has been planned in the past, a 3 X increase in traffic on S. Mary Ave is unacceptable. Mary Avenue traffic in the future should be planned to remain constant or even decrease out of respect for the residents who live there and have had to put up with a 1950's legacy traffic plan that is not acceptable by today's standards. It is clear that South Mary Avenue is a residential street by any standard, and any future updates to the Land Use and Traffic Element (LUTE) of the Sunnyvale General Plan should reflect that. All project EIR's must address the impacts of increased traffic on Mary, whether that increase conforms to a General Plan or not. I do not believe CEQA exempts consideration of substantial impacts simply because they were included in a City's General Plan.

Response 15.1: ~~This comment states an opinion in opposition of the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.~~ While the EIR mentions that the project is part of the General Plan, the EIR also evaluates potential impacts.

Comment 15.2: Please add to a revised DEIR an additional alternative for study an option that includes building the Mary Avenue Extension with bike lanes in both directions on North Mary and on the bridge, but closing Mary Avenue to automobile traffic across the CalTrain tracks and Evelyn Avenue. Ideally, the alternative would include an above- or below-grade crossing for bicycles crossing Evelyn and CalTrain tracks, and could propose using the funding that was originally proposed for the area of Bernardo Ave. This use of those funds would probably better serve the community because it would create a safe "bicycle highway" from De Anza College to Moffett Park, encouraging many commuters to reduce their carbon footprint, and use their commute to get healthy exercise by riding bicycle rather than driving. S. Mary's traffic lanes would be reduced to the standard 3-lane configuration plus bike lanes and on-street parking already being implemented on Evelyn, and Mary Ave between The Dalles and Homestead Road.

Response 15.2: An alternative that consists of building the proposed extension but closing Mary Avenue to thru traffic at Evelyn Avenue has been analyzed. Refer to Section 5.0 of this Final EIR that addresses new alternatives that include _____. Note that there are existing bike lanes in the vicinity of the project alignment and that are proposed on the proposed extension.

Comment 15.3: When making assumptions for traffic modeling, the study should consider all available enhancements to adjacent traffic alternatives to Mary Avenue for north-south transportation across CalTrain tracks, such as Mathilda Ave to the east and Moorpark Ave/S. Whisman to the west. Please consider the traffic levels of the entire area adjacent to Mary Ave if light rail were installed on Mathilda Ave connecting Shoreline Park to NASA Ames Research Center and Research Park to existing service at Ohlone Station in South San Jose via Mathilda and Sunnyvale-Saratoga to Stevens Creek Boulevard by De Anza College then Highway 85. Ridership should be estimated with the effects of global warming and its increased sense of urgency that will induce drivers to change their transportation habits, and the psychological effects of the Iraq war that cause citizens to feel more willing to find transportation alternatives that lessen our dependence on foreign oil.

Another alternative assumption when modeling a Mary Ave closed to auto traffic across CalTrain tracks should be the installation of an HOV-2 or HOV-3 lane on Mathilda Ave and the same route described for light rail above, with Bus Rapid Transit running in that lane until light rail can be funded.

Response 15.3: The above comment suggests that improving public transportation should be evaluated as an alternative to the proposed project. Refer to Master Responses #2, 3, and 4. ***[Need to add response re: HOV lanes]***

RESPONSES TO COMMENT #16:
Hafeman, Dan/Donna (dated 11/12/07)

Please refer to a reproduction of Comment Letter 16 in Appendix A of this Final EIR for the photo that accompanies this comment letter.

Comment 16.1: Much of the public concern with the Mary Avenue Extension centers around the potential for increased traffic through the residential neighborhoods of South Mary Avenue. This has certainly been the major concern in our household. I anxiously awaited the DEIR to learn what the traffic impact was projected to be, and quickly learned that the DEIR shows no negative traffic impact because it casually states in Table 2.0-6 that traffic will increase on South Mary between Evelyn Ave. and El Camino by 40% between now and the year 2020, bridge or no bridge, and more than double on Mary between Evelyn and Central Expressway bridge or no bridge. The justification is "traffic simulation results." By making this statement and referencing a highly specialized tool which the public has no access to, the traffic engineers who prepared the DEIR effectively struck out further study of the most damaging of potential consequences of this project.

Response 16.1: The results of the traffic analysis were independently reviewed by the City prior to the publication of the Draft EIR. Although the general public may not have access to the City's traffic demand model, the input to the model is widely available. Specifically, the traffic model utilizes land use, population, housing, and employment projections that are published in the City's General Plan as well as the general plans of the neighboring jurisdictions. The growth identified in these approved general plans is what is causing traffic volumes in the future to be higher than existing volumes. See also Master Response #1.

Comment 16.2: No discussion of increased pollution, traffic congestion, noise, and safety considerations in the residential neighborhoods along Mary south of Central Expressway is required. After all, the traffic will be there anyway.

Response 16.2: The tables and figures in Section 2.3 of the Draft EIR disclose how much of the future increases in traffic ~~will~~ would be attributable to planned growth and how much ~~will~~ would be attributable to the proposed project. The data indicate that the project ~~will~~ would have a negligible effect on traffic volumes on Mary Avenue south of Central Expressway and, therefore, there ~~will~~ would be no ~~discernable~~ significant impacts related to ~~effects on~~ safety, noise, or air quality that would require mitigation.

Comment 16.3: The DEIR does not address why these traffic increases will happen when there is no Mary extension. Note that it is intuitively obvious that these traffic increases will happen with the

Mary extension. What assumptions went into the program? Is there new high density development planned in the already fully built out Sunnyvale West area which will raise population density and therefore increase traffic? Will existing residents in Sunnyvale west simply drive more? If so, what assumptions led to this prediction? Or is the increased traffic the result of intercity commuters frustrated with over crowded freeways and expressways choosing to navigate residential streets to get between their homes in south valley cities and the job centers in North Sunnyvale? If the increase is indeed intercity commute traffic, then the Mary Avenue ~~e~~Extension will encourage more of this since it provides a straight shot up Mary to the Moffett Towers development, potentially complicating future mitigation efforts to keep intercity traffic off South Mary and surrounding streets. Commuters can exit HW85 at either Fremont or EI Camino, and then take Mary north to their destinations.

Response 16.3: Please refer to Master Response #1.

Comment 16.4: Even though the DEIR predicts traffic on Mary South of Central Expressway will more than double by 2020, it says nothing about the ability on Mary north of Evelyn to handle this traffic.

Response 16.4: North of Evelyn Avenue, Mary Avenue is six lanes, which is sufficient to accommodate the projected ~~demand~~increase in traffic.

Comment 16.5: A major safety concern with this traffic increase is the Evelyn/Cal Train tracks intersection. Even at today's traffic levels, morning northbound congestion on Mary from the Mary/Central Expressway intersection, almost backs up to the Caltrain Tracks. This is a potentially very dangerous situation since Mary traffic approaching Evelyn from the South cannot see across Evelyn and the tracks to determine if there is room north of the tracks. If traffic does back up to the tracks, then cars can be trapped either on the tracks or on the narrow section of roadway between Evelyn and the tracks. Figure 1 below is a photo taken recently by a concerned Sunnyvale citizen of congestion a few car lengths away from the tracks at today's traffic levels. Even a moderate increase in traffic could be very dangerous because the traffic would back up to the Caltrain tracks. Yet the DEIR does not address this issue at all because it claims that this disastrous situation will happen even if the extension is not built. The DEIR must address the safety concerns associated with increased traffic north of Evelyn and it must elaborate as to why this traffic is increasing.

Response 16.5: Please see Master Response #8 for a discussion of the Mary Avenue crossing of the Caltrain tracks.

Comment 16.6: So, in summary, because of the immense consequences of the traffic study which shows a 40% increase in traffic on Mary Avenue around EI Camino with or without the Mary extension, and it shows a more than doubling of traffic south of Central Expressway with or without the Mary extension, the DEIR needs to investigate this conclusion much more carefully and elaborate as to why this is so. They need to clearly state what the assumptions were for the traffic simulations and why those assumptions were made. They need to articulate how the extension will impact future traffic mitigation steps which must be taken to reduce the substantial traffic increases on South Mary in order to preserve its neighborhoods. We are suspicious that they are wrong about this traffic increase without the extension, but we have no doubt that these traffic increases will happen WITH the extension.

Response 16.6: This comment is a restatement of earlier comments from the same person. Please see the above responses to those comments.

Comment 16.7: And most important of all, the officials backing the project need to assure the public that Mary Avenue won't evolve into a six lane expressway between Fremont and Moffett Park.

Response 16.7: Comment noted. The City has no plans for adding more thru lanes of traffic on Mary Avenue.

RESPONSES TO COMMENT #17:
Hallmark and Marie Eldridge (dated 11/7/07)

Comment 17.1: Extending Mary to 101 will greatly and negatively impact the entire residential area and many side streets along Mary Avenue, not just Mary, as the increased traffic during commute times especially, would self-divert to the lesser used streets in the area. Mad, rushed commuters and neighborhood children are not a good mix.

Response 17.1: The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

Comment 17.2: The EIR didn't adequately address the increased exposure and health risks to the residents of the areas along Mary Avenue who would be exposed to more asbestos, more noise, as well as increased risk of accident due to the increase in traffic.

Response 17.2: For the residential areas along the southerly portion of Mary Avenue, these impacts were not discussed since the project ~~will~~ would have only a negligible effect on traffic volumes at that location (see Table 2.0-6 and Figures 2.0-3 and 2.0-4 of the Draft EIR). For the residences along Mary Avenue in the vicinity of Maude Avenue, page 62 of the Draft EIR states that the increase in noise due to the project ~~will~~ would be less than one decibel. Page 65 of the Draft EIR states that concentrations of carbon monoxide along Mary Avenue ~~will~~ would not exceed applicable standards.

The extended roadway will be constructed to meet current highway design and safety standards. There are no known deficiencies along Mary Avenue that would raise safety-related concerns associated with higher traffic volumes.

Comment 17.3: The EIR didn't, actually could not, adequately assess the increase in traffic because the logic used was faulty. How can traffic be accurately assessed if the number of driveways between signals is not included in the equation?

Response 17.3: The future traffic volumes were estimated based on the City's traffic demand model which accounts for both existing traffic as well as future traffic based on the buildout of the land uses identified in the City's adopted General Plan (refer to Master Response #1). Section 2.3 of the Draft EIR (page 55) discusses access from driveways onto Mary Avenue. No significant impacts are identified, as the CEQA criteria relates to traffic hazards rather than delays in accessing Mary Avenue from driveways ***[discuss how model doesn't consider driveways]***

Comment 17.4: The Mary Avenue ~~e~~Extension seems more for the benefit of those outside of Sunnyvale. We would essentially be paying (makes no difference where the money comes from - bond, increased local taxes, the Fed) for other communities like Los Altos, Mountain View and Cupertino, San Jose, to drive though our neighborhood, place increased wear and tear on our roads,

so that residents from other cities and areas can get to the towers more easily. (Why aren't we making it easier for them to get to the Mall by widening Mathilda? Where is the truly forward thinking?)

Response 17.4: The origin and destination of traffic on Mary Avenue is discussed in Master Response #1. It would be impractical for Sunnyvale to charge for the residents of other cities to use its roadways, just like it would be impractical for other cities to charge Sunnyvale residents for driving on their streets.

Comment 17.5: It is a poorly thought out plan. It puts Sunnyvale residents in the area at greater risk to health and accident. Please don't forget that there are schools and churches along Mary Avenue. There is much neighborhood foot traffic going to and from these schools, churches, Washington Park, the Farmer's Market, and the Mall.

Response 17.5: Comment noted. This comment states an opinion rather than a specific EIR shortcoming.

Comment 17.6: There is still little evidence that other options were as well studied as the Mary Avenue ~~e~~Extension. Perhaps it's time do to so now. Table the Mary Avenue ~~e~~Extension until other alternatives are adequately reviewed AND made public.

Maybe rethinking Whisman and co-paying with Mountain View would be a better choice for future planning. Perhaps widening Mathilda would be a wiser choice. We know that one of the arguments against widening Mathilda was that the on/off ramps at 101 would need to be redone and that would negatively impact traffic, but we recently survived the recent 85/101 interchange upgrade. Where is the future thinking? Perhaps car pool lots and trolleys along the major arteries like Mathilda would better serve the future needs of us, our children and the Towers. Maybe it's time to stop thinking "roads" (to the detriment of neighborhoods) and start thinking in terms of commuting in a fossil fuel compromised future.

We want less traffic in residential neighborhoods and more traffic on the already existing major arteries, like Mathilda, 85, and Lawrence. Please don't turn our residential neighborhood into an expressway, especially not an expressway that benefits other communities more than our own, and puts our residents at increased risk.

Response 17.6: The above comment suggests that additional alternatives to those already analyzed in the Draft EIR be studied. Refer to Master Responses #2 through 6 for a summary of all of the transit and roadway improvement solutions that have been studied.

RESPONSES TO COMMENT #18:
Hansen, Eleanor (various dates)

Please refer to a reproduction of Comment Letter 18 in Appendix A of this Final EIR for the tables and maps that accompany this comment letter.

Comment 18.1: In Appendix G-c or III, the report on-line is missing the page(s) following ES-2 and pages numbered 19, and 21 at the bottom of the page. I think this is not appropriate. I point out that since the page numbering starts under a different scheme after ES-2, it is impossible to say how many pages are missing.

Response 18.1: This comment was addressed by the City directly to the commenter in August 2007. The missing pages are from a 1999 hazmat report by McLaren. The missing pages are part of the summary and page 1 that describes the scope of work. The analysis and findings of the report are included. ***[where?]***

Comment 18.2: I am writing to protest the lack of easy, convenient access on the part of Sunnyvale residents to the transportation and traffic documents (including all appendices) in the custody of the City of Sunnyvale Public Works Department. I believe what is happening (or rather what is not happening) violates the spirit and the principles behind the D.E.I.R. REVIEW and comment period.

The preface of the Mary Avenue Extension D.E.I.R. indicates that "This draft EIR and all documents referenced in it, are available for public review at the City of Sunnyvale Public Works Department located at 456 West Olive Avenue, Sunnyvale, California, on weekdays during normal business hours." This would imply that all the documents referenced in it are available in lobby for public review. This is not so. We can agree that there is no public area at the Public Works Department for these works to all be kept available for public review (if I am incorrect, do clue me in). And we can all agree that the present schedule of the Transportation and Traffic Manager is such that he is not available at all times to assist the public in accessing the indicated studies. Actually at this point of time, he seems to be totally occupied and has no time to either respond to e-mails or phone calls. Thus, in fact the statement quoted above from the Mary Avenue Extension D.E.I.R. is quite untrue.

In addition, you should understand that our schedules are such that we do not have the time to simply come over to Public Works Department and lounge about until the Transportation and Traffic Manager can make time to see us. This means the documents, which we should be reviewing, simply as interested citizens and residents are in fact not accessible to us.

Response 18.2: The City is unaware of any request for any document referenced in the Draft EIR that was not complied with. The comment provides no information that would lead to a conclusion that there were any unfulfilled requests for any such documents.

Comment 18.3: What should have been done is that in planning for this D.E.I.R. comment period, is that an outside library should have been set up, similar to Bechtel Nevada in Las Vegas (formerly R.E.E.C.O.) has been set up as a depository for certain U.S. government documents, and a person, perhaps with a background in librarianship, should have been hired to be the custodian of all the transportation and traffic studies that the Department of Public Works. That person would have then been available for 40 hours a week to provide the needed assistance to the public. In addition, backup would need to be scheduled so that the California laws requiring employee breaks could be met while fulfilling the required 40 hour a week access.

This library could very well contain documents from other departments of the City of Sunnyvale that would be of interest to the people of City of Sunnyvale, for instance the D.E.I.R. that was generated for the possible move of Trinity Church to the edge of Perry Park, which was discussed at the City Council Meeting of September 25, 2007.

As the situation now stands, I believe that the D.E.I.R. review and comment period should be suspended until you can figure out a way to provide easy and convenient access to the documents that we ought to be reviewing. After you have set up the indicated library / document repository, *then you can restart the 60 day* REVIEW and comment period and we can REVIEW as well as

comment. As I said at the beginning of this letter, I believe that the current situation is a violation of the spirit and principles of C.E.Q.A.

Response 18.3: The City provided for an 81-day public review period of the Draft EIR, which is substantially longer than the 45 days required by CEQA. The Draft EIR was made available at the Sunnyvale Public Library and the library contains many of the documents referenced in the EIR such as other recent EIRs, the City's General Plan, etc. The Draft EIR and appendices were posted on the City's website. Free CDs of the Draft EIR were distributed at the two public hearings. Finally, as noted in the previous response, the City is unaware of any request for any document referenced in the Draft EIR that was not complied with. The City followed the requirements of Section 15087 related to EIR public review.

Comment 18.4: Many have been curious why, despite the fact that several difference studies (I have previously provided the relevant pages from the City of Sunnyvale North South Corridor Study (phase 2)(no date provided in study itself) indicate that there will be a significant increase in traffic down South Mary Avenue due to the presence of the Mary Avenue Extension, the current D.E.I.R. indicates there is no meaningful difference between the traffic with and the traffic without the Mary Avenue Extension. In addition, the D.E.I.R. indicates that there will be a significantly greater number of auto trips than would be predicted based on current use of Mary Avenue.

It was suggested that this additional traffic was due to the increased business development in the Mary and Almanor as provided by the Futures Study (1983). I reviewed the documents associated with that study, and the following are my findings and comments (1) because of the trade-off between overall decreased business development (decreased job trips) versus increased residential development (increased family/home trips), the study indicated no particularly significant increase in traffic in the north Sunnyvale area due to the development provided by the changes in the zoning that occurred in connection with that, (2) if you want to see letters in connection with response to a D.E.I.R., this would be a good one to look at. There is a hand-written note from Charlie Olson included.

I believe however that I found the answer in another document that I looked at. I think that study is cited as State Route 237 Corridor Study Final Report prepared by TYLIN INT' L/CCS Oct 2004 (probably for the VTA and the City of Sunnyvale). I have scanned and pdf'd the five most relevant pages in this study (in one file) and can provide you with that pdf by e-mail if you like.

In Section 3 (2025 No Project Conditions) under the discussion, Traffic Projections, the following paragraph is found at the top of page 3-6,

- Local traffic in and out Moffett Park area on Mathilda Avenue is about evenly split between Mary Avenue via Almanor Avenue and Mathilda Avenue south of US 101. Thus, Mary Avenue south of Maude Avenue would experience an increase of approximately 500 vph in the NB and SB directions in the AM and PM peak hours, respectively.

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On the next page, on page 3-7, is found the following observation:

- As mentioned earlier, Mary Avenue south of Maude Avenue would experience an increase of approximately 500 vph in the NB and SB directions in the AM and PM peak hours, respectively. Thus, the Mary Avenue/Central Expressway intersection would experience increased queuing. However, LOS in both peak hours would remain at E as in the existing

condition. This finding is consistent with that found in the Comprehensive County Expressway Planning Study.

I believe that the most appropriate conclusion from this study is the additional traffic is from the development of the Moffett Park area. I will be going back to review the documents on the approval of Moffett Park area and see if residents of Sunnyvale were alerted to this particular deleterious effect of the development of Moffett Park.

There is a later interesting discussion, starting on page 5-19, Project 4 - Mary Avenue Extension. On page 5-20, is the following paragraph:

CORSIM model developed for the 2025 No Project conditions were used to evaluate potential traffic operations in the Mathilda Avenue/SR 237 interchange area from this project. The new Mary Avenue ~~e~~Extension would shift traffic away from Mathilda Avenue. However, the additional capacity available on Mathilda Avenue would then result in traffic shifting from Lawrence Expressway and Fair Oaks Avenue (which previously avoided Mathilda Avenue due to congestion and inadequate capacity). Thus, the operation at the Mathilda Avenue/Moffett Park Drive intersection remains congested to the PM peak. The overall LOS at the Mathilda Avenue Interchange Area would improve from E to D as shown in Table 5-1.

Thus the major effect of the additional traffic and congestion on Mary Avenue is not reduced congestion on Mathilda Avenue but instead reduced congestion on Fair Oakes and Lawrence Expressway.

Response 18.4: As discussed in Section 2.3 of the Draft EIR, the proposed Mary Avenue Extension project is designed to accommodate existing and projected traffic demand. As such, the proposed project would not change overall traffic volumes. Instead, because the project is a new north-south roadway connection, its primary effect ~~will~~ would be to change the traffic distribution in the area.

The origin of future traffic on Mary Avenue, with or without the project, is discussed in Master Response #1. Also, as stated in Master Response #5, all of the studies conducted over the past 25+ years, including those referenced in this comment, validated the need for the Mary Avenue Extension.

Comment 18.5: Please read your D.E.I.R. CAREFULLY. There will be essentially the same amount of traffic with or without the Mary Avenue Extension. That is what it is saying. It is such a monstrous indictment of the Moffett Park Specific Plan (M.S.P.S.) that I cannot believe Witthaus would be writing that if it is not essentially true.

Response 18.5: ~~This statement means that the total amount of traffic demand will be the same with or without the project.~~ This is a true statement because traffic demand is not created by roadways; it is created by the land uses found in the City and in neighboring jurisdictions. Roadways simply accommodate that traffic demand. In this case, if the City decides to not build the Mary Avenue Extension, the traffic that would otherwise have used that extension (as anticipated in the City's General Plan since the 1970s) would simply be forced onto other streets. The traffic would not disappear unless significant amounts of public transit were provided and used, thus reducing the use of single-occupancy vehicles. ~~What t~~The Mary Avenue Extension ~~does is~~ provides another route for traffic, ~~to utilize,~~ which in turn decreases demand and congestion on other facilities.

Comment 18.6: What we need is that the traffic generated as a result of the Moffett Park Specific Plan be mitigated. Josh and Tammy Salens were correct in their opposition to the M.P.S.P. There is a system of ideas in Aikido that says you should not try to block your opponent's energy but use his energy to defeat him or her. I strongly recommend that you all shift your energy to demand (not request) mitigation of the traffic effects of M.P.S.P. that are revealed in this D.E.I.R.

Response 18.6: The Moffett Park Specific Plan (MPSP) EIR (November 2003) was a program-level EIR, which analyzed the environmental impacts of allowing a maximum of 24.3 million square feet of development potential on a total of 1,156 acres in the City of Sunnyvale. The MPSP program-level EIR included an analysis of transportation impacts. The baseline future 2020 conditions assumed the buildout of the City's General Plan, including transportation improvements identified in the City's General Plan and Transportation Strategic Program (TSP). The TSP was developed to mitigate traffic growth generated by the growth anticipated under the General Plan 2020 buildout conditions. The City's General Plan and TSP includes the construction of the Mary Avenue ~~e~~Extension over US 101 and SR 237 to the Moffett Park Specific Plan area. The MPSP is not the subject of this EIR.

Comment 18.7: So here is what I requested on 9/23: 1. Sunnyvale North South Corridor Study Sept 1983 (I had left an unintelligible notation about having a page 12 copied and I cannot figure it out). 2. Moffett Towers Traffic and Circulation Section: Technical appendices for Traffic. I was able to review this either on the 13th or the 17th. It has a white cover which looks basically like some other page. Last time you gave me the Technical Appendices for Noise and Air Quality. Let's pass on that volume -- I am focusing only on traffic. The volume that I hope I am describing correctly contains the traffic analysis for current situation extrapolated and with the Mary Avenue Extension scenario extrapolated. There is another volume that has the traffic analysis for the 2020 build out without the Mary Avenue Extension. I would like to review that volume again also. If there are any other volumes that I need to connect those studies with the Mary Avenue Extension D.E.I.R., I would like to review those also. I want to correctly connect the dots in my understanding.

In the Moffett Park Specific Plan, Appendix C -- Resolution. On page C-3, in-the last paragraph, the second to the last sentence on the page runs, " ....adopted a statement of overriding considerations related to certain impacts on air quality, traffic/circulation, housing and population and cumulative growth impacts, and adopted a Mitigation Monitoring and Reporting Program (Resolution No. 158-03). [This is a direct quote so I cannot say whether the resolution number is correct or not]. I want everything on this subject related to traffic. That is everything connected with the subject of the mitigation for the traffic effects of M.S.P.S. I am particularly interested such mitigation with respect to Sunnyvale West. I have a copy of the General Plan L.U.T.E.. I believe that it calls for such mitigation, although perhaps that is a legal question.

Response 18.7: The above requested information was provided by the City to the commenter.

Comment 18.8: On Page 52 of the Mary Avenue Extension D.E.I.R., there is the following discussion: "The project will cause a significant deterioration in operations at the Mary Avenue/Maude Avenue intersection during the PM peak hour. Specifically, the project would cause the LOS to drop to "E," as compared to "C" under no project conditions. Impact TRAN - 1: The proposed project would result in significant traffic impacts to the of Mary Avenue and Maude Avenue (Significant Impact)

The project proposed to implement the following mitigation measures to reduce level of service impacts to Mary Avenue and Maude Avenue intersection to a less than significant level: MM TRAN -1.1: Construct a new southbound right-turn lane at the Mary Avenue and Maude Avenue intersection. This would require approximately 1,200 square feet of ROW from the property located at the northwest quadrant of Mary Avenue and Maude Avenue. The ROW needed mostly consists of perimeter landscaping.

Since traffic under Alternative A through that intersection is predominantly straight through, it is difficult to see how any left or right hand turn lane would provide any significant mitigation. I think we and decision makers are entitled to a thorough discussion of how, with traffic volumes such as are presented here, a south-bound right hand turn lane is likely to produce any meaningful effect at all.

Although Maude between Mary Avenue and SR 237 is a wide and spacious thoroughfare, it is difficult to see where traffic will go after it turns right from Mary Avenue onto Maude. There appear to be three alternatives (1) will continue toward Mountain View [are there traffic studies to support this possibility?], (2) will turn left at SR 237 and go east on SR 237 or north on Highway 101 [Is it plausible that workers in Moffett Park will go so far out the way to get on eastbound SR 237 or Highway 101 ?], or (3) turn right to get on SR 237. This portion of SR from Maude through El Camino Real tends to have a L.O.S. of F. My recollection of the SR 237 Corridor study is that this section of SR 237 is expected to continue to have a very low L.O.S., so it appears unlikely that drivers will want to join an otherwise poor traffic situation. So there appears no particular advantage to putting in an expanded south-bound right hand turn lane at this intersection, even if it does not help increase the level of service.

Response 18.8: Level of service at an intersection is a function of demand and capacity. Capacity is affected by the number of turning lanes and signal timing. If capacity is held constant, the higher the demand, the longer the delay to get through the intersection, and the result is a worsening of the level of service. In this case, providing a separate right-turn allows vehicles that would otherwise be stuck in the queue of vehicles going straight, to make that right-turn without waiting for the green light. This reduces overall delay, which offsets or mitigates for the higher volumes.

Comment 18.9: Given the numeric density [i.e., lots and lots of numbers] of the Mary Avenue Extension D.E.I.R., I believe that in this and all other cases with the proposed mitigations are susceptible to numeric analysis (e.g., noise and air quality), we and decision makers should be given a discussion that indicates what the percent mitigation each proposed mitigation is thought to produce and there should be available the studies that support such conclusions.

Response 18.9: The noise analysis completed for the Draft EIR was based on the traffic data generated by the transportation impact analysis completed for the project. Quantitative values in terms of increase in noise levels are provided in Section 2.4 Noise of the Draft EIR, which equate to the traffic volumes under project conditions. ***[See Master AS-C notes]***

As discussed in the Draft EIR, unlike a project that constructs or expands a land use with a resulting increase of traffic (e.g., residential subdivision), the proposed project would accommodate existing and projected traffic demand. As such, the proposed project would not change overall traffic volumes in the area. Rather, the project would primarily change the traffic distribution in the area. As discussed in Section 2.5 Air Quality, the proposed project would improve future long-term air quality by providing an alternative north-south connection and improving intersection operations. The long-term air quality benefits were discussed qualitatively. Since the project would result in

long-term air quality benefits, no mitigation was identified. However, the project would result in short-term air quality impacts related to project construction which would be mitigated with the implementation of mitigation measures identified in Section 2.5 of the Draft EIR.

Comment 18.10: I hope you will not think me frightfully petty to think that one of the sure fire ways to increase the L.O.S. is to reduce the volume of autos going through this intersection at peak hours.

Response 18.10: As discussed in the Draft EIR, the proposed project itself does not generate new traffic trips and would not change overall traffic volumes in the area. Instead, because the project consists of a new north-south roadway connection, its primary effect ~~will~~ would be to change the traffic distribution in the area.

Section 2.3 Transportation of the Draft EIR explains that the level of service is a measure of not just traffic volumes, but also vehicle turning movements and signal timing. By reducing the volume of vehicles traveling through an intersection during a peak hour, the level of service at that particular intersection may improve, but the level of service at another intersection may worsen because the vehicles must find an alternative route.

As discussed in Section 2.3 of the Draft EIR, in comparison to future 2020 no project conditions, the proposed project would generally improve intersection operations (see Table 2.0-7). However, some intersections would have a worse level of service than without the project. This is because _____. This is not an unexpected result as the project is expanding the capacity of the roadway system, which is the basic purpose of the project itself.

Comment 18.11: 1. Re City of Sunnyvale Travel Demand Model Volume Diagrams (1) An electronic copy or PDF (Adobe acrobat) would be ok. (2) I am planning on either writing a comment or a letter to city council members saying they should get these and review these. The Figures 6.0-X in the draft DEIR are very difficult to interpret. 2. Alternatives C and D. Are there existing peak – hour volumes diagrams (the little squares) for alternatives C and D as there are for alternatives A and B? Can they be ordered??

Response 18.11: Assuming that the above comment is referencing Figures 6.0-2 through 6.0-9, the commenter expresses that the information provided in the figures are difficult to interpret. These figures are located in Section 6.0 of the Draft EIR and show the traffic volume difference between various project alternatives. When the figures are referenced in the Draft EIR, a bulleted list summarizing the data on the figure follows. Refer to the summary bulleted lists for clarification of the data on Figures 6.0-2 through 6.0-9 found on pages ___ of the Draft EIR.~~.~~

The City is unaware of a better way to provide information as to how the project ~~will~~ would change traffic volumes on the greater Sunnyvale roadway network than that shown by these figures. The benefit of these figures is that they provide the "big picture" as to how traffic ~~will~~ would be redistributed if the extension is built. The thick red and green lines show where all of the notable increases and decreases ~~will~~ would occur. The thin red and green lines convey small changes.

[Add tables to provide specific AM/PM peak #s to supplement figures]

The above comment also requests intersection peak-hour turning movement graphics for Alternatives C and D (which are the Two-Lane Mary Avenue Extension Alternative and the Downgrade Mary Avenue Alternative). Refer to Appendix H or the Draft EIR for the turning movement graphics.

Comment 18.12: We had discussed briefly what were the underlying economic or growth assumptions for the City's model that was used for the travel demand forecast for the Mary Avenue Extension D.E.I.R. I understood you to say that what was done was that every parcel in the city of Sunnyvale was reviewed and its maximum development potential under the General Plan was determined, and that from that analysis, a traffic plan was developed. I want to discuss the model in one of my comments and I do not want to misquote you. (1) is there a memorandum or other papers that you could provide me that discusses this (the assumptions that underlie the traffic studies) or (2) could you correct my understanding if I have not quoted you correctly.

Response 18.12: Refer to Master Response #1.

Comment 18.13: I am interested in my and others being able to tell the difference between the current level of development and the level of development provided for by the General Plan. That way, if or since we know the current situation, we can see where and to what extent development is going to occur and then follow the conclusions as to traffic consequences.

So, in what form is the land use data from the model? Can I suggest forms that I would like to see it in? (I would need to think about that to come up with forms that I would like to see.)

By the way, irrespective of the question of whether this is the appropriate model to use for making the decision for the Mary Extension D.E.I.R., I believe that creation and publication of this model is of the highest importance. We all need to understand the traffic consequences of the General Plan. That perhaps is more important than this particular project.

Response 18.13: The City's General Plan includes projections for jobs, housing, and population in Sunnyvale when all of the land uses identified in the Plan are "built out". This information is also provided in the General Plan for "existing" conditions (i.e., "existing" as of when the latest update was undertaken). The same is true for all other jurisdictions. See also Master Response #1. This published information is a key input to the traffic model.

Comment 18.14: I watched my VCR of Tuesday night's meeting yesterday afternoon (while writing part of my comment), and saw your two presentations. It is actually not too late. I attach a pdf of one of my comments. This is the time to tell Jack Witthaus what additional alternatives you would like to see traffic analysis done on. I have proposed an alternative F (see my comment) that I intended to be a bicyclist friendly alternative. I would recommend that you and your fellow bicyclist think about how to describe what you would want in the way of a bicycle system that used the Mary Avenue Extension and then write that up as a comment. The comment is to describe the bicycle system you want and then say that you think the final E.I.R. should provide the traffic data on that system. You need to get this done probably by Nov 10th. (Needs to be in Nov 12th)
If you think this does need community meetings, then let me know. I will add that to my comment. Also it would be a good idea if you cannot come up with a complete plan to sketch one out and then ask for community meetings to flesh out one that the bicyclist community has a consensus on.

C.E.Q.U.A. determines the minimum standards for a Environmental Impact Review, not the maximum. If enough people wanted a separate review on the question of how a bicycle system using the Mary Avenue Extension would or could look like, then I think there is a chance we could get that.

We do not need to stop and restart the D.E.I.R. review period. Saying that will scare most of the Public Works Department. We just need to hold forums to get community input as to what the bicyclist friendly alternative would look like. Which then Jack Witthaus will arrange to get the traffic analysis done on. My deep understanding of this process is that the City Council cannot consider an alternative that the Transportation and Traffic Manager has not done an analysis on.

Response 18.14: The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary. Increased bike lanes as an alternative are addressed _____. ***[where?]*** In addition, the project includes bike lanes as discussed on page ___ of the Draft EIR.

Comment 18.15: My position is that (1) the Mary Avenue Extension, should not be expected to be needed to relieve traffic congestion in the area of Moffett Park for perhaps more than a decade, (2) the Mary Avenue Extension should not be expect to do much to relieve traffic congestion in the Moffett Park area, (3) the residents of Sunnyvale, particularly south western Sunnyvale, are entitled to mitigation of the increased traffic produced by the development of Moffett Park, including but not limited to, the effects of the Mary Avenue Extension, but that can be accomplished and still have the Mary Avenue Extension, and (4) the Sunnyvale City Council should use the "excess capacity" of Mary Avenue to produce the backbone of a bicycle system for the city of Sunnyvale and surrounding areas. There is no reason why Davis, CA should be considered so much a better place for bicycling than Sunnyvale. We have better weather and the City is quite flat which makes for good bicycling.

Response 18.15: Points 1 and 2 of the above comment suggests that the Mary Avenue Extension is not needed for 10 or more years and that it would not improve traffic congestion in the Moffett Park Area. The City completed separate environmental review for the Moffett Park Area (Moffett Park Specific Plan Final EIR, 2003) and the Moffett Towers Project (Final EIR, 2006). In both EIRs, the Mary Avenue Extension was assumed in background conditions and required to reduce significant transportation impacts of the projects studied. The Moffett Towers Project was approved in 2006 and construction is underway. The City Council approval of this development was predicated, in part, on the finding that the traffic impacts of this development would be mitigated. In addition, fees have been collected from this project to pay for specific roadway improvements. ***[true?]***

Point 3 of the above comment request that mitigation measures be implemented to reduce transportation impacts, specifically those in the south western portion of Sunnyvale. The City requires that the mitigation measures identified in the Moffett Park Specific Plan and Moffett Towers Project EIRs to reduce significant transportation impacts be implemented, including the Mary Avenue Extension Bridge if approved. As part of the project, the Mary Avenue Extension includes implementation of the mitigation measures identified in Section 2.3 of the Draft EIR.
Point 4 of the above comment suggests that Mary Avenue be “the backbone” of the City’s bicycle system. Currently, Mary Avenue has bike lanes on both sides of the roadway. The proposed project would include bike lanes on both sides of the bridge, extending the existing bike lanes on Mary Avenue north. As stated in the City’s 2006 Bicycle Plan, “the Mary Avenue ~~e~~Extension over US-101 and Highway 237… will provide a much-needed alternative to Mathilda Avenue for cyclists who do not wish to detour to Ellis Street to cross US 101.”

Comment 18.16: To assist decision makers, I recommend that in addition to using General Plan 2020, the No Build Alternative and Alternative A be run under the VTA 2025 Model.

The General Plan 2020 would appear to be as aggressive a plan as could be developed for testing the alternatives. I wonder, and I hope decision makers will also wonder to what extent that the severe traffic seen in the General Plan 2020 model is peculiar to the aggressiveness of the model itself, and not to real traffic conditions likely to develop in the foreseeable future. I believe it will be very useful to study General Plan 2020 (discussed further below) but I think decision makers should realize that there is another plan available to test the major alternatives - No Build and Alternative A.

The VTA 2025 traffic projections were used both in the State Route 237 Corridor Study Final Report Prepared by TYLIN INT'L/CCS (October 2004) and the State Route 85/Interstate 280 Study Draft Final Report (August 2004). According to the former source, "The 2025 traffic projections used for this study were derived from the VTA regional travel demand model based on socio-economic information published in the Association of the Bay Area Government (ABAG) Projection 2000."

Based on information in the Mary Avenue Extension D.E.I.R., and in information in the SR 237 Corridor Study, I prepared a table (Table A - Comparison of Traffic Characteristics of VTA No Project 2025 with Sunnyvale General Plan 2020) for the two intersections on Mary Avenue that were documented by both studies, Mary Avenue and Maude and Mary Avenue and Central Expressway. Except for a surprising low number for General Plan 2020 for North Bound Mary Avenue straight through at the intersection with Maude (which is not only surprising in relation to the VTA No Build 2025 but in comparison to the General Plan 2020 traffic at Mary Avenue and Central Expressway, a mere few blocks away), the VTA No Build 2025 numbers are either lower or about the same.

As I indicated at the beginning of this section, the purpose of running these alternatives under the VTA 2025 model is to give decision makers additional information as the effect of using General Plan 2020 on the future traffic patterns shown in the Mary Avenue Extension D.E.I.R.

Response 18.16: The VTA model is a County-wide tool that is widely used for projects located on freeways and expressways. While the VTA model can and does account for local projects such as the proposed Mary Avenue Extension, the VTA model does not provide detailed information regarding traffic on local Sunnyvale streets. This is why Sunnyvale has developed its own traffic model. The same is true for most of the surrounding mid- to large-sized cities. The models used by Sunnyvale and other cities are developed so as to be consistent with each other and with the VTA model. This is important because each model must not only account for traffic generated within its jurisdiction, but also the traffic generated from neighboring cities and counties that come into the jurisdiction.

Comment 18.17: I recommend that decision makers be provided with additional information about the underlying economic and growth information for General Plan 2020.

I am interested in my and others being able to tell the difference between the current level of development and the level of development provided for by the General Plan 2020. That way, if or since we know the current situation, we can see where and to what extent development is going to occur and then follow the conclusions as to traffic consequences, since we will also have the City of Sunnyvale Traffic Demand models to study (see below).

I recommend that the land use data used to develop General Plan 2020 be organized in a way understandable by decision makers and the public both for this project and future projects. I envision that this will provide decision makers and the public with information as to the residential and business growth by traffic unit.

As part of this process, I would like to see the top nine causes or sources of traffic growth be identified and their effects shown in such a way that we can see the effect of each. The remaining sources can be lumped together as a tenth project.

Response 18.17: This information is provided in Master Response #1.

Comment 18.18: I recommend that decision makers and the public be provided with City of Sunnyvale Travel Demand Models for AM and PM Peak Hour Volumes for all Alternatives, including Alternatives C and D, and for southwest and well as northwest Sunnyvale.

I found the graphics used in the Mary Avenue Extension D.E.I.R. and designated Figures 6.0-n (where n is a number from 2 through 8) to be particularly un-useful and even confusing. I recommend that City of Travel Demand Models - AM and PM Peak Hour Volumes, such as are found at the end of the Mary Avenue Overcrossing Draft Traffic Operation Report (August 2006) be prepared for all alternatives. [Copies of two of these are included for other readers of this comment.] If it is possible to add additional intersections to the studies, then I recommend that the intersection at Mary Avenue at Homestead and the intersection at So Bernardo at Fremont Avenue be added. Using these Traffic Demand Models in conjunction with the information to be provided under point #3, I think should help us understand what creates traffic and where it goes. I recommend that all the Figure 6.0-n diagrams be collected and given the organizers of Hands on for Art for the children to play with to see what they can do to produce interesting artwork. That is the best use for them. No time should be wasted with further study or discussion of them.

Response 18.18: The above comment requests a copy of the turning movements for Alternatives C and D (Two-Lane Mary Extension Alternative and the Downgrade Mary Alternative). These turn movements are provided in Appendix H of the Draft EIR.

In addition, the above comment suggests that the intersection of Mary Avenue and Homestead Road and South Bernardo and Fremont Avenue be analyzed. The intersection of Mary Avenue and Homestead Road was evaluated in the Draft EIR (refer to Section 2.3 Transportation). However, the intersection of South Bernardo and Fremont Avenue was not analyzed in the EIR because the project's effect at that intersection ~~will~~ would be less than 10 additional trips.

The City is unaware of a better way to provide information as to how the project ~~will~~ would change traffic volumes on the greater Sunnyvale roadway network than that shown by the figures of the Draft EIR. The benefit of these figures is that they provide the "big picture" as to how traffic ~~will~~ would be redistributed if the extension is built. The thick red and green lines show where all of the notable increases and decreases ~~will~~ would occur. The thin red and green lines convey small changes.
The origin and destination of traffic on Mary Avenue is discussed in Master Response #1.

Comment 18.19: I recommend that in addition to the presently considered alternatives, No Build,

A, B, C and D, that three additional alternatives be considered. In addition to the alternatives that were presented in the Mary Avenue Extension D.E.I.R., I am recommending that traffic modeling be provided for three additional alternatives:

E = which is C and D together. C and D are not mutually exclusive and I believe that it is really E that most residents of southwest Sunnyvale want.

F= E with 10-12' wide bicycle lanes on the bridge and class 1 bicycle lanes where ever possible. I envision bicycle lanes on the bridge that are wide enough so that bicyclists can pass other bicyclists on the bridge. For a bicyclist, the bridge has a fair height and some will be able to take it faster than others. Thus, if the room can be found, and I think it can, I believe wider bicycle lanes would be preferable to narrow. In addition, the entire approach to the Mary Avenue Extension needs to be redone so that it is safe for bicyclists.

Response 18.19: Alternative C referenced in the above comment is the Two-Lane Mary Avenue Extension Alternative and Alternative D referenced in the above comment is the Downgrade Mary Avenue Alternative. The above comment suggests that a downgrade Mary Avenue and two-lane Mary Avenue ~~e~~Extension alternative be analyzed. Such an alternative, known as the Two Lanes Entire Length of Mary Avenue Alternative", is analyzed in Section 5.0 of this Final EIR.

The above comment also suggests increasing the widths of the bike lanes on the proposed Mary Avenue ~~e~~Extension. The proposed project, as well as the project alternatives, includes a six-foot wide bike lane in each direction. Refer to Master Response #2.

Comment 18.20: I note that Patrick Grant in his memorandum of October 9 (or 10th), listed two reasons why Alternatives C and D should be preferred:

- Preserves space on Mary for the only possible North South route for bike lanes in the city – Bikes emit CO_2!!
- Makes Mary more walk able and bike able for students going to school, reducing need for cars!

Response 18.20: Refer to Responses to Comment #14 (comment received from Patrick Grant) above.

Comment 18.21: If it appears impossible to provide safe bicycle lanes between the Mary Avenue and Central Expressway intersection and the Mary and Maude intersection due to perceived need to preserve the commercial and business character of the stretch of road, then I recommend that the building of off-road bicycle lanes be considered - either on the ground or elevated was done in Mountain View in the construction of the Stevens Creek Trail.

I know that the comment period for a D.E.I.R. is an important step in a legal process, which the City of Sunnyvale Public Works Department wants to see is observed in all appropriateness. And I understand that successfully getting through that comment period is a step that deserves a sigh of relief if not congratulations. However, I can see that at least one activist in the bicycling community is using the work debacle in the same sentence as the Mary Avenue Extension project. In order to have a better goodwill between the bicycling community and the Public Works Department, would it not be possible (C.E. Q.A. sets the minimums that a public agency must do, not the maximums) to hold hearings or forums, hosted say by Sunnyvale BPAC (Bicycle and Pedestrian Advisory

Commission), to develop the bicyclist and pedestrian friendly alternative that they would like traffic studies to be done on as part of the final E.IR.

Response 18.21: The construction of bike lanes, either on-street or off-road, would ~~not~~ only partially meet the project objectives. See Master Response #2 for a discussion of a comprehensive transit/bike improvement alternative.

The City will discuss the proposed project with the BPAC at a public meeting.

Comment 18.22: G= Probably something like Alternative C or E or E +F with a $1 or $2 charge per ride over the bridge for autos (not bicycles). There would not be toll booths, or anything like that. It would all be electronic - people would get passes for their cars. Would only need them if they regularly commuted. Would use whatever the most up to date technology at the time was. Would only aim for 70-80% compliance, but that should generate more that enough money to pay for the system.

Response 18.22: The City cannot legally establish a toll on Mary Avenue or any other local street.

Comment 18.23: For these alternatives, in addition to the standard directional traffic diagrams at intersections, and delays and L.O.S. calculations summarized in charts, I recommend that decision makers and the public be provided with City of Sunnyvale Travel Demand Model - AM or PM Peak Hour Volumes.

Response 18.23: The intersection peak hour volumes during the AM and PM peak hour for the project and project alternatives are provided in Appendices B and H of the Draft EIR.

Comment 18.24: I recommend that the procedures of statistical analysis be performed on the data for Alternatives A, C, D and my alternatives proposed above.

Response 18.24: The commenter provides no information as to why or how a statistical analysis would be relevant to a CEQA analysis. The traffic analysis contained in this EIR uses the standard and accepted methodology employed in Sunnyvale and throughout Santa Clara County.

Comment 18.25: The Mary Avenue Extension D.E.I.R. comes to the conclusion that Alternative A is clearly superior to Alternative C or D. My research indicates that there is not much more than a dimes worth of difference between them. I note that Patrick Grant in his memo of October 9 (or l0th), 2007, noted on his point #7 "Contrary to the text, Synco Analysis shows no significant differences in any options." ***[Create new Master Response re: new alts, which ones reduce impacts and which are env. Signif. (not the project)]***

Response 18.25: Alternative C referenced in the above comment is the Two-Lane Mary Avenue Extension Alternative and Alternative D referenced in the above comment is the Downgrade Mary Avenue Alternative. The traffic analysis contained in the Draft EIR does not support the statement in this comment that there is no difference in benefits or impacts between the project and the Downgrade Mary Alternative and the Two-Lane Mary Avenue Extension Alternative. As discussed in Section 6.0 of the Draft EIR, these two alternatives would result in greater impacts than the proposed project. Refer to Responses to Comment #14 (comment received from Patrick Grant).

Comment 18.26: Analysis of intersections in northern Sunnyvale. I summarized selected information from Table 2 of Appendix H of the Mary Avenue Extension D.E.I.R. and produced Table B (attached). For instance, at the Moffett Park Drive-Manila Drive/H Street intersection, with no build, there is an AM delay of 247.0, and with Alternative A, there is an AM delay of a mere 58.3. This is of course highly significant. However, it is the only really significant reduction in delay produced by building the Mary Avenue Extension. Decision makers please note: you are talking about spending upwards from $60 M to move an AM 247.0 delay to, at best 58.3 at this one intersection. But the other alternatives, C and D are not meaningfully different. C has an AM delay of 74.5 and D an AM delay of 75.2. I do believe in terms of real world results that this is meaningfully different.

A comparable situation is seen at the Moffett Park Drive and Innovation Way intersection (also AM). With no build, there is an AM delay of 96.9 and with Alternative A, there is an AM delay of a mere 24.2. But the AM delays with Alternatives C and D are 46.5 and 36.9, respectively. Considering what AM delays are likely to be on SR 85, SR 237 and Highway 101, differences between 24.2, 46.5 and 36.9 are not likely to be meaningful for drivers.

The impact of the Mary Avenue Extension at Moffett Park Drive/U.S. 101 NB on-ramp is in the PM. At this intersection, there is a PM delay with No build of 27.5, but with Alternative A, merely 9.8. But with Alternatives C and D, there are PM delays of 10.1 and 10.0, respectively, which appear to be statistically the same as for Alternative A.

The same kind of pattern is seen when one compares traffic volumes (with directions) (Table C) at Moffett Park Drive-Manila Drive/H Street. Taking the case of Moffett Park Drive (traffic going west), there is AM peak hour traffic with No Build of 1115, and with Alternative A, there is AM peak hour traffic of 617. But the AM peak hour traffic with Alternative C and D are both 637 [yes, that is what the diagrams say]. This is not significantly different.

At the Moffett Park Drive and Innovation Way intersection, (also Table C) considering the traffic on Moffett Park West going west, the AM Peak hour traffic is 1190 with No Build, 667 with Alternative A, and 707 with Alternative C and 697 with Alternative D. I think there is clearly no significant difference between alternatives A, C and D with respect to the behavior of traffic at this intersection. At this same intersection, the right turn AM peak hour traffic is 1265 with No Build, 847 with Alternative A, 997 with Alternative C and 947 with Alternative D. In terms of real world traffic, I do not believe that there is a real difference between alternatives as to the traffic at this intersection.

I point out that a reasonably careful review of Table 2 from Appendix H indicates that at the intersections listed lower in the table, Alternative A either presents no improvement over the traffic congestion seen with no build, or results in greater congestion as at the intersection at Mary and Almanor and the intersection at Mary and Maude.

Response 18.26: This comment states that the differences between the Proposed Project, the Two-Lane Extension Alternative, and the Downgrade Mary Avenue Alternative are not meaningful. The analysis in the Draft EIR does not support this conclusion because, based on the standard CEQA thresholds of significance, the significant traffic impacts of these two alternatives are greater than that of the Proposed Project. ***[See comment re: new Master Response]***

Comment 18.27: Analysis of the Mary Avenue and Almanor Intersection. In Table D, I summarized the direction traffic that I found in the traffic diagrams for the alternatives of No-Build,

Alternatives A, C, and D. I concentrated just on the traffic on Mary Avenue. In the AM and the PM, going either northbound or southbound, the traffic on Mary is projected to be primarily straight through. In the AM, for the northbound traffic, the straight through traffic with Alternative A is 1646, and with Alternative C (the two lane bridge) 1306, and with Alternative D, 1606. There is no meaningful difference in peak PM traffic with the three build alternatives.

For southbound traffic (Also Table D), the straight through AM is the same 453 autos per peak hour. For PM, straight through traffic, the volume is 1672 for Alternative A, 1332 for Alternative C and 1682 for Alternative D.

Given that Alternative C is the two-lane bridge alternative, it is not surprising that there is a drop in the traffic volume at this intersection. The interesting thing is how small it is. In southbound traffic, with the traffic virtually only that coming off the bridge, the total AM and PM traffic is 2445 with Alternative A and 1975 with Alternative C. That includes not only the straight through traffic but also the traffic turning left at Almanor. That is a total difference of 470 autos per peak traffic hour, which is only 19.22% of the traffic that one predicts as being there with Alternative A. Thus with a reduction of 19.22% in the auto traffic through the bridge one can ample room for the wide and safe bicycle lanes.

I note that the delays and L.O.S., shown in Table 2, Appendix H, are not consistent with the numbers in the traffic diagrams and do not pass the reasonable in the real world test. The numbers in Table 2, Appendix H indicate that both in the AM northbound and in the PM southbound, Alternative C (the two lane bridge) shows markedly greater delay and poorer L.O.S. Now, this is totally bogus for the PM because the traffic numbers indicate that there is close to 20% drop in vph, which I would predict to decrease the delay and increase the L.O.S. In the AM, it might be plausible that there would be a greater backup for the two lane alternative, except (1) there is also a drop in vph going northbound, and there is no comparable increase in delay and decrease in L.O.S. at the Mary Avenue and Maude Avenue Intersection (see bottom of Table E.)

Response 18.27: This comment does not take into account the fact that the geometric layout and footprint of this intersection (i.e., number of thru and turning lanes) would be substantially smaller under the Two-Lane Extension Alternative than under either the Proposed Project or the Downgrade Mary Avenue Alternative. This difference is a big factor in determining delay and LOS.

Comment 18.28: Analysis of the Mary Avenue and Maude Avenue Intersection. In Table E, I summarized the directional traffic that I found in the traffic diagrams for the alternatives of No Build, Alternatives A, C and D. I concentrated just on the traffic on Mary Avenue. Similar to the intersection at Mary Avenue and Almanor, in the AM and the PM, going either northbound or southbound, the traffic is primarily projected to go straight through. What is interesting in the analysis here is that northbound traffic AM and separately PM, there is essentially no difference at all. In the southbound PM traffic, there again are the expected roughly 200 autos per peak hour difference in straight through traffic. I note that the effect of a using a two lane bridge rather than four lane is, at the Mary Avenue and Maude Avenue intersection merely a difference in 386 autos per hour peak hour traffic or 18.01% of the total with a four lane bridge.

Reviewing the numbers from Table 2, Appendix H, for this intersection (see bottom of Table E), delays and L.O.S. are roughly what I would expect. One can see that these numbers indicate that there is reduction in delay and an improvement in the L.O.S. with Alternative C as compared to Alterative A.

Response 18.28: The City concurs that – without mitigation - the intersection of Mary Avenue/Maude Avenue would operate better under the Two-Lane Extension Alternative than under the Proposed Project, as shown in Table 6.0-2 of the Draft EIR. However, with the mitigation that is included in the project, the PM peak-hour LOS would improve from "E" to "D", which would be comparable to the Two-Lane Extension Alternative.

Comment 18.29: Because of its importance, I recommend a GREATLY expanded analysis of the alleged mitigation of the effect of the increased traffic caused by the Mary Avenue Extension on the intersection of Mary Avenue and Maude Avenue.

Response 18.29: This is a restatement of Comment 18.8. Refer to Response 18.8 above.

Comment 18.30: As noted above, the major traffic improvements provided to auto traffic in Sunnyvale are expected to be in the Moffett Park area. Although some may believe that there will be improvements in the traffic on Mathilda Avenue, we are both aware that the SR 237 Corridor Study (October 2004) found "The new Mary Avenue Extension would shift traffic away from Mathilda Avenue. However the additional capacity available on Mathilda Avenue would then result in traffic shifting from Lawrence Expressway and Fair Oaks Avenue (which previously avoided Mathilda Avenue due to congestion and inadequate capacity). Thus the operation at the Mathilda Avenue/Moffett Park Drive Intersection remains congested in the PM peak." Thus it appears to be no major relief of traffic congestion produced by the proposed Mary Avenue Extension in Sunnyvale south of Highway 101.

Response 18.30: Figure 2.0-4 shows that the project ~~will~~ would result in a notable decrease in traffic on Mathilda Avenue immediately south of U.S. 101 during the PM peak-hour. Table 2.0-7 shows three intersections along Mathilda Avenue improving slightly with the project. No intersections have a lower level of service within the project.

Comment 18.31: It would appear that the Mary Avenue Extension rather than mitigate traffic congestion (which probably requires an more out of the box solution than another road or even a bridge), is simply taking some of the congestion from the Moffett Park area and moving it to Mary Avenue and Maude Avenue intersection.

On Page 52 of the Mary Avenue Extension D.E.I.R., there is the following discussion: "The project will cause a significant deterioration in operations at the Mary Avenue/Maude Avenue intersection during the PM peak hour. Specifically, the project would cause the LOS to drop to "E," as compared to "C" under no project conditions.

Impact TRAN - 1: The proposed project would result in significant traffic impacts to the intersection of Mary Avenue and Maude Avenue (Significant Impact)

The project proposes to implement the following mitigation measures to reduce level of service impacts to Mary Avenue and Maude Avenue intersection to a less than significant level:

MM: TRAN - 1.1**:** Construct a new southbound right-turn lane at the Mary Avenue and Maude Avenue intersection. This would require approximately 1,200 square feet of ROW from the property located at the northwest quadrant of Mary Avenue and Maude Avenue. The ROW needed mostly consists of perimeter landscaping."

Since traffic under Alternative A through that intersection is predominantly straight through, it is difficult to see how any left or right hand turn lane would provide any significant mitigation. I think we and decision makers are entitled to a thorough discussion of how, with traffic volumes such as are presented here, a south-bound right hand turn lane is likely to produce any meaningful effect at all.

From the discussion that follows, or does not follow after MM TRAN - 1.1 in the Mary Avenue Extension, D.E.I.R., I can as easily draw a conclusion as to whether Elvis Presley lives as to whether you and your staff actually can mitigate the projected traffic deterioration at the Mary and Maude intersection. There is no discussion of Elvis sightings or the creditability of same, but at the same time there is absolutely no discussion of what are the reasons for thinking that a right hand turn lane would mitigate the projected traffic congestion at the Mary and Maude intersection. I call the presentation of this issue or question in the D.E.I.R. to be an example of Harry Potter magic wand waving - wave the magic wand the traffic congestion is mitigated.

If you and your staff want to continue to support the alleged mitigation of the traffic congestion of Mary Avenue and Maude Avenue by a dedicated right hand turn lane, then I would like a presentation of several cases where the addition of a right hand turn lane has significantly improved the traffic flow and the level of service at an intersection. I have started the preparation of such a table (Table F). I would like to see for each of four intersections (of your and your staffs choosing), the peak hour volume straight and to the right, the peak hour delay time straight and peak hour delay time going right.

In this analysis, I would like to have included the rough percentage of traffic turning right. In my experience, where there is significant traffic congestion, a dedicated right hand turn lane works best to relieve congestion when close to 40% of the traffic is turning right. According to the information in Table E, which is extracted from traffic diagrams in the D.E.I.R., the percentage of traffic expected to turn right is a mere 23.9%.

I want also to see a set of traffic (Synco ?) diagrams showing the projected effect of the additional dedicated right hand turn lane, both with Alternatives A, C, D, and E.

I am not claiming that adding a dedicated right turn lane south bound on Mary Avenue at Maude will not improve the flow southbound traffic. I am claiming that it will not do anything for the flow of northbound AM traffic, and will not do so much to relieve the traffic PM traffic that one can say "The Traffic Impact is it Mitigated." As discussed above, I believe that the major way to relieve the traffic congestion at the intersection of Mary Avenue and Maude Avenue is to go with Alternatives C or E.

Response 18.31: This comment is a repeat of Comment 18.8. Please see Response 18.8, above.

Comment 18.32: I would also like to see a thorough discussion of why it is expected that even 500 cars would want to turn right at PM peak. Where exactly is it expected that those cars will go? The SR 237 Corridor Study (October 2004) indicates that the level of service on SR 237 from about Maude to its end at El Camino Real is projected to continue to be very very low, even after all planned improvements.

Response 18.32: Refer to Master Response #1. ***[Doesn't really address comment]***

Comment 18.33: I recommend that complete support of the important if not all if the delays and L.O.S. shown in Table 2, Appendix H be supplied to decision makers and the public.

Table 2, Appendix H is the major source of information for the public and perhaps decision makers to determine which alternative offers the greatest advantage with the fewest disadvantages. But a couple of numbers for Alternative D (the Downgrade of Mary Avenue) look bogus and greatly improbable. Putting aside the tendency for confusion because the lowest example in the Table is Mary Avenue at Homestead, which is the southern most example and the next up is Mary Avenue at Remington and the next one after that is Mary Avenue at Fremont, whereas Mary Avenue at Fremont is the next most southern (northern) major intersection, and Mary Avenue at Remington the next most southern (northern) intersection after the intersection at Mary Avenue and Fremont, I am suffering cognitive dissonance due to some of these numbers. Admittedly Mary and Fremont is intrinsically a busier intersection than Mary and Remington, but I would expect the same patterns to exist across all four alternatives at both intersections.

Response 18.33: The intersection volumes, level of service, and vehicle delay at the study intersections differ under the proposed project and project alternatives because the project and alternatives (Downgrade Mary Avenue Alternative and Two-Lane Mary Avenue Extension Alternative) assume different configurations for Mary Avenue and/or the proposed extension.

Comment 18.34: For the intersection at Mary Avenue and Remington, according to Table 2, all alternatives produce essentially the same results, which in the AM are actually better than the present conditions [Difficult to believe]. For the intersection at Mary Avenue and Fremont, the AM delay with all alternatives other than Alternative D are about the same but approximately 20% greater than current conditions. But the delay for Alternative D, the delay is roughly twice that of the other alternatives. Given that Mary Avenue south of Fremont Avenue is, as of now, already "degraded" and the according to the traffic diagrams, the primary traffic through this intersection is straight through, it is very difficult to see why there should be a doubling of delay at this intersection under Alternative D.

Response 18.34: Alternative D referenced in this comment refers to the Downgrade Mary Avenue Alternative. The delay at the Mary Avenue/Remington Avenue intersection is greater under this alternative because the intersection is re-striped to have only one thru lane in each direction on Mary Avenue, thus reducing its overall capacity relative to demand.~~.~~

Comment 18.35: I find a similar problem with the pattern of AM numbers at Mary Avenue and Evelyn. Remembering that the pattern of this traffic is overwhelming northbound in the AM and southbound in the PM, I really would like to know how someone comes up with the result that in the AM, with the traffic coming north on Mary Avenue being two lanes rather than four lanes, the delay at Mary and Evelyn is greater. I would expect that there would be less traffic going through this intersection with the alternative and thus; less delay and a better level of service at this intersection.

Response 18.35: The delay at the Mary Avenue/Evelyn Avenue intersection is greater under the Downgrade Mary Avenue alternative because the intersection is re-striped to have only one thru lane in each direction on Mary Avenue, thus reducing its overall capacity relative to demand.~~.~~

Comment 18.36: And then there are the numbers for the Mary Avenue and Almanor intersection and the Mary Avenue and Maude Avenue intersections discussed above. Reviewing Table 2,

Appendix H, I recommend that decision makers and the public be given access for all the computations need to totally review the projected delay and L.O.S. for the following intersections:

- Moffett Park Drive-Manila Drive/H Street Gust because of the importance of the numbers to decision making)
- E-Street-Mary Avenue/11th Avenue
- Mary Avenue/Almanor Avenue
- Mary Avenue/Maude Avenue
- Mary Avenue/Evelyn Avenue
- Mary Avenue/EI Camino Real
- Mary Avenue/Fremont Avenue

I know that the numbers in this table have been produced using computer programs, and so it may be argued that since they have been produced using computer programs, we cannot see the support for those numbers. But even where the calculations are routinely done on computers, they can (albeit laboriously) be done on paper. Because of the importance of the numbers on Table 2, of Appendix H, I strongly recommend that the calculations behind the numbers on Table 2, of Appendix H be provided to the public and to decision makers for review. Given the problems discussed above with the numbers in this Table, I recommend that decision makers to not rely on any numbers in this Table for decision making unless they can be satisfied as to the accuracy of the numbers in this Table.

Response 18.36: As noted in traffic report (Appendix B of the Draft EIR), the worksheets that show the calculations undertaken at all of the intersections are available for public review at the City Hall during normal business hours. These worksheets were made available beginning on August 24, 2007, which was the first day of the Draft EIR public review, and they are still available. An appointment to review these can be made by calling _____.

Comment 18.37: I recommend an addition of a discussion of whether the findings in SR 237 Corridor Study (Oct 2004) concerning the traffic in the area of Mathilda Avenue and SR 237 are still considered accurate and valid.

I would like to see a discussion of whether the conclusions of the above named report under Chapter 3 and under Chapter 5 are still considered valid.

Points made under Chapter 3:

- "As mentioned earlier, NB traffic on Mathilda Avenue in the Mathilda/SR 237 interchange area would increase by 1,100 vph in the AM [peak] hour. LOS for the overall five intersections in this area would worsen from the existing E to F in the AM peak hour. The NB traffic queue would extend back to California Avenue...
- Most noticeable traffic queues on local streets are along NM Mathilda Avenue, extending from the Mathilda Avenue/SR 237 interchange area to California Avenue to the AM peak hour and along the SB Mathilda Avenue, extending from the Mathilda Avenue /SR 237 Interchange Area to 3rd Avenue in the PM peak hour.
- As mentioned earlier, Mary Avenue south of Maude Avenue would experience an increase of approximately 500 vph in the NB and SB directions in the AM and PM peak hours, respectively. Thus, the Mary Avenue/Central Expressway intersection would experience increased queuing. However, LOS in both peak hours would remain at E as in the existing condition. This finding is consistent with that found in the Comprehensive County Expressway Planning Study."

The major relevant point made in Chapter 5:

"The new Mary Avenue Extension would shift traffic away from Mathilda Avenue. However the additional capacity available on Mathilda Avenue would then result in traffic shifting from Lawrence Expressway and Fair Oaks Avenue (which previously avoided Mathilda Avenue due to congestion and inadequate capacity). Thus the operation at the Mathilda Avenue/Moffett Park Drive intersection remains congested in the PM peak."
I recommend this discussion so that all can be on the same page about the overall effects of this project on traffic in Sunnyvale.

Response 18.37: The report referenced in this comment was one of a series of studies completed over the past 25+ years. All of these reports are summarized in Master Response #5. Although each study used different data to represent "existing conditions" as they were undertaken over a 25-year period, they all reached the same conclusion regarding the need for the Mary Avenue Extension. This comment provides no data that would indicate that the results of the SR 237 Corridor Study are no longer valid. However, it is not necessary to evaluate the SR 237 Corridor Study as part of this EIR. Independent data were gathered for this EIR analysis.

Comment 18.38: I recommend the development or the start of the development of a method of analysis of the effects of a development or a project that not only accounts for the effects of that given project but the accumulated effects of prior approved projects or other projects "in the pipeline" and considered essential, or both.

Response 18.38: The transportation impacts of the project were evaluated against 2020 No Project Conditions. As discussed in Section 2.3.1.5, traffic volumes for the 2020 No Project conditions include future traffic anticipated from the buildout of the designated land uses in the General Plan (which encompasses traffic from prior approved projects and future projects), as well as projected growth in neighboring jurisdictions. The 2020 No Project Conditions also account for planned roadway improvements (see page 44-45 of the Draft EIR).

To summarize, the tables and figures in Section 2.3 of the Draft EIR disclose the change in traffic volumes that ~~will~~ would be attributable to planned growth, as well as the change in traffic volumes that ~~will~~ would result from the Mary Avenue Extension.

Comment 18.39: I start this particular comment with two stories: The first is more recent. I used to go white water rafting. I would suspect that I was sitting in late Sunday afternoon traffic after a white water rafting trip in the mountains that I mused on the difference between water and autos and how they act when there is a great increase in their amount or number in a relatively small place. Water, when a lot of it is forced to go through a narrow place, such as a gorge, goes very, very fast. And it seems more like an exponential function rather than mere doubling. Doubling the volume of water seems to increase the speed four fold. But it is the opposite for autos, doubling the number of autos on a two-lane road out the mountains, seemed to slow down the speed not two fold but four fold.

The second story is not my story. It is the story of "Galloping Gertie," [you can find videos and her story on the web by googling] otherwise known as the Tacoma Narrows Bridge that in late October 1940 developed a gallop (to other readers, a motion like that of a sine wave), and then destroyed herself by galloping and twisting to destruction on November 7, 1940. The analogy that I want to make is not between bridges - she was a suspension bridge like the Golden Gate Bridge and the Mary Avenue Extension will not be that type. What the story illustrates is a case of the whole being larger than the sum of the parts. "Gertie" was not blown down by the wind. Without the wind, or but for

the wind, she would have stayed stable. The problem was that the wind set up an oscillation - in effect a sine wave in her structure. If she had been properly designed, she would have dampened the oscillation, but instead she was improperly designed and the oscillation was self-amplified. I understand that some engineers consider her case quite interesting. And others just like watching the videos on the Internet.

Every time there is a project such as the Mary Avenue Extension or the Moffett Towers project, an analysis is done that shows that each particular project has no meaningful effect on the traffic in Sunnyvale. But the fact is, as I suspect that General Plan 2020 shows, there is a point when all these projects added together do have a meaningful impact. And that impact, in my experience with overcrowded two lane roads out of the mountains is not simply proportional to the number of cars that one adds to the system. There is a point where the deterioration of the system is greater than a mere doubling with the doubling of the number of autos. It appears to me that the impact of the entire traffic system is larger than the effect of its small individual projects.

I urge you and your staff to start to come up with a way to measure the impact of additional projects in some way that gives us and decision makers a better hold on what is likely to be the real traffic impact of a project. Perhaps all the projects currently in the pipeline should be considered together. Perhaps in our analysis of General Plan 2020, we can see exactly what the contribution is of all these projects that in themselves have no meaningful impact on traffic.

Below all the models, there is the reality. I am wondering if the current procedure of testing the traffic effects of one project at a time gives us good enough idea of the real world traffic effect of any particular project is likely to be.

Response 18.39: Refer to Response 18.38. ***[Was the overall trans. network evaluated at time of GP EIR or Trans. Plan EIR?]***

Comment 18.40: I recommend that either separately (preferred) or as part of the publication of the final Mary Avenue Extension D.E.I.R., that other studies important for the understanding of the likely impact of the Mary Avenue Extension be obtained in PDF form and published on CD-ROM for public and decision makers to more easily review.

I find there is a hunger for information that can be studied to get a handle and what can be and is being planned (as in approved and in the pipeline). For some reason, there is reluctance for people to take the time to came and look at documents at City Hall or the City of Sunnyvale library.

Response 18.40: Copies of the Draft EIR and associated technical reports were made available starting August 24, 2007 at City Hall and the Sunnyvale Library for public review. Electronic copies of the Draft EIR were available for free at the public hearings held on October 3rd and 10th, 2007 and upon request. The reports were also available on the City's website. The commentor refers to "other studies" but does not specify what these are.

Comment 18.41: In the forums that were held this summer, I think before the issuance of the D.E.I.R., you passed out charts of approved projects in the pipeline. I think it would be useful to get those posted on the City of Sunnyvale web site, or perhaps copies of it can be kept at the One-Stop desk at City Hall.

Response 18.41: A monthly development update report is published by the City which lists new development that has occurred within the City in the last two years. The list is grouped as Commercial, Industrial, Residential, and Other Developments. The report does not list additions, individual single family homes or tenant improvements. This report is available on the City's Planning Division website (click on "Development Update Page" on http://sunnyvale.ca.gov/Departments/Community+Development/Planning+Division/).

Comment 18.42: Based on my experience, I think it would be quite useful if there were some way to get the State Route 237 Corridor Study (October 2004) and the State Route 85/Interstate 280 Study Draft Final Report (August 2004) published as pdf files on CD-ROMs and made available to decision makers and members of the public who are interested in what is really going on in the SR 237/Highway 101/Mathilda Avenue area. I know you have given talks on these subjects, but there is an enormous amount of information to absorb and it helps to have something to read later.

Response 18.42: The above referenced reports are available for review at City Hall during normal business hours.

Comment 18.45: Summary. In the light of my findings that the underlying facts presented in the Mary Avenue Extension D.E.I.R., indicate (1) that a two-lane bridge is not meaningfully inferior in reducing traffic congestion compared to four lane bridge, (2) that a two-lane bridge reduces the need for mitigation of the traffic impact of the four-lane bridge at Mary Avenue and Maude Avenue, and (3) given the true traffic mitigation potential of increased bicycle use in this area, I urge that tine Final E.I.R. be a Mary Avenue North South Bicycle Corridor and Extension E.I.R.

Response 18.45: This comment summarizes earlier comments. Please refer to the responses to those earlier comments.

RESPONSES TO COMMENT #19:
Hansen, Erik (dated 11/12/07)

Comment 19.1: I strongly feel That City has failed to properly consult and involve the residents in the Mary Avenue Extension Overcrossing design process while showing undue favoritism to the commercial interests driving the proposed project. I request that the city halt this project now, and develop region wide alternatives in addition to sending the DEIR back to staff, to focus on alternatives that respect the residential community along Mary Avenue. Numerous no-bridge alternatives should also be considered for community consideration.

Response 19.1: The above comment suggests that improvements to regional facilities, including no-bridge improvements, be analyzed as alternatives to the project. Refer to Master Response #5 for a summary of the alternatives that have been studied over the past 25+ years. Section 6 of the Draft EIR analyzes seven alternatives and Section 5.0 of this Final EIR analyzes two additional alternatives.

Comment 19.2: I have reviewed the Draft Environmental Report for the Construction of a Mary Avenue Overcrossing. The proposed construction is clearly for the benefit of surrounding communities in order to create an expressway through a residential neighborhood, to the detriment of Sunnyvale residents along Mary Avenue and adjacent neighborhoods. The clear intent of the overpass is to provide an alternative to the increasing gridlock on adjacent Highways 85, 237, 101 and Mathilda Avenue due to traffic originating outside of Sunnyvale.

Response 19.2: As stated in Section 1.0 of the Draft EIR, the purpose of the project is to help alleviate regional operational deficiencies by providing a vehicular, pedestrian, and bicycle alternative to existing north-south connections in the City. The origin and destination of future traffic on Mary Avenue is discussed in Master Response #1.

Comment 19.3: The Draft Environmental Report fails to address a no-bridge alternative or alternative improvements that would mitigate the anticipated traffic due to the increased development of Mountain View (Moffett Field/NASA) and Sunnyvale (former and present Lockheed Martin) properties North of Highway 101 such as:
1) A Direct connection to Highways 237 and 101 from the Moffett Park area; 2) Construct on and off ramps at the Fair Oaks Avenue overcrossing at Highway 237; 3) Improve access to Moffett Towers and Nasa development by way of the existing Ellis Street and Highway 101 interchange; 4) Improvements to the Highway 85/237/82 interchange; 5) Increased lanes on Highway 85; 6) Highway 85 metering lights on onramps though Los Altos, Sunnyvale and Mountain View; 7) Street to San Anselmo Way on ramp to the Central Expressway of an unrestricted left turn from California to San Anselmo and a extended dedicated merge lane onto the Central Expressway; 8) Eliminate the ability for traffic exiting Highway 101 southbound onto Mathilda to turn left on Ahwanee Ave and gridlock through traffic; 9) Eliminate the entry and exit onto Mathilda from Garner Road; 10) Develop a dedicated over ramp at Mathilda Avenue taking traffic over Highway 101 and 237 to connect Sunnyvale North and South; 11) Improve connections to Central Expressway at Fair Oaks, Moffett Blvd./85 and Ellis St; 12) Increase Grant Road through Los Altos to four lanes for the entire length to the Foothill Expressway; 13) Increase Fremont Road through Los Altos to four lanes to Foothill Expressway; 14) Widen Stelling Lane to four lanes from Highway 280 to Stevens Creek Boulevard; and 15) Reduce Mary Avenue to two traffic lanes, center turn lane and bike lane from Fremont Avenue to Evelyn.

Response 19.3: Master Responses #2 through 6 describe all of the transit and highway alternatives that have been evaluated by the City, VTA, and Caltrans over the past 25+ years. In addition, as stated above in Response 19.1, the Draft EIR analyzed seven alternatives and Section 5.0 of this document analyzes two more alternatives. This complies with the CEQA requirement that an EIR include a "reasonable range of alternatives". An EIR does not need to analyze every possible alternative or combination of alternatives. In addition, many of the recommended alternatives include major road widening which could result in similar or more significant environmental impacts.

Comment 19.4: Mary Avenue serves as a major pedestrian and bicycle through way, with a very substantial percentage of those being students in route to elementary, middle and high schools. Speeds along this thoroughfare consistently exceed the posted limit with traffic enforcement minimal at best.

Response 19.4: Please refer to Master Response #7, which discusses speed limits and enforcement on Mary Avenue.

Comment 19.5: As some Sunnyvale Residents such as those on Blair and Grape Avenue receive preferential treatment with traffic calming bulb outs, speed bumps and no through traffic signs, others treated to a wholesale sell out to commerce by the Public Works Department.

Response 19.5: Comment noted. The comment does not raise environmental questions and therefore, no response is necessary.

Comment 19.6: The City of Sunnyvale and developers should address the ongoing problem of a mass transit with little to no parking provided at stations within Sunnyvale for residents wishing to use it as a means of commuting from Sunnyvale to adjacent communities served by light rail and the continual decrease in bus service by the VTA. It would appear that we the residents of Sunnyvale are always on the short end of deals with developers, Caltrans, VTA and our own Transportation Manager.

Response 19.6: Comment noted. The comment does not raise environmental questions and therefore, no response is necessary.

RESPONSES TO COMMENT #20:
Hendricks, Glenn (dated 11/4/07)

Comment 20.1: These comments represent not just me but several homeowners and voters who live in the City of Sunnyvale. I will refer to our comments as "the Group". The Groups comments are to address the DEIR at the macro level. These comments break down into four major topics.

Topic 1) Objectives of the project. Section 1.1.2, page 15 states: Over the course of the past 35 years or so, the City of Sunnyvale, Santa Clara County Traffic Authority, the Santa Clara Valley Transportation Authority (VTA), Caltrans, and Lockheed Martin Space Systems Company have explored and developed several concepts in the Mini-Triangle Area, which is formed by US 101, SR 237, and Mathilda Avenue, to address existing and future transportation deficiencies. Some of these concepts addressed regional deficiencies whereas others hoped to mitigate intraregional transportation issues. The Mary Avenue Extension has been in the City's General Plan as part of the planned roadway network for several decades. Existing development, as well as future development, assumes this north-south connection will be constructed. The proposed extension would help alleviate regional operational deficiencies by providing a vehicular, pedestrian, and bicycle alternative to the existing north-south connections in the City. Without an additional north-south connection, delay, congestion, and operational speeds along Mathilda Avenue are expected to worsen (refer to Section 2.3 Transportation, Table 2.0-6). Furthermore, within the Moffett Park Area and other areas adjacent to Mary-Avenue, intersection operations are expected to further deteriorate without the proposed extension.

What is causing this deteriorization at the intersections? Could this be managed by other planning and land use decisions? Is the new traffic being caused by increased use of existing residential and office space or because of new construction? This question is never clearly answered in the DEIR.

Response 20.1: Please refer to Master Response #1 for a discussion of the facts that have created the need for the project.

Comment 20.2: Section 1.3, page 27 states: The project objectives are to:
• Provide an alternative vehicular, pedestrian, and bicycle North-south connector to lands north of US 101 and SR 237 (including the Moffett Park Area); and
• Alleviate existing and future traffic congestion in the Moffett Park Area and other areas adjacent to Mary Avenue.

What are the specific congestion issues that are adjacent to Mary Avenue? These are never addressed in the DEIR.

Response 20.2: Table 2.0-7 on page 51 of the Draft EIR depicts the various levels of congestion that ~~will~~ would be present under "no project" conditions at intersections located in the project area. As can be seen by comparing Table 2.0-5 with Table 2.0-7, many intersections have more congestion in 2020 compared to existing. Refer to Master Response #1.

Comment 20.3: Section 2.1.2.2, page 31 states: The proposed project would provide an alternative to the existing north-south connections in the City and alleviate regional operational deficiencies.

Section 6.1, page 93 states: As described in Section 1.1.2, the objective of the Mary Avenue Extension project is to provide additional north-south transportation capacity in Sunnyvale. The additional capacity is needed to reduce existing congestion on other north-south routes, as well as to adequately serve future planned growth in the greater Moffett Park area. The long-term need for this additional capacity was identified in 1972, which was when the proposed project was added to the City's General Plan.

Are there any other descriptions for the objectives or success criteria for this project? These objectives seem to be missing something. It may be obvious but shouldn't the objectives also include language like "without negatively affecting the existing neighborhoods or quality of life for the current and future residents of the City"?

Response 20.3: Projects such as the Mary Avenue Extension are proposed because they are designed to meet an objective, solve a problem, etc. At the same time, most projects typically result in one or more adverse effects. It is the job of the EIR to describe a project and the reason(s) it is being proposed, as well as to disclose the project's adverse environmental effects, focusing especially on effects that are significant and recommending appropriate mitigation measures.

In this case, the primary objective of the project is to provide additional north-south transportation capacity in the City. The EIR discloses the adverse effects of the Mary Avenue Extension on the environment in terms of noise, air quality, water quality, cultural resources, biological resources, etc. The City Council is required to consider the information contained in the EIR when making their decision on the project. The Council's job is to consider and weigh the benefits of the Mary Avenue Extension versus its adverse environmental impacts.

Comment 20.4: The Group believes this is one of the main points of resistance to this project. Many residents believe they are being asked to carry the burden of improving regional traffic issues and expanding office development in Moffett Park while reducing the quality of life in the City's neighborhoods. We need a better definition of success criteria for this project that is vetted with the residents before a determination can be made about this project. Until we have success criteria that has at least been reviewed with the community, the different constituent groups will never been able to have common ground to evaluate any proposed solution. Right now multiple solutions are being proposed and we are all looking to see which answer sticks best. With no definition of "best"; is it what is best for Sunnyvale residents, Moffett Park office space dwellers, or regional traffic planners? This question must be resolved before going forward with evaluating this plan.

Response 20.4: There is no ironclad criterion or "definition of success" for this project or for most projects. Objectives are typically characterized in more general terms such as "provide additional

housing to help meet demand" or "construct a school to meet expected increases in enrollment" or "expand the rail system to meet the demand for alternate transportation", etc. In this case, the City has an objective increasing north-south capacity as part of its overall objective of building and maintaining a roadway network that accommodates demand at a reasonable level of comfort; hence, the term "level of service". Like many cities, Sunnyvale has a goal of achieving level of service "D" or better on its streets and at its intersections (General Plan Policy C3.1).

As stated in the previous response, it is the job of the City Council to weigh the degree to which this project aids in meeting this objective versus its adverse effects. This is often a "balancing act" whereby the needs of many diverse constituents (businesses, residents, etc.) are considered. An EIR is a critical tool in this process because it provides objective analyses on a wide variety of issues that affect various constituents. If people disagree with the analyses and findings of an EIR, the CEQA process is designed for objections to be put forth and for the City ~~is required~~ to provide ~~good-faith~~ responses to such objections.

Comment 20.5: Another confusion point in the document is the term "Project Alignment". The DEIR skips back and forth between talking about what will happen within or next to the specific project area (the actual overpass connection between Mary Ave and Eleventh Ave) and discussing City wide/Regional issues. Prior to the final version, the DEIR should be restructured to clarify Alignment and regional issues and deal with them as distinct and separate issues.

Response 20.5: Certain environmental issues (e.g., impacts to vegetation or archaeological resources within the footprint of the extension) are confined to the proposed alignment. Other issues (e.g., changes in traffic circulation patterns due to the extension) extend substantially beyond the alignment of the extension.

Comment 20.6: The DEIR tends to focus on the mitigation efforts around the Project Alignment and the benefits to the Region. It does not address the negative impacts to the neighborhood and community quality of life for the residents of Sunnyvale. The DEIR only speaks to theoretical average traffic growth at a limited number of intersections in the City. The DEIR needs a "resident quality of life" section.

If the DEIR is not the correct part of the overall approval process to address these community quality of life concerns, where is the appropriate step in the process to address these? The community is looking for leadership from the City government to help direct us to the appropriate forum. (Interesting note: I asked this question in the Study Session with the Planning Commission on September 24 on this topic. The only answer I received from City representatives was to ask this question in my comments to the DEIR). The Group is very concerned that there is not an appropriate forum in the process to get the quality of life concerns addressed

The Group has chosen to live in Sunnyvale because of the quality of life we can experience in our community. We do not feel the City of Sunnyvale quality of life should be negatively impacted so that "regional operational deficiencies can be alleviated".

Response 20.6: The EIR is required to describe impacts over whatever distance is appropriate for a given topic. Some impacts (e.g., filling of wetlands) are typically limited to an area immediately within or adjacent to a project. Other impacts (e.g., air pollutant emissions from a factory) can extend substantial distances from a project.

"Quality of life" is a subjective ~~phrase~~ issue that is very difficult to analyze. Per legislative requirements, CEQA documents address a variety of topics that, when taken together, greatly affect quality of life. These topics include noise, air quality, traffic, land use compatibility, water quality, flooding, visual and aesthetics, public safety, biological resources, historic resources, exposure to hazardous materials, etc. These issues are addressed in the EIR.

Comment 20.7: Section 1.1.2, page 15 states: The Mary Avenue Extension has been in the City's General Plan as part of the planned roadway network for several decades. Existing development, as well as future development, assumes this north-south connection will be constructed.

The Mary Avenue over pass is only mentioned once in the Land Use and Transportation Sub-Element of the General Plan. On page 154 - R1.6: it states "to preserve the option". For the amount of times the General Plan is referred to as the rational for this project, there are frighteningly few words to describe the need or rational for this project. (The Mary Ave over pass does show on several of the diagrams). Given the lack of information about this project in the current version of the General Plan, the references to the General Plan as the rational for this project should be removed from the DEIR. Or the importance of the General Plan references should be reduced in the DEIR.

Response 20.7: The Draft EIR notes that the proposed project has been part of the City's planned roadway network for several decades. Appendix E of the General Plan, *Transportation Mitigations*, identifies the Mary Avenue Extension as one of the improvements needed to provide sufficient roadway capacity for build-out of the General Plan. All traffic analyses that have been completed subsequent to that time have assumed the completion of the Mary Avenue Extension in the long-term. See also Master Response # 5, which summarizes the studies that have been completed over the past 25 years, each of which confirmed the need for the Mary Avenue Extension.

Comment 20.8: Is the Moffett Park Area a viable property for development without the proposed Mary Ave. extension?

• If yes, then the Mary Ave Extension is not required and this assumption is not a valid argument for its construction.
• If no, then has any promise or commitment (written or verbal) been made to the developers or companies that the Mary Ave. Extension will be built? In the absence of any prior commitment for the Mary Ave. Extension being built, this assumption is not a valid argument for its construction. If a commitment has been made, this should be added to the public record. Who made the commitment and when?

Response 20.8: The City collects traffic impact fees from any new development that adds new vehicle trips to the roadway system. These fees ~~will~~ would be used to complete a set of projects that have been identified to mitigate the growth in vehicle traffic due to buildout of the City's land use plan. The Mary Avenue Extension project is one of these projects. In addition, the Mary Avenue Extension has been identified in EIRs as mitigation for development projects that have been approved by the City, including ~~developed~~ development in Moffett Park. The City Council's approval of ~~this~~ the Moffett Park development has been ~~predicted~~based, in part, on the assumption that the Mary Avenue Extension ~~will~~ would be constructed when funding is obtained.

If the City Council decides to remove the Mary Avenue Extension from the General Plan, then all future traffic studies and CEQA documents would no longer include this facility. Future EIRs would be required to describe alternative mitigation measures for the significant traffic impacts that would

otherwise have been mitigated by the Extension. If alternative measures are unavailable, the City would have three choices: 1) not approve the development, 2) approve the development without mitigating the traffic impact and live with the consequences, or 3) amend the General Plan to allow more congestion to occur by lowering the City's level of service standard.

Removal of the Mary Avenue Extension from the General Plan ~~will~~ would also invalidate those CEQA documents for not-yet-constructed phases of approved projects that relied on the traffic capacity provided by the Extension. As future phases of such approved projects come forward for permits, the absence of the Mary Avenue Extension ~~will~~ would mean those documents are no longer valid and CEQA updates ~~will~~ may need to be prepared.

Comment 20.9: The developers and current companies in the Moffett Park Area made decisions to build and operate their businesses in this area with the clear knowledge of the positive or negative transportation aspects of this property. The Group has heard previous declarations about the viability of development in the Moffett Park Area because of its easy access to transportation. (101,237, 85, Light Rail) Has something changed in all of this that now reduces the benefits of developing this land or increases the negatives?

Response 20.9: As noted previously, the Mary Avenue Extension has been a part of all planning and traffic studies for decades. As described in Master Response #5, the studies conducted by the City, VTA, and Caltrans have repeatedly validated the need for the Mary Avenue Extension. The only thing that has changed is that, as growth as occurred, the need for the capacity provided by the Extension has increased and the City gets closer to the predicted 2020 traffic condition.

Comment 20.10: How does all this affect the communities of the City of Sunnyvale? The impact area of this project is much larger than just the Project Alignment area. Section 2.3.1.5 and forward talks about the inter-linking effect of this project with the City. The DEIR states there is a regional impact to this project. It will affect the entire area bounded by Homestead, Bernardo/85, Lawrence Express Way and 101/237. All traffic patterns in this area will be impacted. The DEIR does not appear to adequately define or measure the impact in this entire area. This should be corrected before the final version of the document is submitted. Figure 2.0-1 Existing Transportation Network and Study Intersections also highlights the fact the impact area of this project is greater than the Project Alignment Area.

Response 20.10: The purpose of including Figures 2.0-3 and 2.0-4 in the Draft EIR is to convey the "big picture" traffic impact of the project in the greater Sunnyvale area. The thick red and green lines show where all of the notable increases and decreases ~~will~~ would occur. The thin red and green lines convey small changes. Figures 6.0-2 through 6.0-9 in the Draft EIR provide the same information for two of the alternatives. See also Figures 6.0-10 through 6.0-17 in Section 5.0 of this document for additional alternatives that were evaluated.

Comment 20.11: You can also see by the comments extracted from the DEIR the impact area is much larger than the Project Alignment Area. It is also likely to induce additional growth because of this project. Section 3.2, Page 88 states: The project is located within an urbanized area of Santa Clara County, and its construction will not open additional areas to development. The proposed project will likely have an indirect growth-inducing effect since it increases the capacity of the area's transportation network. To the extent that the provision of an adequate transportation network is essential to growth, the lack of such capacity is a constraint to growth. Therefore, the project would remove one potential constraint to growth.

This is an inconsistency in the DEIR. It some sections it assumes no new growth from this project and some sections assumes there will be growth due to this project. Assuming there will be new traffic growth in the City is probably a more realistic assumption. All the traffic numbers and patterns should be re-done using this assumption before the final version of the EIR.

Response 20.11: The text on page 88 of the Draft EIR makes a distinction between "planned" and "unplanned" growth. The Draft EIR notes that the project ~~will~~ would facilitate planned growth because it increases the capacity of the area's transportation network. Any "unplanned" growth that may be facilitated by the project would require its own environmental review.

Comment 20.12: Section 2.3.2.2, Page 47 & 48 states: Unlike a project that constructs or expands a land use with a resulting increase in traffic (e.g., residential subdivision, shopping center, industrial park, etc.), the proposed project is designed to accommodate existing and projected traffic demand. As such, the proposed project would not change overall traffic volumes in the area. Instead, because the project consists of a new north-south roadway connection, its primary effect will be to change the traffic distribution in the area.

Table 2.0-1 shows projected ADT volumes on roadways in the project area with the proposed Mary Avenue Extension in place. As noted above and as shown in the table, the project will redistribute traffic in the area since it will provide an alternative north-south connection across two major freeways. Figures 2.0-3 and 2.0-4 also illustrate this point; the figures depict the projected changes in 2020 peak-hour volumes due to the project, as compared to "no project" conditions. With the project, traffic from Mathilda. Avenue will shift to Mary Avenue. As a result of the additional capacity available at Mathilda, some of the traffic that currently uses Fair Oaks Avenue and Lawrence Expressway to access Moffett Park area will shift to Mathilda Avenue. At a number of other study intersections, the project would slightly - but not significantly - worsen peak hour operations. At other intersections the effect would be negligible or nonexistent.

It is the combined effect of these traffic pattern changes that will negatively affect the quality of life for residents of the City and the neighborhood communities. Per the DEIR, traffic is going to be re-distributed across the City. The DEIR tries to state that the effects of this re-distribution will be negligible or nonexistent. The Group disagrees with this assertion.

Response 20.12: Increases in traffic due to ongoing development are disclosed in the Draft EIR, as are the changes associated with the proposed project. The tables, figures, and text of the Draft EIR quantify the portion of the changes in traffic attributable to ongoing development, as well as the portion attributable to the Mary Avenue Extension. The City Council will consider these data, along with all of the information contained in the public record, when making a decision regarding the proposed project. Based on the identified significance criteria, mitigation measures have been identified for significant impacts. No significant unavoidable impacts would result from the project.

Comment 20.13: Table 2.0-6 - 2020 Average Daily Trips Comparison shows greater growth in City traffic. Note: There is a significant inconsistency in two of the line items in this chart. The "South of El Camino" and the "North of Fremont" line items show different projected growth patterns, yet they appear to be referring to the same section of Mary Avenue. This same inconsistency also exists in Table 20.0-1 Existing Average Daily Trips.

Response 20.13: The data shown in Table 2.0-6 of the Draft EIR is correct. The table lists the average daily trips immediately adjacent to particular intersections and does not represent the average daily trips along the entire segment. As an example, on Mary Avenue between Fremont Avenue and El Camino Real there are many cross-streets and driveways. Vehicles are entering and leaving Mary Avenue at numerous points along that segment. This is why the volume "north of Fremont" does not match the volume "south of El Camino Real".

Comment 20.14: In only one area of the DEIR does it mention actual "field observations". The Group feels this is another disconnect between the DEIR and the residents views about the impact of this project on the quality of life and the City. The residents make daily "field observations" and are not solely relying on mathematical models. There is a big disconnect between the reality of life on the "Streets of Sunnyvale" and the theoretical models used in the DEIR. This should be corrected for the final version of the EIR.

Response #ing jumps to 20.15 below… is there a response 20.14 and comment 20.15 missing or is the numbering wrong from this point on?]

Response 20.15: Although it was not specifically stated in the text of the Draft EIR (except in Section 2.3 of the Draft EIR), technical analyses completed for the project including the transportation, noise, tree, cultural, geotechnical, environmental site assessments (Phase I) were completed based on field visits, observations, measurements (e.g., tree measurements and noise measurements) and samples (e.g., soil samples). Refer to the appendices of the Draft EIR for these reports and descriptions of field work. It is also important to note that the City's traffic model has been calibrated based on field data.

Comment 20.16: The recent announcement by NASA about Goggle flights and their intention to build 1 million square feet of office space was not included in the DEIR. The Mary Avenue overpass does not feed directly into the NASA side of the Moffett development area, but building a large amount of office space in the NASA area would have a huge impact to the traffic use of the overpass. Assumptions for traffic growth generated by the building on NASA land should be included in the traffic models for this project before the final version is published. ***[Does this include Google #?]***

Response 20.16: As discussed in Section 2.3 of the Draft EIR and in Master Response #1, future 2020 traffic volumes are based on the buildout of the land uses identified in the adopted Sunnyvale General Plan, as well as that of neighboring jurisdictions including Mountain View.

Comment 20.17: The only mention of residents in the DEIR is on Page 14 - Known Views of Local Groups and Areas of Controversy. It mentions a little known meeting on Feb 21, 2007. Again, the Group does not see anything in the DEIR to ensure the community quality of life is not negatively impacted. The DEIR spends more time describing and documenting the potential short-term impact on Burrowing Owl, Nesting Raptors and construction related noise than it does to the long-term impact to the residents and the communities within the City. The Mary Ave Extension, if it is approved, will be in place and affect the City for decades to come. (Please don't get me wrong, I am all for protecting the environment and small woodlands creatures). But, I am just as concerned about protecting the well-being of the residents of the City.

Response 20.17: The Draft EIR analyzes impacts from the proposed project on the surrounding environment, including existing residences in the land use, visual and aesthetics, transportation, ~~and~~ noise and air quality sections (refer to Sections 2.1, 2.2, 2.3, ~~and~~ 2.4, and 2.5 in the Draft EIR).

Comment 20.18: Side note about mitigation steps: If the mitigation steps in MM BIO - 1.1 and MM BIO - 2.1 are completely followed you cannot construct this project. These two mitigation steps close the entire year to construction because of the non-overlapping breeding seasons of both the Burrowing Owl and Nesting Raptor.

Response 20.18: Burrowing owls are typically found in open, dry annual or perennial grasslands, deserts, and scrublands. They prefer habitats with low-growing vegetation and/or slightly elevated areas of bare ground, void of trees. In contrast, nesting raptors could be present within trees on and adjacent to the project alignment. It is unlikely that burrowing owls and raptors would nest in proximity to each other. Thus, the same areas are not likely to be protected for both species and construction limitations would occur for limited months.

Comment 20.19: The Group feels that a better assessment of the impact to the residents, neighborhoods, communities and the City needs to be undertaken before a decision on this project can be evaluated. This project will have far reaching impacts to the entire City and as such warrants better review of the potential benefits verses the probable negative impact to quality of life for the voting, tax paying residents that have invested in living in this wonderful place we all call home, Sunnyvale.

If the DEIR is not the appropriate place to have this better review, can you please communicate the appropriate step in the process where this review will take place and how the residents and community can effectively participate? Currently, residents do not feel their quality of life concerns are being heard, let alone addressed.

Response 20.19: This is a restatement of Comment 20.6. Please see Response 20.6. ***[Mention future public hearings]***

Comment 20.20: Why does there appear to be a sense of urgency for this project now? This potential transportation concern was formally identified in 1972, Thirty-Five years ago.

Response 20.20: Please see Response 20.9.

Comment 20.21: Summary - Call for Action
• Quality of life concerns have not been addressed in the DEIR. Is there a more appropriate place for them to be addressed before a decision is evaluated?
• It is an open question if the Moffett Park Area requires the Mary Ave. Extension to be developed. There is no doubt the Moffett Park developers and regional traffic planners would prefer the project.
• NASA building development concepts need to be included in the models for this project.
• The reason for urgency to move forward on this project is unclear.

For these reasons, the Group requests that the Mary Avenue Extension project be placed on hold until an appropriate assessment can be made of the practical impacts to the quality of life for residents of the City.

Response 20.21: This comment is a summary of earlier comments. Refer to above responses.

RESPONSES TO COMMENT #21:
Hubble, Jeremy (dated 11/12/07)

Comment 21.1: There are significant errors and omissions in the lane geometry discussion – especially as pertains to the Mary Avenue lane-reduction alternatives. In the Draft EIR, it is assumed that each intersection will have just one left-turn lane, and one through-right lane. This proposed layout fails to acknowledge that the street remains at its current width. Since parking is restricted near intersections, this leaves two additional lanes at each intersection that could be used to maximize travel flow. (This may be an extra turn lane, through lane, receiving lane, or even bike turn lanes.) As it stands, the DEIR shows very little change in vehicle capacity with the lane reduction. The only significant problem is decreased LOS at some intersections - which would be remedied by improved geometry.

Response 21.1: By definition, the Downgrade Mary Avenue Alternative reduces the number of lanes on Mary Avenue. This reduction in lanes greatly affects the LOS because the capacity of the intersection is lowered.

Comment 21.2: Additionally, safety concerns are not addressed adequately. The Mary Avenue overpass would be a great advantage to the safety of pedestrians, cyclists and automobiles. The current intersection at Mathilda has many automobiles merging at high speeds. It also has vanishing sidewalks making it difficult to walk, and no bike lanes. Adding a direct connection to western Moffett Park will provide a significant safety improvement for vehicular and non-vehicular traffic. Combined with the soon-to-be-constructed Borregas bridges, it will finally provide safe access for Sunnyvale residents to the primary Sunnyvale industrial area.

The safety improvements of the new overpass, will, however, be negated if access to the overpass is made more dangerous. Safety improvements on south Mary (such as the lane reduction) need to be put in place to make sure that it does remain a viable route for bicycle commuters.

Response 21.2: The Mary Avenue Extension ~~will~~ would include bike lanes and sidewalks. Mary Avenue has bike lanes between Almanor Avenue and Maude Avenue that would directly connect to the proposed project. There are also bike lanes on the southern end of Mary Avenue between The Dalles and Homestead Road. The City is currently constructing bike lanes on Mary Avenue between The Dalles and Cascade Drive. The section of Mary Avenue between Cascade Drive and Maude Avenue meets the State's criteria for designation as a Class III bicycle route, and has been so designated by the City. To the north of the proposed project, 11th Avenue has bike lanes that would directly connect to the proposed project.

Comment 21.3: Alternatives to automobile traffic is not addressed significantly in the DEIR. Since the Mary Avenue overpass will primarily serve to benefit local Sunnyvale residents, other alternatives to provide service to local residents can be considered. Some areas include.
a) Bike Lanes - providing a safe bike route to the Moffett park area can increase bicycle commuting, reducing the number of drivers. (There is currently no good crossing over 237/101 for bicyclists. Also, there is no complete north/south bike lane/bike route that goes to the area.)
b) Land Use - There is currently no housing and very little retail in Moffett Park. Many company employees and visitors that could live or stay in areas close to Moffett Park, thereby reducing traffic. The current separation of uses is not appropriate for a dense population and employment center like Sunnyvale.
c) Transit - There is one bus line (54), and a few train shuttles that provides infrequent rush hour

service to Moffett Park. However, there is no frequent all-day transit service connecting the Mary Avenue Corridor to Moffett Park. Implementation of an all-day, frequent transit service would provide direct access for Sunnyvale residents, as well as connecting service for trains and other bus lines. The free bus services in Palo Alto and Stanford could serve as a local example. Funding could be provided jointly from employers in the area and government entities. A frequent, high-quality, reliable transit line could provide a viable alternative to driving. Unfortunately, most of the transit in Sunnyvale is infrequent, not very reliable, and has little connectivity to key employment areas. This results in greater number of drivers, which requires greater parking space, which actually limits developable land and tax revenue.

Response 21.3: For an overview of transit alternatives that have been considered in Sunnyvale, please see Master Responses #2 through 4. The land use alternative suggested in this comment is unrelated to the project ~~objective~~.

RESPONSES TO COMMENT #22:
Johnson, Cathy (dated 11/12/07)

Comment 22.1: I have been a resident of Sunnyvale for 43 years. The last 16 of those years have been spent on Mary Ave. My family has dealt with the traffic and pollution created from so much traffic on this street as it is. I take my son to a local school on Mary Ave. every morning and have to deal with getting out of our driveway, my husband deals with the same problem every day to go to work.

I first heard about the Mary overcrossing from a city employee in April of 2007 who said that the overcrossing is already done as far as the traffic manager and city staff was concerned. That's when my neighbor and I started to get involved in the matter to stop this crazy thought of putting more traffic on our residential street. The impact this has on the health and safety of the citizens of this city and their children has not been considered or looked at by the traffic department of Sunnyvale, which should be of utmost concern to them.

Response 22.1: Although the Mary Avenue Extension has been envisioned for several decades, it is not an approved project. The impacts of this extension are the subject of this EIR. The City Council will consider these impacts when deciding whether or not to approve the extension. Health and safety are addressed under specific EIR topics such as noise, air quality, and transportation.

Comment 22.2: I'm not an engineer so the DEIR was really confusing to the lay people of this city and myself. I wish we would have known about this project before the city council even approved to study this issue, that way we could have saved a lot of money and then spent that money on some other way to get the people into the Moffett Towers.

Response 22.2: As stated in the Draft EIR, the proposed Mary Avenue Extension has been part of the City's General Plan for several decades. Refer to Master Responses #1 through #4 ~~#5~~.

Comment 22.3: I know the group that was formed, the Sunnyvale West Neighborhood Association has come up with some excellent ideas and looked at alternative ways that the DEIR did not even consider. I believe Dave Whittum who is now a council member will have some great ideas on what to do because he has attended and contributed ideas with our association

I do believe that in Sunnyvale and throughout this bay area the city can find a city traffic manager and staff that are creative enough to find better alternatives to get people to the Moffett Towers then using the same plan as the one that failed in 1974. It was a bad idea then and a bad idea to use it now!!!!!

Response 22.3: Master Responses #2 through 6 describe all of the transit and highway alternatives that have been evaluated by the City, VTA, and Caltrans over the past 25+ years. In addition, the Draft EIR analyzed seven alternatives and Section 5.0 of this document analyzes two more alternatives.

RESPONSES TO COMMENT #23:
Jones, Susan and Barry Friedman (dated 11/10/07)

Comment 23.1: It is impossible for most individuals to interpret the DEIR as published.
• It references documents which have been difficult to obtain or decipher
• Documents that are referenced are not found on-line and several that are online are unsearchable for pertinent key words making cross referencing practically impossible

Response 23.1: As stated in the Draft EIR, the Draft EIR and documents referenced in it are available for public review at City Hall during normal business hours. The documents have been available since August 24, 2007 when the Draft EIR was available for public review.

Comment 23.2: It appears that much of this DEIR is based upon old and out-dated information from earlier studies. The traffic estimates are actually *guestimates* and they *assume* the majority of traffic will dissipate before it hits El Camino. Again, this is a *guess.* We know this because previous 'guesses' had 10,000-15,000 additional cars coming through our neighborhood. Those numbers have mysteriously disappeared from all references – except the Sunnyvale Sun:
o "Some neighbors who live near Mary Avenue expressed displeasure with the project because it would add traffic to the street. A late 1990s traffic study indicated there would be 10,000 more daily car trips on Mary with the bridge, and that figure now may be higher." March 21, 2007
o "He (Adam Levermore-Rich, Sunnyvale Spokesman) also said the draft EIR will include an updated traffic study. A late 1990s traffic study indicated there would be 10,000 more trips as a result of the bridge, <u>but that number may be higher now</u>." Aug. 15, 2007

Response 23.2: The EIR did not rely on old studies. A new traffic analysis was undertaken as part of the preparation of this EIR. <u>As part of this analysis, traffic modeling is an accepted practice to estimate future conditions.</u>

Comment 23.3: The DEIR pre-supposes the majority of traffic will be arriving at Mary Ave from Central Expressway and does not consider the large amount of traffic trying to reach the Moffett Park (MP) area via Highway 85 north. Since traffic starts to back up on Hwy 85 by Homestead, we believe that, if the bridge is allowed to be built, drivers will exit 85 as soon as possible resulting in thousands of vehicles invading our residential streets.

Response 23.3: It appears that the thrust of this comment is that motorists will avoid congestion on SR 85 and will use Mary Avenue as an alternate. In order for a local street to be an attractive alternate to a freeway, there must be convenient access between the freeway and local street, as well as a tangible time savings. In this case, the SR 85/Homestead Road interchange does not provide access to/from the south. Further, the number of traffic signals on Mary Avenue makes any potential

time savings questionable. Therefore, Mary Avenue would not be a viable alternate for motorists seeking to avoid congestion on SR 85.

Comment 23.4: The DEIR claims a traffic increase of 30% in the Sunnyvale West area (SVW) south of EI Camino over the next 13 years. With no major construction in the area (large office spaces, or housing complexes), how can this be? There is *nowhere* for such large construction to take place - unless the City-is planning to ravage our parkland.

Response 23.4: Please refer to Master Response #1.

Comment 23.5: It does not explore other mentioned alternatives in detail. It fails to seriously consider the possibility of direct ingress/egress to the Moffett Park area from both highways 101 and 237 thereby keeping the traffic on the highways where it belongs. The need to interact with other jurisdictions should not be an excuse to overlook an obvious solution.

As things are now, cars are forced onto surface streets because of the lack of viable alternatives. Lest we be accused of NIMBYism, understand, we are not just trying to protect our neighborhood – we're trying to protect all of Sunnyvale. If we can make staying **ON** the highways more attractive to drivers, perhaps we can reduce the number of cars on surface road as well. Without a reasonable, logical alternative, cars are forced onto city streets. That's bad – for everyone – residents, drivers, cyclists, and pedestrians!

Response 23.5: Alternatives to the proposed project were analyzed in Section 6.0 of the Draft EIR. Additional alternatives to the project, including ones providing direct access to the Moffett Park Area, were analyzed in past studies and in this Final EIR, refer to Master Responses #2 through 6 and Section 5.0 of this Final EIR.

Comment 23.6: We are trying to improve the quality of life for the drivers, too. They don't want to be stuck in traffic at lights every few hundred yards. Given a decent highway thoroughfare, it would be safe to say most drivers would opt to stay on a highway rather than take surface roads with its additional hazards (pedestrians, stop and go movement, cyclists…)

With the cost of gasoline skyrocketing, it also makes sense to keep the cars on the highways as it is common knowledge that highway driving yields better mileage per gallon in most conventional vehicles. With 3 out 4 cars appearing to be an SUV that is sure to mount up in both gas consumption and pollution.

There is a possibility that this bridge could impinge future upgrading of the 101 and 237 interchanges if done as a separate project. For cyclists, if we can get more cars *off* the streets, this should improve their quality of life, too.

Response 23.6: The Mary Avenue Extension ~~will~~ would not conflict with any of the future improvements to U.S. 101 or SR 237 that are identified by VTA in the Valley Transportation Plan.

Comment 23.7: Furthermore, according to the Sunnyvale Traffic Department, because Mary Avenue is classified as 'Arterial,' no traffic mitigation options will be available to us. In addition, when deciding whether or not to implement traffic calming measures the Traffic Department takes several issues into consideration. We submit that using the same list of concerns applied to the building of the Mary Avenue Extension shows a discernable negative impact to the SVW Neighborhood:

Permanence - What could be more permanent than a $100 million bridge?
Neighborhood Property Values - Will decrease as traffic increases and removal of on-street parking is implemented (throughout Sunnyvale, not just on Mary Ave)
Accident and Crash Reduction - More traffic equals more accidents
Delays in Emergency Response Vehicles - More traffic makes it harder for ERV to get through to their destination. Ever watched an ERV try to get through when there's nowhere for the traffic to move out of the way?
Diverting the "Problem" traffic to another neighborhood street - This is exactly what this bridge will do to us. Divert problem traffic through our neighborhood streets
Everyone is inconvenienced - Everyone who lives in, or drives through, the Sunnyvale West Neighborhood will be inconvenienced
Benefits are very localized - Mainly traffic from outside Sunnyvale will be using a bridge located at the far end of the City. These benefits seem very localized!
Actions can be significant for certain types of vehicles - Will we now have"18 Wheelers" driving through our streets? It seems very likely.
Impacts on parking and other road users - Difficulty in exiting one's driveway on Mary Avenue is a huge impact. The current heavy traffic on Mary is already a problem.
Visual impacts, noise impacts and aesthetic concerns - This is obvious. More cars and Trucks = more pollution, more noise; and the bridge itself will be visually and aesthetically undesirable

Response 23.7: The environmental concerns raised in the above comment pertain to the removal of on-street parking, the correlation between traffic and accidents, emergency response vehicle access, origin of traffic on Mary Avenue, and driveway access from Mary Avenue.

The proposed project ~~does not include or~~ would not result in the removal of on-street parking. The project would improve overall traffic circulation and therefore, would not result in impediments to emergency response vehicles. The origin of the traffic that would be using the proposed Mary Avenue Extension is discussed in Master Response #1. Section 2.3 of the Draft EIR (see page 55) discusses the impacts of the project on access from driveways to Mary Avenue. Mary Avenue does not include any substandard design features that might result in an increase in accidents. Without the project, there would also be increased traffic, as shown in Table 2.0-6.

Comment 23.8: At one of the City sponsored informational forums, prior to the start of the meeting, you were overheard saying to Moffett Park Business representatives (paraphrased) 'This has been on the books for decades. It's time to get on with it.' This is not an item on a 'To Do' list that needs to be struck off. This project will affect our quality of life and the value of our homes.

During this same meeting, you declared your goal was to create an additional north/south corridor along the western border of Sunnyvale. It is our contention that Highway 85 should be that corridor. Obviously, improvements will need to be addressed to handle the 85/237 exchange but this project is already on the books with the VTA.

Response 23.8: The above comment suggests that improvements to SR 85 be evaluated as an alternative to the project. Refer to Section 5.0 of this Final EIR.

Comment 23.9: In conclusion, this project is a "one-way street" in that it is only the *developers* who benefit. The bridge serves no logical purpose for either those trying to reach the Moffett Business Park or those who live in the Sunnyvale West area.

Response 23.9: Refer to Master Response #1 which includes a table showing the origin/destination of traffic on Mary Avenue.

Comment 23.10: We, and more than 1,200 residents of the Sunnyvale West Neighborhood, are OPPOSED to the Mary Avenue Extension.

Response 23.10: This comment states an opinion in opposition of the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

RESPONSES TO COMMENT #24:
Komas, John and Dee (dated 10/12/07)

Comment 24.1: As Mary Ave. residents since 1965 we say "NO" to Mary Ave. overpass - Do the "powers that be" hear us???? & many others????

Response 24.1: This comment states an opinion in opposition of the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

RESPONSES TO COMMENT #25:
Latusky, James and Paula (various dates)

Comment 25.1: I have been a resident of Mary Avenue for over 30 years. Over the years I have seen a large increase in the traffic on my street. The other residents are correct in that it is very difficult to get in and out of your driveway during commute hours. The traffic during non commute hours has also increased significantly.

Building an overpass from Mary Avenue to the new business park at Moffett Park will only add to the traffic congestion, noise and pollution. Can you imagine what thousands of new autos onto my street would be like? It will be a safety hazard and create more environmental pollution as well decrease the property value.

Sunnyvale is a nice city and a wonderful place to live and retire. I want to voice my objection to this project and would like the City of Sunnyvale and Sunnyvale City Counsel to consider an alternative solution.

Response 25.1: This comment states an opinion in opposition of the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

Comment 25.2: Due to illness we are unable to attend the meeting. We are against the overpass. It is hard enough to get out of our driveway now. You are driving us out of S'vale. I hope more will let you know how we feel. No, no, no

Response 25.2: This comment states an opinion in opposition of the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

RESPONSES TO COMMENT #26:
Lee, Fred (dated 10/26/07)

Comment 26.1: I urge you to vote against the proposed Mary Avenue bridge. Like the other members of the Sunnyvale West Neighborhood Association, I am concerned about the traffic it would bring to our residential areas, the pollution, and the noise. But my main concern is for the damage to the values of our houses. I'm not ashamed to admit it. I suspect that it is, and rightfully so, the main concern of many others, although they have not often voiced it. Perhaps they think it is not an effective argument to use in a city that has sometimes shown little concern for the home values of its residents (and taxpayers). Our own tenure here on Mary Avenue, over the last forty-seven years, confirms that they are probably right. For some thirty years, the city allowed the Navy to conduct landing practice over its most populous areas. That brought a four-engine P-3 Orion a few hundred feet over our roof at a normal rate of one per minute all day and late into the night. Only the Navy's departure from Moffett Field finally stopped that outrageous activity. Next the city allowed our neighbor to turn her single-family home into an apartment house teeming with tenants and their cars. Once she had duped the city into issuing a permit for an addition that violated most of the city's own rules, the city did their best to protect her from us - her "troublesome, complaining" neighbors. The city provides as many loopholes as it has rules. Even the garage is now being used as a living room, which we think is a cardinal sin in most cities. So what we are trying to protect is not our property value but what is left of our property value.
Based on what we have learned about our city's mind-set, we have cause to worry about the future. The bridge will in all probability be built (objections from residents will be carefully listened to but only to make them think they have a say in the matter). The traffic on Mary will certainly increase significantly. Things will have to be done to keep it flowing. We are afraid that one of those things will be to suddenly find our on-street parking taken away some day. That will probably be the biggest blow to property values yet. We noted that property values are not included in the city's environmental impact studies. Somebody ought to be taking them into account. We hope that will be you, our elected representatives.

Response 26.1: This comment states an opinion in opposition of the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary. EIRs are not required to address property value impacts.

RESPONSES TO COMMENT #27:
Mathews, William (No date)

Comment 27.1: Thank you for my copy of the EIR and your public presentations on the Mary Ave Project. I have conferred with a well known California E.I.R. Attorney. This E.I.R. MUST comply with California Environmental and Planning Law and therefore address health issues such as cancer induced by construction and traffic pollution-your preamble of CEQUA disclaimers 15121 through 15151 notwithstanding.

You must address, and the council be made aware of, very new information that was not available when the city's General Plan and Land Use and Transportation Statutes, and this current E.I.R were conceived of and written. It has long ago been proven that auto and truck and bus diesel and gasoline exhausts were lung, urinary tract, and blood dyscrasia carcinogens. It was suspected that breast cancer also had an environmental component. A new study released by USC School of Medicine. The Keck Institute, Boston School of Public Health, and others, proves that traffic exhausts cause

breast cancer. Young girls living and schooling near areas of increased traffic absorb the carcinogens. When they grow to between the ages of thirty to fifty years old breast cancer becomes their leading cause of death.

Having been informed previously, on 27 APRIL 2007, and now Nov. 2007, of the disease and death risks of increasing traffic and building a Mary Ave. extension, your agency and Community Development and Planning have an obligation to prepare an E.I.R. that responds to this CREDIBLE issue. Your Tables and Figures in Section Two of the E.I.R. indicate a shift to, and therefore redistributed increase in, traffic on Mary Ave. Young women reside and school in this area Your E.I.R is INADEQUATE and INSUFFICIENT to support this project. The General Plan indicates that planning should only maintain or LESSEN traffic in residential and school areas. You now have a clear and unequivocal duty to respond with a viable mitigation to this problem or recommend to council that this extension is not feasible.

Response 27.1: It is well known that the exhaust from motor vehicles, especially diesel exhaust, contains various pollutants and carcinogens. As such, the U.S. EPA and the California Air Resources Board have adopted standards that set limits ~~of~~ on the emissions of the substances. The City has no authority to regulate emissions from motor vehicles. ***[Add BAAQMD standards issues here and criteria.]***

The City can and does, however, take steps to reduce motor vehicle emissions by requiring employers to implement measures to reduce trips by single-occupant vehicles (e.g., providing shuttles to nearby transit stations), promoting transit usage, constructing bicycle and pedestrian facilities, approved mixed-use development, and reducing roadway congestion. The proposed project ~~will~~ would reduce congestion by increasing roadway capacity, which ~~will~~ would lower emissions.

Overall traffic volumes on a citywide basis would~~will~~ be the same with or without the project. The project would~~will~~ not add new vehicle trips to the roadway network. As stated in the Draft EIR on page 65, concentrations of carbon monoxide would~~will~~ not exceed standards along Mary Avenue.

The data in the Draft EIR (Table 2.0-6 and Figures 2.0-3 and 2.0-4) indicate that the project would~~will~~ have a negligible effect on traffic volumes in the residential area at the southerly end of Mary Avenue (south of Central Expressway).~~.~~

RESPONSES TO COMMENT #28:
Matsewba, Pat and Mitch (dated 9/25/07)

Comment 28.1: I have been a resident of Mary Avenue for over 30 years. Over the years I have seen a large increase in the traffic on my street. The other residents are correct in that it is very difficult to get in and out of your driveway during commute hours. The traffic during non commute hours has also increased significantly.

Building an overpass from Mary Avenue to the new business park at Moffett Park will only add to the traffic congestion, noise and pollution. Can you imagine what thousands of new autos onto my street would be like? It will be a safety hazard and create more environmental pollution as well decrease the property value.

Sunnyvale is a nice city and a wonderful place to live and retire. I want to voice my objection to this project and would like the City of Sunnyvale and Sunnyvale City Counsel to consider an alternative solution.

Response 28.1: This comment states an opinion in opposition of the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

RESPONSES TO COMMENT #29:
Mortensen, Eva (dated 9/20/07)

Comment 29.1: As a long-time resident of Sunnyvale, I am writing to express my concern regarding the bridge extension of Mary Avenue over Highways 237 and 101. Although I appreciate the need to address our ever increasing traffic problems, this project seems misguided at best. From my perspective, such a bridge would only further encourage traffic into our residential neighborhoods, exactly the opposite of what Sunnyvale should be striving for.

Furthermore, such a bridge would be the obvious first step in eventually extending Mary over Highway 280. The city is already surrounded by four freeways, subjected to continuous cross-town traffic. We don't need to encourage it by creating another thoroughfare.

Please consider the grave consequences of your decision. Instead, why don't you consider making Mary south of EI Camino a two-lane road flanked by bike paths or better yet, closing Mary at the railroad tracks. Such an action would make the entire community around the library and Washington Park the true residential area it deserves to be.

Response 29.1: The Downgrade Mary Avenue Alternative is analyzed in Section 6.6 of the Draft EIR. The No Thru Traffic on Mary Avenue Alternative is analyzed in Section 5.0 of this Final EIR.

RESPONSES TO COMMENT #30:
Mullen, Jack (No date)

Comment 30.1: Extending Mary Avenue--which runs right through the heart of Sunnyvale's western residential districts between the Mathilda-Sunnyvale-Saratoga roadway and the 85 Freeway-will have devastating effects on Sunnyvale neighborhoods.

The Mary Avenue Extension will turn Mary Avenue into a MAJOR north-south artery used primarily by residents OUTSIDE Sunnyvale, daily dumping thousands of autos from chiefly the 85-237 freeway bottlenecks and Moffett Park directly into the Sunnyvale's western neighborhoods from the Central Expressway to Homestead Road.

The Moffett Park traffic, the 85-237-spillover traffic, and additional spillover traffic from 101, 280, and Mathilda Avenue-Sunnyvale-Saratoga-Road will cause extraordinary congestion on Mary Avenue during the commute hours and at lunchtime. That Mary Avenue congestion will in turn cause impatient and tardy motorists to drive east and west through Sunnyvale residential streets to get to other nearby north-south roadways like Bernardo, Wright, Pastoria-Hollenbeck-Stelling, and Mathilda-Sunnyvale-Saratoga.

The Mary Avenue Extension will also further jam up EI Camino Real, Fremont Avenue, and Homestead Road, particularly increasing traffic during the commute hours on Fremont Avenue and Homestead Road as motorists who live outside Sunnyvale use those two roadways to get to and from 85, 237, 280, 101, or the Foothill Expressway.

Each year the commute congestion on Mary Avenue gets worse, but the Mary Avenue Extension will INSTANTLY turn Mary Avenue into a parking lot at commute time. In order to lessen the problem, the city government would then most likely spend MORE MONEY building Mary-Avenue overpasses over the SP railroad tracks and the Central Expressway and also lengthen the green-signal-light time on Mary Avenue making Sunnyvale residents wait lengthy periods at Mary-Avenue cross streets.

The Mary Avenue Extension will only increase the traffic problems throughout Sunnyvale, increase the traffic and speeding in Sunnyvale's residential neighborhoods and around Sunnyvale's schools, worsen the air quality in Sunnyvale neighborhoods and at Sunnyvale schools (especially at Sunnyvale Middle School and Homestead High School which border Mary Avenue), and decrease property values in most homes between the Sunnyvale-Saratoga-Mathilda roadway on the east and Freeway 85 on the west and from Homestead Road in the south to the Central Expressway in the north.

Response 30.1: This comment states an opinion in opposition of the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

RESPONSES TO COMMENT #31:
Norton, Julie (dated 11/12/07)

Comment 31.1: I am writing in response to the Mary Ave. Extension and Transportation Planning Draft Environmental Impact Report. I believe significant environmental effects of the Mary Eve. Extension project were not adequately addressed and object to the assessment the project provides an "environmentally superior option". I would like to address several specific areas of physical, environmental concerns:

Traffic - The Sim Traffic simulation did not adequately identify congestion and delay impact to residential neighborhoods in the broader surrounding area. At one point the report says traffic impact will not create significant impact and yet it did not evaluate traffic north of Evelyn and Mary, the area most residential. Mary is a residential neighborhood, not an arterial thoroughfare.
Request: comprehensive traffic assessment evaluating traffic and safety impact to surrounding neighborhoods.

Response 31.1: Section 2.3 of the Draft EIR discusses the traffic impacts, including those on Mary Avenue north of Evelyn Avenue. Also refer to Table 2.0-6 in the Draft EIR for a comparison of average daily trips on Mary Avenue at Central Expressway, Maude Avenue and Almanor Avenue (which are north of Mary Avenue and Evelyn Avenue) under existing, 2020 No Project, and 2020 Project conditions, as well as Table 2.0-7 in the Draft EIR for 2020 intersection levels of service. Project-related changes in traffic volumes throughout the greater Sunnyvale area are depicted on pages 49-50 of the Draft EIR.

The City notes that Mary Avenue has been designated as an arterial in the City's General Plan for many years.

Comment 31.2: Access - While it is true traffic volumes will increase with or without the project, the impact to driveway access along Mary was not adequately addressed. I believe the Extension project would pose significant impact to an area far beyond the small area covered in the EIR.
Request: Objectively evaluate impact to surrounding neighborhood beyond narrow scope addressed in report and evaluate broader transportation corridors, such as those getting off of 85 and taking city streets as a result of the Extension.

Response 31.2: As stated in Section 15151 of CEQA Guidelines, "An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible." Project-related changes in traffic volumes throughout the greater Sunnyvale area are depicted on pages 49-50 of the Draft EIR. For the reasons described above in Response 23.3, Mary Avenue would not be a viable alternative for avoiding congestion on SR 85.

Comment 31.3: Noise - The Draft EIR states the traffic noise level would not be measurable or perceptible. This seems intuitively objectionable and unrealistic. The Noise Sub-Element of the City of Sunnyvale General Plan states in goal 3.6 B to "Preserve and enhance the quality of neighborhoods by maintaining or reducing the levels of noise generated by transportation facilities" and 3.6.B.1. to "Refrain from increasing or reduce the noise impacts of major roadways". These goals are not met by the Mary Ave. Extension project. The Draft EIR states, "over time, as the project area has become more urbanized and the City has grown, ambient noise levels have gradually increased. The largest source of increased noise in the immediate project area is motor vehicle traffic.

Cumulative traffic-related noise will continue to increase as traffic volumes increase." Request: further evaluation of noise impact to residential area; create significant mitigation methods to address impact of increased noise to residential area.

Response 31.3: As discussed on page 62 of the Draft EIR, future 2020 noise levels at the nearest residential receivers are estimated to increase by four to six dBA L_{dn} without the project. With the addition of the proposed project, future noise levels would increase by less than one additional dBA L_{dn}. While the project would result in an increase in noise levels, as stated in the Draft EIR, the traffic noise level increase from the project would not be measureable or perceptible and does not exceed the significance criterion of three dBA L_{dn} established by the City of Sunnyvale. ***[Need to compare to existing levels]***

Comment 31.4: Air quality - The Draft EIR states "The project would provide an alternative to the existing north-south connections in the City and help alleviate regional operation deficiencies. The proposed project would improve future long-term air quality by providing an alternate north-south route of travel as well as alleviating congestion on existing north-south connections." I find this statement objectionable and unsubstantiated. Further, emissions will now be in neighborhood area where we have schools and retirement facilities rather than on highway. Request: further, more neutral assessment of air quality impact.

Response 31.4: With or without the project, overall traffic demand in the City ~~will~~ would be the same because the project is not constructing new land uses. The project ~~will~~would, however, provide an additional route for traffic to use, which ~~will~~ would increase the capacity of the system, and have the effect of reducing congestion. The traffic data in Section 2.3 of the Draft EIR demonstrate this fact. As such, there is no basis to conclude that the project would worsen air quality. ***[check]***

Comment 31.5: Alternatives - The No Project Alternative would avoid the significant environmental effects of the proposed project and while the report says this alternative would not meet the project objectives I believe it was not given adequate consideration. As a Sunnyvale resident and taxpayer, I request City Officials consider other means to meet the project objectives and consider Sunnyvale neighbors quality of life and broader regional transportation with adjacent cities.

Response 31.5: ~~The above comment suggests that regional transportation improvements be considered as alternatives to the project.~~ Refer to Secton 6.0 and Master Response #5 where ~~such~~ alternatives are summarized. See also Section 5.0 of this Final EIR, which analyzes improvements to SR 85 as an alternative.

Comment 31.6: The Downgrade of Mary Avenue Alternative was not given adequate consideration. As a resident who lives along Mary, I have significant concern that the long term effect of the Mary Avenue Extension will be a substantial increase in traffic through this neighborhoods and it will also cause degradation in quality of life. The Draft EIR states the proposed project will have a minimal effect on traffic volumes on Mary Avenue south of Evelyn Avenue but what are the impacts to the areas north of Evelyn?

Response 31.6: The level of service impacts from the Downgrade Mary Avenue Alternative are outlined in Table 6.0-2 of the Draft EIR and the traffic volumes under this alternative compared to the no project and project are illustrated in Figures 6.0-2 to 6.0-5. The impacts of the Downgrade

Mary Avenue Alternative, including significant intersection impacts north of Mary Avenue and Evelyn Avenue, are discussed in Section 6.6 of the Draft EIR. ***[Need table to go with figures]***

Comment 31.7: The report states the Two-Lane Mary Avenue Extension Alternative meets the objective of increasing north-south capacity, it goes on to state "this alternative provides no benefit to residents living along Mary Avenue in terms of reducing traffic volumes through the neighborhood." I object with this statement and do not understand how this conclusion was reached. Request: substation or removal of inaccurate statement.

Response 31.7: The four figures on pages 107-110 of the Draft EIR show that the Two-Lane Mary Avenue Extension Alternative provides no reduction in traffic along the southern portion of Mary Avenue. This statement is true when this alternative is compared to No Project, as well as when this alternative is compared to the Proposed Project. Also see Tables ___ that address estimated traffic volumes of the Two-Lane Mary Avenue Extension alternative.

Comment 31.8: Further, I believe alternative alignments were not adequately considered and the scope of the project objectives are simplistic; weighing a business park needs above the quality of life of those in surrounding Sunnyvale neighborhoods.

Response 31.8: Refer to Master Response #5 which discusses the previous studies completed over the past 25+ years on regional highway improvements, including the Mary Extension Project Study Report and the SR 237 Corridor Study.

Comment 31.9: City Plan - In the Draft EIR and at the local meetings, references that "the Mary Avenue Extension has been in the City's General Plan as part of the planned roadway network for several decades". I purchased my Sunnyvale property several years ago and was not notified of this plan. I wonder how widespread it was known or if it was an obscure reference. Request: Brown Act request. I would like to see documentation of the earlier city plan documents that approve Mary Ave. expansion.

Response 31.9: Appendix E of the General Plan, *Transportation Mitigations*, identifies the Mary Avenue Extension as one of the improvements needed to provide sufficient roadway capacity for build-out of the General Plan. The General Plan is available for review at the Sunnyvale Public Library and at Sunnyvale City Hall.

Comment 31.10: Traffic, access, noise and air quality impacts were not adequately addressed in the Draft Environmental Impact Report. It is objectionable the report found that this project will not have significant effects on the environment. In addition, viable alternatives were dismissed easily and not fully considered. I have significant concerns about the long-term effects of the Mary Avenue Extension project. I have made an effort to constrain my objections to those presented in the Draft Environmental Impact Report. I believe this project sacrifices prime Sunnyvale residential neighborhoods to provide access to industrial areas. And believe since the proposed extension does not connect to any major roadway (i.e., 237, 101 or Central) it will force people to exit impacted freeways and to take surface roads through neighborhoods. The Mary Avenue Extension will be a substantial increase in traffic through these neighborhoods and will pose a corresponding degradation in quality of life.

Thank you for your time and effort on this project. I ask that you address these limitations of the Draft EIR and pay heed to the overriding concerns of the neighbors and the Sunnyvale community members. Please do not move forward with the Mary Ave. Extension project.

Response 31.10: This comment is a summary of earlier comments. Refer to responses above.

RESPONSES TO COMMENT #32:
Patangay, Geeta (dated 11/8/07)

Comment 32.1: I am, Geeta Patangay, a member of Sunnyvale West Neighborhood Association and would like to oppose the North Mary Avenue Bridge as any other member in my association.

Putting "Global Warming" first for a "Green Sunnyvale" was not considered any where in the DEIR. Keeping this in mind the City needs to reduce traffic on Mary Ave, a major residential street. The city can think of alternatives like having a bike lane by making the street a two-lane street with a bypass lane in the center. This will help pedestrians as well as bikers use Mary Avenue safely and confidently.

Response 32.1: While there are numerous residences abutting Mary Avenue, ~~The above comment about Mary Avenue being a residential street is incorrect.~~ Mary Avenue is designated as an arterial in the City's General Plan. The comment suggests that downgrading Mary Avenue to two lanes in each direction with bike lanes be considered as an alternative to the project. Please refer ~~, refer~~ to Section 5.0 of this Final EIR for a discussion of such an alternative that found that impacts were not significantly reduced but were relocated to other streets.

Comment 32.2: The DEIR never mentioned about the safety of the citizens living in Sunnyvale West Neighborhood. There was no explanation about how it would address the safety of school children going to school on bikes and walk. The increase in traffic that will occur after building the bridge will discourage them to walk and bike. This will also bring in fear of traffic, which is not good psychologically for their development.

Response 32.2: Based on the traffic analysis prepared for the project, there are no data that would indicate that the Mary Avenue Extension would lead to any measurable change in traffic volumes in the vicinity of local schools. As shown in Table 2.0-6 of the Draft EIR, as well as in Figures 2.0-3 and 2.0-4 of the Draft EIR, the effect of the project south of Central Expressway, which is where the nearest schools are located, would be negligible. ***[Explain where schools abut Mary Ave.]***

Comment 32.3: The DEIR never thought about the health problems that the citizens in all ages would be more susceptible to by the increase in pollution and very bad air quality by the release of emissions from Autos that travel on Mary Ave. We all know that Mary Avenue is more a residential street with all houses having their driveways coming out on the street. The way the street is planned by the city is like a residential street. So this has to be considered as a residential street rather than as an arterial street.

Response 32.3: It is well known that the exhaust from motor vehicles, especially diesel exhaust, contains various pollutants and carcinogens. As such, the U.S. EPA and the California Air Resources Board have adopted standards that set limits of the emissions of the substances. The City has no authority to regulate emissions from motor vehicles.

The City can and does, however, take steps to reduce motor vehicle emissions by requiring employers to implement measures to reduce trips by single-occupant vehicles (e.g., providing shuttles to nearby transit stations), promoting transit usage, constructing bicycle and pedestrian facilities, approved mixed-use development, and reducing roadway congestion. The proposed project ~~will~~ would reduce congestion by increasing roadway capacity, which ~~will~~ would lower emissions. ***[Redo]***

~~Overall traffic volumes on a citywide basis will be the same with or without the project. The project will not add new vehicle trips to the roadway network. As stated in the Draft EIR on page 65, concentrations of carbon monoxide will not exceed standards along Mary Avenue.~~

~~The above comment about Mary Avenue being a residential street is incorrect.~~ Mary Avenue is designated as an arterial in the City's General Plan. Mary Avenue has been designated as a "Class 2 Arterial" in the City's General Plan for many years. Arterials are roadways that are typically designed for major movements of traffic not served by expressways or freeways. In highway nomenclature, street size and function, from smallest to largest, is typically as follows: local, collector, arterial, expressway, and freeway. It is not uncommon in many jurisdictions for residential land uses to be located along arterials.

Comment 32.4: Finally, an alternative solution for the city to consider is building a Pedestrian and Bicycle Bridge on North Mary Avenue like the one on Hwy 280 connecting to Cupertino. This will help to have a well-planned infrastructure along with helping the residents of Sunnyvale West with a healthy living.

Response 32.4: The above comment suggest that a pedestrian and bicycle bridge be considered as an alternative to the project. Please refer to Master Response #1.

RESPONSES TO COMMENT #33:
Patangay, Gopal (various dates)

Comment 33.1: I would like to vote NO for Mary Ave Extension Project as outlined in the Draft EIR. The reasons for my voting are as follows:
- Mary Ave is a residential street.
- The Mary Extension project will bring more than 10,000 cars trips per day, as per the study conducted in 1990.
- There are at least 6 schools in the vicinity of Mary Ave. The traffic increase, because of the overpass bridge, will be a safety problem for the children going to school.
- The Mary Ave Extension Project will cause an increase in noise pollution for the residents living on Mary Ave.
- The increase in auto trips will cause more air pollution and release of hazardous chemicals in the vicinity of Mary Ave and its neighboring streets. Further this may bring more health problems, like cancer, asthma, and other chronic diseases to the residents of Sunnyvale west.

Response 33.1: This comment states an opinion in opposition of the project. Comment noted. ~~The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.~~

Comment 33.2: I suggest the following alternatives to the Mary Ave Extension Project:

1. The Moffett park area needs to be connected to the Highways 101, and 237 instead of Mary Ave. as most of the people working in the Moffett park offices will be commuting from other cities. So, it makes sense to join the Moffett park area to the highway system rather than joining to a residential street like Mary Ave.
2. The Lawrence Express way is a Major thorough way near the Moffett park area. A connecting road can be built to connect Moffett Park to Lawrence/Caribbean road.
3. There is a light rail track going near the Moffett park area. This railway track can be extended to connect the Moffett park area.
4. Mass transit busses may be introduced at the Moffett park area to transport the workers from Moffett Park.
5. An under ground light rail track can be built along side of Mathilda Ave to connect the Moffett park area to the Sunnyvale downtown.

Response 33.2: The above comment suggests improvements to regional facilities serving the Moffett Park Area, Lawrence Expressway, and public transit be considered as alternatives to the project. Refer to Master Responses #2 through 6, as well as Section 5.0 of this Final EIR.

Comment 33.3: On Page 45 of the Draft EIR, the table 2.0 - 6 shows that the traffic volume south of Central Expressway and south of EI Camino Real shows a decrease of traffic with the project in the year 2020. I think the computer models you have used for these projections for the traffic are not correct. The traffic on Mary Ave south of Evelyn will increase with the Mary Ave. Extension Project, as some of the vehicles coming on Mary Ave from Moffett Park area over this bridge will certainly continue on this street.

Response 33.3: The redistribution of traffic can be best understood by viewing Figures 2.0-3 and 2.0-4 of the Draft EIR. The thick green and red lines of these figures indicate those roadway segments where the Mary Avenue Extension would substantially decrease or increase traffic volumes. The data show that the project's effect ~~will~~ would be the greatest in the northern areas of the City. With the project, traffic from Mathilda Avenue ~~will~~ would shift to Mary Avenue. As a result of the additional capacity available at Mathilda, some of the traffic that currently uses Fair Oaks Avenue and Lawrence Expressway to access Moffett Park area ~~will~~ would shift to Mathilda Avenue. Minimal change in traffic patterns are expected to occur south of Central Expressway and El Camino Real.

The traffic model projects these shifts in traffic patterns based on the land uses and origin/destination patterns. These patterns are calibrated and verified based on existing data.

Comment 33.4: There is no discussion in the Draft EIR about the noise pollution, health hazards to the residents of Sunnyvale West Neighborhood through which the Mary Ave. Street passes.

Response 33.4: The noise impacts of the project, including impacts to residents on Mary Avenue, are discussed in Section 2.4 of the Draft EIR. It is well known that the exhaust from motor vehicles, especially diesel exhaust, contains various pollutants and carcinogens. As such, the U.S. EPA and the California Air Resources Board have adopted standards that set limits of the emissions of the substances. The City has no authority to regulate emissions from motor vehicles.

The City can and does, however, take steps to reduce motor vehicle emissions by requiring employers to implement measures to reduce trips by single-occupant vehicles (e.g., providing shuttles to nearby transit stations), promoting transit usage, constructing bicycle and pedestrian

facilities, approved mixed-use development, and reducing roadway congestion. The proposed project ~~will~~ would reduce congestion by increasing roadway capacity, which ~~will~~ would lower emissions.

Overall traffic volumes on a citywide basis ~~will~~ would be the same with or without the project. The project ~~will~~ would not add new vehicle trips to the roadway network. As stated in the Draft EIR on page 65, concentrations of carbon monoxide ~~will~~ would not exceed standards along Mary Avenue.

Comment 33.5: There is no mention about the safety to children in the Sunnyvale West neighborhood in the Draft EIR. There are about 6 schools in the vicinity of Sunnyvale West Neighborhood. The school going children cross the street daily while going to their schools each morning and evening.

Response 33.5: Based on the traffic analysis prepared for the project, there are no data that would indicate that the Mary Avenue Extension would lead to any measurable change in traffic volumes in the vicinity of the local schools. As shown in Table 2.0-6 of the Draft EIR, as well as in Figures 2.0-3 and 2.0-4 of the Draft EIR, the effect of the project south of Central Expressway, which is where the nearest schools are located, would be negligible. ***[Expand per #32.2]***

Comment 33.6: Following are the alternatives to be studied in depth, should be considered in place of the Mary Ave Extension Project, and to be included in the Final EIR:
1. Establish a mass transit system from Moffett Park area to the downtown Sunnyvale - This mass transit can be high-speed bus system, or light rail system etc. People coming from out side can park their vehicles at the downtown parking center and take the mass transit to the Moffett Park area. This will reduce the congestion on the North-South roads like Mathilda Ave. and Mary Ave. etc. Also it will benefit the environment by reducing the pollution caused by individually owned vehicles.
2. If the bridge is necessary to be built, then build a pedestrian and Bicycle Bridge on Mary Ave. connecting to the Moffett Park. The pedestrian and bicycle bridge can be built at much less cost than the proposed auto bridge. Make the Mary Ave a two-lane street, and have bicycle route on Mary Ave throughout the Mary Ave. Street joining the Mary Ave Bridge in the south to the Mary Ave Bridge in the North by bicycle and pedestrian ways. This will reduce pollution in Sunnyvale West helping the City of Sunnyvale to rightly follow the motto "Green Sunnyvale".
3. Build connecting roads from Moffett Park area to the freeways HW101 and SR237. People working in the Moffett Park area will be able to go to the Freeway system to commute to work, as most of the people working in this area will be coming from out side of Sunnyvale.

Response 33.6: The above comment suggests improvements to the public transportation system, a bicycle/pedestrian only bridge, downgrading Mary Avenue to two lanes with bicycle lanes, and improvements to regional facilities be considered as alternatives to the project. Refer to Master Responses #2 through 5, as well a Section 5.0 of this Final EIR, for a discussion of the types of alternatives suggested in this comment. Master Response #1 addresses the destination/origin of Mary Avenue trips.

RESPONSES TO COMMENT #34:
Popper, Brian, Eugenie Moore, and Charles & Moore Meredith Moore (dated 11/12/07)

Comment 34.1: We object to the Mary Avenue Extension project. The EIR is problematic in many ways including not studying enough viable alternatives (i.e. a more regional solution) or properly

addressing the impact on surrounding neighborhoods especially the residential portion of Mary Avenue.

First, we believe (as others have also pointed out) the only real solution to the existing and future traffic problems in the Moffett Towers and neighboring business areas is to provide greatly improved access from Highways 237, 101, 85 and Central Expressway. The EIR pointed out on page 45 that traffic will increase whether or not the bridge is built. This really calls for a regional solution because the problems and solutions stretch from the N. San Jose/ Alviso area (and really Milpitas!) to at least through Sunnyvale and Mountain View. At the very least Sunnyvale and Mountain View should collaborate with Cal Trans and VTA for rapid upgrades and changes before even considering a Sunnyvale funded Mary Ave. extension.

Others have suggested various alternatives that are not in the EIR but should be. The alternatives should include all of the following:
- fixing the nightmare intersections at Highway 101, 237, and Mathilda Avenue
- Building on/off ramps and widening the Fair Oaks overcrossing at 237
- Greatly improve access to Moffett Towers and other businesses at Ellis St. and Highway 101
- Also, improve access via Caribbean Dr. from Lawrence Expressway and Highway 237 (Upgrade and add connecting streets, signs etc.)
- Extend and improve direct light rail and bus service (including local shuttles)
- Extend the Moffett South Perimeter Road (both directions) to make a direct 101 frontage road connection to the Shoreline business area
- Extend and improve Moffett Park Drive to make a direct 237 frontage road connection between Caribbean Dr. and Great America Parkway/ Lafayette (and 1st St?) in Alviso (The last two would also keep local traffic off the freeway)
- Improve connections to Central Expressway at Fair Oaks, Moffett Blvd./85 and Ellis St.
- Complete the 237/101 interchange to provide connections in all directions

Response 34.1: The above comment suggests that improvements to regional facilities, expressways, public transportation, be considered as alternatives to the project. Refer to Master Responses #2 through 6, as well as Section 5.0 of this Final EIR.

Comment 34.2: In addition, it is hard to believe that if traffic increases (which are inevitable according to the EIR) on Mary Avenue and Central Expressway that vehicle traffic will not detour into surrounding neighborhoods, an issue that was not properly addressed in this EIR.

We strongly urge the City of Sunnyvale not to pursue the Mary Avenue Extension Project and to pursue a more rational regional solution which would benefit Sunnyvale residents and visitors. The Mary Avenue Extension Project option will be expensive and will not solve any traffic problems for Sunnyvale.

Response 34.2: Traffic impacts resulting from the project are discussed in Section 2.3 of the Draft EIR and include analysis of impacts on adjacent streets. Figures 2.0-3 and 2.0-4 illustrate the difference in traffic volumes in the area under 2020 No Project and Project conditions. The traffic analysis contained in the Draft EIR does not support the statement above that the project would not solve any traffic problems for Sunnyvale. As discussed in Section 2.3 of the Draft EIR, the project would result in substantial improvements at six intersections and increase pedestrian and bicycle connectivity in the project area. Refer to Master Response #1.

RESPONSES TO COMMENT #35:
Raghav, Manvender (dated 9/4/07)

Comment 35.1: I would like to vote 'NO' on Mary Ave extension Project. The reasons for my voting are as follows:
- Mary Ave and Bernardo Ave. are residential streets.
- Mary Ave. as is so busy in the commute hrs. that it's nearly impossible to merge into it from any other street during peak time.
- This project would have a great negative impact on the residential community around and on Mary and Bernardo Ave.
- More than 12,000 extra vehicles per day.
- I have two school going kids. I can only imagine all the safety issues kids, parents, city, and the public safety department going to face after this project.
- This is going to increase criminal activities in this peaceful city.
- City has spent so much money and time of it's employees and council members on Traffic calming studies and their implementations. That all is going to go a complete waste because of this project.
- As far as I can see this city was never designed for kind of expansion.
- This project is going to greatly impact pollution levels in this area.

I would request all the council members to do a thorough investigation on the impact these streets will have because of this project and call for a public hearing on this critical issue. Please forward this to other council members as well, as I may have missed their names.

Response 35.1: ~~The comment about Mary Avenue being a residential street is incorrect. Mary Avenue is designated as an arterial in the City's General Plan.~~

The environmental topics raised in the above comment are addressed in the Draft EIR. This comment does not raise any specific questions regarding the adequacy of any of the analyses in the Draft EIR and, therefore, no further response is warranted.

This comment states an opinion in opposition of the project. The comment is acknowledged.

RESPONSES TO COMMENT #36:
Rao, Ann (dated 11/12/07)

Comment 36.1: I am a resident of the City of Sunnyvale and am writing to express my views and concerns about the proposed Mary Avenue Overpass Project and the Draft Environmental Impact Report (DEIR) that was supposed to evaluate options to the overpass and impacts the project would have to the neighborhoods in Sunnyvale.

In section 1.6.2, the DEIR describes the project degrading the LOS at the Mary and Maude intersections to LOS E, which means adding more traffic and yet does not take into account the same LOS degradation further south of the project.

Response 36.1: A total of 22 intersections within a ___-mile radius of Mary Avenue were evaluated. Table 2.0-7 of the Draft EIR shows the impact of the Mary Avenue Extension on all 22 study intersections. The only intersection that will be significantly impacted by the project is Mary/Maude. A list of the intersections that would be substantially improved by the project can be found near the bottom of page 48 of the Draft EIR.

Comment 36.2: While this is consistent with Council Policy Rl.4 and R1.6, I contend that this is completely contrary to the "Green Sunnyvale" initiatives described by Amy Chang in the presentation available on the City of Sunnyvale web-site (slide #15 of 124).

And while increased car / vehicular traffic in general violates this policy, not providing alternatives to such vehicular traffic is also contrary to Council Policy R1.10.2. The DEIR does not discuss how the City is to work with VTA and other regional agencies to increase bus and light-rail traffic into the Moffett Towers area. I am a big fan of public transport but have been reluctant to use VTA (as I am sure most of my neighbors and friends in Sunnyvale) because of the generally bad service despite increasing trip costs.

Response 36.2: As stated in the Draft EIR, the purpose of the project is to accommodate existing and planned traffic. Therefore, the project would not change overall traffic volumes in the area. Instead, because the project consists of a new north-south roadway connection, its primary effect ~~will~~ would be to change the traffic distribution in the area. The above comment suggests that improvements be made to public transportation as an alternative to the project. For a discussion of transit alternatives, please see Master Responses #2 through 4.

Comment 36.3: Figure 2.0-6 of the DEIR describes the Average Daily Trip Comparison by 2020 with and without the project and I am baffled by how the projection accounts for the project (which brings traffic onto Mary Ave) actually reduces traffic on Mary Ave, south of Central Expressway.

Response 36.3: The redistribution of traffic can be best understood by viewing Figures 2.0-3 and 2.0-4 of the Draft EIR. The thick green and red lines of these figures indicate those roadway segments where the Mary Avenue Extension would substantially decrease or increase traffic volumes. The data show that the project's effect ~~will~~ would be the greatest in the northern areas of the City. With the project, traffic from Mathilda Avenue ~~will~~ would shift to Mary Avenue. As a result of the additional capacity available at Mathilda, some of the traffic that currently uses Fair Oaks Avenue and Lawrence Expressway to access Moffett Park area ~~will~~ would shift to Mathilda Avenue. Minimal change in traffic patterns are expected to occur south of Central Expressway.

The traffic model projects these shifts in traffic patterns based on the land uses and origin/destination patterns. These patterns are calibrated and verified based on existing data.

Comment 36.4: Also, Table 2.0-7 describes how traffic at the Mary-Homestead intersection actually decreases by 2020 with the project - I don't understand the logic with that either.

Response ~~35~~36.4: Please see the previous ~~r~~Response 36.3.~~.~~

Comment 36.5: Also, Section 2.5.3 and 2.5.4 describes how the project would have "less than significant impact" on air quality when earlier in the DEIR, the document analyzed how the number of vehicles in the same area would increase (decrease LOS to E which is consistent with the City's transportation policies).

I don't care who did the study, but this kind of data is beyond logical comprehension. I also contend that the City's transportation policies (as they pertain to residential neighborhoods) need to be revisited.

Response 36.5: The traffic is on the roadway system because of ~~the~~ specific land use developments ~~itself~~ (e.g., residential, commercial, industrial, etc.). The roadway system provides the means for moving between land uses, such as from home to work, home to school, work to shopping, etc. In other words, the roadway system accommodates demand, but does not generate it. Since the project increases capacity while overall demand is constant, the result is a reduction in congestion. However, as stated in Section ___ of the DEIR, the project could indirectly induce growth by removing a "constraint". ***[Expand Air discussion]***

Comment 36.6: The DEIR also does not take into account health and safety impacts of increased traffic in residential areas. This is despite the fact that there are 6 schools within half a mile of Mary Avenue and Sunnyvale Middle school is right on Mary Avenue (at Remington). I don't allow my kids to play in the front-yard or bike unsupervised on the street today, and if the project goes through in its present form, the increased traffic will be the end of even walking on the sidewalk.

I am also very concerned about the increased risk of life-threatening diseases like cancer that are known to be caused by diesel fumes as are other respiratory disorders like Asthma. With the projected increase in traffic on a predominantly residential street like Mary, I am surprised that the DEIR has not taken that into account.

Response 36.6: Based on the traffic analysis prepared for the project, there are no data that would indicate that the Mary Avenue Extension would lead to any measurable change in traffic volumes in the vicinity of any of these schools. As shown in Table 2.0-6 of the Draft EIR, as well as in Figures 2.0-3 and 2.0-4 of the Draft EIR, the effect of the project south of Central Expressway, which is where the schools referenced in this comment are located, would be negligible.

It is well known that the exhaust from motor vehicles, especially diesel exhaust, contains various pollutants and carcinogens. As such, the U.S. EPA and the California Air Resources Board have adopted standards that set limits of the emissions of the substances. The City has no authority to regulate emissions from motor vehicles.

The City can and does, however, take steps to reduce motor vehicle emissions by requiring employers to implement measures to reduce trips by single-occupant vehicles (e.g., providing shuttles to nearby transit stations), promoting transit usage, constructing bicycle and pedestrian facilities, approved mixed-use development, and reducing roadway congestion. The proposed project ~~will~~ would reduce congestion by increasing roadway capacity, which ~~will~~ would lower emissions. ***[M. Response to be added for the above yellow highlighted text since this gets repeated quite often?]***

Overall traffic volumes on a citywide basis ~~will~~ would be the same with or without the project. The project ~~will~~ would not add new vehicle trips to the roadway network. As stated in the Draft EIR on page 65, concentrations of carbon monoxide ~~will~~ would not exceed standards along Mary Avenue. ***[check]***

The data in the Draft EIR (Table 2.0-6 and Figures 2.0-3 and 2.0-4) indicate that the project ~~will~~ would have a negligible effect on traffic volumes in the residential area at the southerly end of Mary Avenue.

Comment 36.7: In Section 6, the DEIR discusses the various available alternatives, but strikes most of them down because of cost, jurisdiction or feasibility. For instance, section 6.5 starts off well and

I think because Hwy 85 was designed with a sound-wall near residential areas and at the city peripheries (as was Lawrence Expressway), this sounds like a very good option. I think the writers of the DEIR should have made more effort to involve regional authorities (such as Caltrans) in coming up with a better solution.

Response 36.7: The above comment suggest at improvements to SR 85 be further evaluated as an alternative to the project. Refer to Section 5.0 of this Final EIR for a quantitative evaluation of this alternative. Also, refer to Master Response #5 for a discussion of improvements considered to other regional facilities.

Comment 36.8: Sections 6.6 and 6.7 talk about something I personally like: reducing traffic on South Mary Avenue by reducing the 4-lane configuration to 2-lane configuration. But in reading the reasoning for these alternatives, I did not see any technical reasoning but a response to the current criticism from the residents in the area of project impact - because the lane-reduction only reduces through traffic and degrades LOS (assuming we still get traffic on and off Mary Ave because of the project).

Response 36.8: As discussed in Section 6.0 of the Draft EIR, the three critical factors to consider in selecting and evaluating alternatives are 1) the significant impacts from the project could be reduced or avoided by the alternative, 2) the degree to which an alternative attains the project objectives, and 3) the feasibility of the alternative. As stated on page 98 of the Draft EIR, the Downgrade Mary Avenue Alternative (referenced in the above comment) that would reduce the number of lanes on Mary Avenue between Fremont Avenue and Evelyn Avenue from four to two lanes does not meet the above critical factors and but was still evaluated based on requests from residents.

Comment 36.9: I also did not see any concrete proposal in the DEIR to work with VTA and increase public transportation and therefore, provide alternatives to the project. As such, Section 6 seems largely like an afterthought than a discussion of real, viable alternatives. In my opinion, the Council needs to consider the following alternatives to the project and/or mitigation options:

1. Encourage public transport in and out of Moffett - this will require working with VTA, Caltrans and other regional agencies
2. Redesign the 237-101 and 237-Mathilda intersections to allow better traffic flow and find a better way to get to Moffett from either of these freeways
3. Increase north-south capacity on Hwy 85 by working with Caltrans (discussed briefly in Section 6.5 of the DEIR)
4. Reduce motorized vehicle traffic on South Mary Avenue and other parts of the City's residential neighborhoods
5. Plan for more bicycle lanes around the City and encourage multi-occupant transport (City Policy R1.9.1 and R1.9.2)

I believe that the City of Sunnyvale is a great city to live in but if we do not work towards reducing vehicular traffic into our residential neighborhoods, I am afraid the quality of life and health of our citizens will be adversely affected and is not in anyone's best interest. I would like the City authorities to start thinking "outside the box" and come up with alternatives to the project as it stands today.

Response 36.9: The above comment suggest improvements to public transportation, regional facilities, and automobile-alternative facilities (e.g., pedestrian and bicycle facilities) be evaluated as

alternatives to the project. Refer to Master Responses #2 through 6 for a discussion of the transit and highway improvement alternatives that have been studied.

RESPONSES TO COMMENT #37:
Ross, Diana (dated 10/10/07)

Comment 37.1: What has been promised to tenants of Moffett Park? Speed limits currently are not obeyed. How will you control the speeds on a residential street? Public transit needs improvement. Get light rail into Moffett Park and downtown SV.

Response 37.1: The City Council approved the recent developments in Moffett Park based on analyses that showed the Mary Avenue Extension as a future improvement. Refer to Master Response #7 for a discussion about the speed limit on Mary Avenue and its enforcement. Refer to Master Responses #2 through 4 for a discussion of transit alternatives. ***[Expand to specifically address if transit at Moffett to occur]***

RESPONSES TO COMMENT #38:
Salans, Tammy (dated 11/12/07)

Comment 38.1: I would like to add my voice to the public outcry over the DEIR for the Mary Ave. Overpass (Extension). Although I am not an engineer or a high priced consultant, I do feel the fact that my home for 22 years is located on Mary Ave. makes my opinion on the project legitimate and necessary.

First, I resent the fact that staff gave no direction to the creators of the DEIR to examine alternatives to putting a bridge from Mary Ave. to Moffett Park. There are other roadways that lead into the Moffett Park towers that would not bring traffic down Mary Ave. destroying our neighborhood. Granted, some of the alternatives would require working with other cities and agencies, thus taking TOTAL CONTROL out of the hands of Sunnyvale's public works department. Highway 101 runs close to the Moffett towers, how about finding a way to loop over into Moffett from 101? What about cleaning up the mess at Mathilda and 237 allowing a better flow through this troubled intersection into Moffett by way of Moffett Park Blvd.? What about working with VTA to give the light rail priority movement through intersections rather than to cars, making this mode of transportation a REAL alternative for getting people out of their cars? How about working with the City of Mountain View to work out an acceptable entrance from Ellis into Moffett? How about a bus express lane down Mathilda, again helping to move commuters out of cars and into public transportation? Why do you insist on destroying a neighborhood for your project? Could access from Lawrence Expressway be created as Lawrence Expressway becomes Caribbean Drive? Can you get traffic to the Towers to move around the city, rather than through it?

Response 38.1: Please see Master Responses #2 through 6 for a discussion and summary of all of the transit and highway improvement alternatives that have been studied over the past 25+ years. Also, Section 5 of this Final EIR addresses new alternatives.

Comment 38.2: Second, I feel the noise study in the DEIR is completely inadequate. The noise levels were only taken and the impact of the project was only considered around the project sight. There is no mention on what impact this project will have on the noise level down stream of the project, (Mary Ave. south of Central).

Response 38.2: The noise analysis in Section 2.4 of the Draft EIR focused on those locations where the project would increase traffic. As shown in Table 2.0-6 and in Figures 2.0-3 and 2.0-4, the project would have a negligible effect on traffic volumes along Mary Avenue south of Central Expressway. Therefore, the project's effect on noise at these locations would also be negligible.

Comment 38.3: This is the biggest problem I have with the DEIR there is only a consideration for the project at hand. The city made the same mistake with approving the towers at Moffett; there was no consideration of any effects of the towers on the residents of Sunnyvale. I was under the understanding it was against the requirements of CEQA to not take in projects as a whole when developing an area.

CEQA applies to projects undertaken by a public agency, funded by a public agency or requires an issuance of a permit by a public agency. A "project" means the whole of an action that has a potential for resulting in physical change to the environment, and is an activity that may be subject to several discretionary approvals by governmental agencies.

It is obvious the impacts to the Sunnyvale residents of Mary Ave. and the surrounding neighborhoods where not taken into consideration with the CEQA and DEIR for the Moffett Towers, and now your department is going to piece meal mitigation all the way up Mary Ave. until you get the desired thoroughfare for the Moffett Towers developer.

Response 38.3: This comment asserts that the environmental impacts of the Mary Avenue Extension should have been analyzed within the Moffett Towers EIR because the extension is needed to adequately serve traffic generated by Moffett Towers development. The commenter suggests that the failure of the Moffett Towers EIR to do so constitutes "piece-mealing," or not evaluating the whole of the project, which is not allowed under CEQA.

This comment misapplies the piece-mealing principle. Piece-mealing applies when an agency focuses only on a portion of a proposed project but ignores other portions/phases of the same project, thereby resulting in a less-than-full-disclosure of the total environmental effects from the "whole of the action."

In this case, however, the traffic analysis in the Moffett Towers EIR correctly accounted for all planned roadway improvements in the area so as to allow for an accurate assessment of traffic impacts. The Mary Avenue Extension was assumed, as were numerous other planned roadway improvements that ~~will~~ would be built by the City, VTA, Caltrans, and/or adjacent cities, irrespective of any decision to approve development of the Moffett Towers project. This is no different than accounting for planned improvements to utility systems, parks, libraries, etc. that are not directly associated with an individual development. Such infrastructure improvements benefit the larger community.

~~This did not obligate t~~The Moffett Towers EIR was not required to analyze the environmental impacts of all of these planned infrastructure improvement projects because that is not a requirement of CEQA. If this were a requirement, then every EIR would be forced to include the analysis of every infrastructure project assumed in the various studies, which would be impractical.

The above paragraph notwithstanding, a comprehensive traffic report was prepared for the Moffett Towers project as part of the Moffett Towers Supplemental EIR (2006). The report quantified the

amount of traffic to be generated by Moffett Towers, disclosed which roadways would be used by that traffic, and quantified those locations where impacts would be significant.

Comment 38.4: My third concern is of health and safety. If the Mary Ave. overpass goes in there will surely be development all along Mary Ave. wherever possible. With each new project more cars will travel through our neighborhood. There are 6 schools located in the neighborhood, with one, Sunnyvale Middle resting directly on Mary Ave. Children walk and bike to these schools, why in the world should we subject children to increased traffic levels at the same time they are trying to get to school? The idea of subjecting Mary Ave. residents and children on their way to school to more car exhaust when the City of Sunnyvale and the State of California are at the same time trying to lessen the impact of C02s is a joke. Sunnyvale considers itself a green city because it recycles office paper, how about taking a real stand and getting out of town commuters out of their cars by creating workable public transportation in to Moffett Park.

Response 38.4: Based on the traffic analysis prepared for the project, there are no data that would indicate that the Mary Avenue Extension would lead to any measurable change in traffic volumes in the vicinity of any of these schools. As shown in Table 2.0-6 of the Draft EIR, as well as in Figures 2.0-3 and 2.0-4 of the Draft EIR, the effect of the project south of Central Expressway, which is where the schools referenced in this comment are located, would be negligible.

Comment 38.5: According to the DEIR it really doesn't matter if the overpass goes in because according to the 2020 build out plan for Sunnyvale, our neighborhood is going to be inundated with cars anyway and we need to just sit back and let it happen.

I refuse to sit back and subject myself, my children, and my neighbors to the inevitable use of Mary Ave. as a north south thoroughfare for OUT OF TOWN traffic. As it is right now I have great difficulty exiting my driveway in the morning and getting into it in the evening. I can not hold a conversation in my front yard during commute times, the noise level is already troublesome. The safety of the children walking and biking on Mary Ave. will be in jeopardy and the increase in pollution will be a health hazard for those already suffering with pulmonary problems.

The Mary Ave. Overpass is an outdated answer to moving workers in the 21 century. I believe the public works department needs to rise to the challenge and bring new creativity and ideas to this project. And working with the impacted neighborhood would be a great place to start.

Response 38.5: Comment noted. It will be considered by the City Council as part of the record.

RESPONSES TO COMMENT #39:
Schwarz, Arthur (dated 11/9/07)

Comment 39.1: General comment: The EIR emphasizes impact analyses within the project and adjacent industrial and commercial areas and lacks adequate attention to the areas along Mary Avenue to the south of the over-crossing.

Response 39.1: The analyses included in the Draft EIR do not support the above statement that impacts on Mary Avenue south of the project alignment were not evaluated. Specifically, refer to Section 2.3 Transportation and 2.4 Noise of the Draft EIR. The areas north of Central Expressway received more focus in the various analyses because the traffic study found that that is where the project ~~will~~ would result in a notable change in traffic volumes.

Comment 39.2: 2.3 Transportation. The impact analysis does not go nearly far enough in evaluating methods of decreasing vehicle usage rather than simply moving it from one intersection to another. Why weren't public transportation and increased bicycle usage considered, especially bus service connecting from various Sunnyvale neighborhoods and park and ride lots to light rail and CalTrain?

Response 39.2: The above comment suggest improvements to public transportation be evaluated as alternatives to the project. Refer to Master Responses #2 through 4.

Comment 39.3: 1.2.4.5 While a stairway will offer good pedestrian access to the Light Rail Station from the overpass, it will not serve bicyclists adequately nor handicapped at all. There are designs of combined stairs/ramps in Europe that would allow bicyclists to wheel their bikes up and down a ramp while walking on the stairs. However, neither stairs nor the European design meets the ADA requirements. Therefore the only option left is a set of ramps down to the station connected to both directions of the overpass approach. This would eliminate the need for users to travel through the parking lots or around 11th and Moffett Park Drive to get to the light rail station from the overpass.

Response 39.3: An elevator and stairs are the preferred design for this location given the existing site constraints.

Comment 39.4: 1.5.1.1. While the proposed project certainly would result in some reduction in ozone generation, the alternatives do not go far enough toward going green. For instance, would it be better to build a pedestrian/bicyc1e overpass and use the savings to buy smaller electric or hybrid buses and give free service from park/ride lots and the Cal-Train station to the new Moffett Park offices? This would result in far greater reduction in ozone emissions and would be far greener. And the Moffett Park developer should participate in funding these services as they are responsible for the traffic increases and have testified that they are building a green project.

Response 39.4: Refer to Master Responses #2 through 4 for a summary of transit alternatives that have been considered, including providing transit passes to Sunnyvale residents.

Comment 39.5: Figure 2.0-1 Intersections that were studied appear limited mostly to those in the project and adjacent areas. Those intersections out side these areas are limited to those centered on retail businesses. Two intersections that are heavily used by school children attending Sunnyvale Middle and Vargas Elementary Schools are totally omitted, Mary/Knickabocker and Mary/Carson. Mary/Remington was also omitted but was added in an addendum. (Note: While the Mary/Remington intersection was covered in the Supplemental Analysis, the stated traffic volume changes do not make any sense to me.)

Response 39.5: Per the VTA Congestion Management Program Transportation Impact Analysis Guidelines, if a project is expected to add 10 or more peak hour vehicles per lane to any intersection movement, it is to be analyzed. The intersection of Mary Avenue/Remington Drive meets the above criteria and therefore, was evaluated in the Draft EIR. The intersections of Mary Avenue/Knickerbocker Drive and Mary Avenue/Carson Drive did not meet the criteria and therefore, were not evaluated in the Draft EIR.

The supplemental traffic analysis included in Appendix H of the Draft EIR evaluates the Two-Lane Mary Avenue Extension Alternative and the Downgrade Mary Avenue Alternative.

Comment 39.6: Appendix B: Travel Demand Forecast Alternatives Why was 9 year old (1998) data used for existing conditions? If later data was not available, why weren't new traffic counts and analyses carried out?

Response 39.6: As stated on page 4 of the traffic analysis and page 38 of the Draft EIR, traffic counts were undertaken in March 2006.

Comment 39.7: Living for 40 years in the Fairbrae 2 tract near the Fairbrae Swim and Tennis Club, I am relatively familiar with traffic patterns in that area and to the west. According to the traffic forecast there is little change in traffic patterns in these areas resulting from the Extension. It is hard to believe that northbound motorists who now turn right on Fremont, Remington or El Camino so as to continue north on Mathilda where the signals are coordinated and there is a direct route past 101 and 237 won't now, in large numbers, continue north on Mary Ave. This is especially true of the new employees at the Moffett Park project. Regardless of the model utilized in preparing these forecasts, I feel they are wrong. Whether the assumptions used with the model or the data input are the cause, I feel the traffic increase in the residential areas south of the project resulting from the project are much greater than forecast.

If that is the case, then the noise assessment is also faulty as it depends on traffic forecasts. And if this is the case, then the 2 lane alternative becomes a more important mitigation measure than is found necessary in the EIR.

Response 39.7: The comment does not provide any data or information that would indicate there are problems with the accuracy of the City's traffic model. Based on existing traffic volumes and patterns, the model has been calibrated and validated.

Comment 39.8: Appendix C: Noise Assessment As with all noise assessments, this one suffers from continued use of the A weighting. The reason for using A weighting is also misstated, as is common. The de-emphasis of low and high frequencies in the A weighting was NOT based on corresponding to the response of the human ear. It was developed by safety experts to correspond to frequencies which cause the most damage to the human ear and for continuous exposure in the work place. According to medical experts, the most important frequencies to be protected are in the range of 500 to 2000 Hz, thus lower and higher frequencies were de-emphasized. It was never intended that it would be used for measuring the sound levels to which citizens would be exposed in their homes from ambient noise, noise resulting from vehicles, etc. It was also developed at a time when no speakers were available that could reproduce the ultra low frequencies of which today's sound systems (e.g. boom boxes) are capable.

If the C weighting was utilized, or better yet, an octave band analyzer, far more accurate assessment of the impact from traffic on nearby residents would be obtained. The ultra low frequency rumble of trucks, trains and sound systems simply is never measured using the A weighting. I have personally taken sound level measurements near the Mathilda Ave. rail overpass. C weighting yielded measurements 8 to 12 dB greater than the A scale, a very significant increase.

Other problems with not measuring the low frequencies is that such sounds tend to radiate in all directions while high frequency sounds tend to travel in a straight line from the source and are easily reduced when hitting surfaces while low frequency sounds have more of a tendency to bounce off. We have also experienced amplification of low frequency sounds when they encounter large picture windows due to the low resonant frequency of such windows. Sounds loud enough to be annoying

inside our home could not be heard when you step outside. However, neither of these problems can be detected using the A scale.

Response 38.8: The A-weighted decibel is used by almost all federal, state, and local agencies in their respective guidelines for noise and land use compatibility. The State of California's guidelines for general plan noise elements state that the A-weighted decibel is used because "the A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise."

Comment 39.9: Impact 3, page 12, covers only the closest residents who could be impacted by the project. Since the degree to which residents are impacted depends on the relative increase in noise exposure, not the absolute level, it is faulty not to evaluate the exposure to residents further south than Maude, especially when the traffic flows as described above are properly estimated.

Response 39.9: Section 2.4 of the Draft EIR evaluates the noise impacts from the project on existing residences on Mary Avenue, including residences south of Central Expressway. Noise measurements were taken to analyze the impacts and the location of the noise measurements are shown on Figure 2.0-5 in the Draft EIR (refer to short-term noise measurement 4 on the figure, ST-4). The discussion in the Draft EIR highlights the noise impacts at residences on Mary Avenue between Maude Avenue and Central Expressway because this segment of Mary Avenue is expected to have the greatest increase in traffic volumes (refer to Table 2.0-6 of the Draft EIR). ***[No… makes no sense]***

Comment 39.10: My conclusion is that the assessment of noise impact on residents along Mary Avenue, while meeting the technical and legal requirements of Sunnyvale and California, cannot be relied upon and probably represents a significant impact that is not mitigated.

Response 39.10: No data or information are provided to support this statement.

Comment 39.11: In conclusion, I find the EIR to be inadequate and not meeting the requirements of CEQA. Furthermore much more attention to alternative designs should be paid.

Response 39.11: Please see the above responses to the specific concerns submitted by this commenter. For details about the alternative alignment analyzed for the Mary Avenue Extension, as well as other regional improvements evaluated, see Master Response #5. Alternatives are also addressed in Section 6 of the Draft EIR and Section 5 of this Final EIR.

RESPONSES TO COMMENT #40:
Seymour, Gilbert & Elizabeth (No date)

Comment 40.1: I am writing concerning the "Mary Ave Extension" project. I would like this to be included in the comments section viewed online. We fully endorse the comments of other writers about the ever increasing level of traffic. The details in the report are what are really amazing! - minute data for each intersection along Mary Ave. !!? What ever happened to mass transit as a solution to more cars? Gasoline is hovering at $3 /gal. and you {city government and city council} are discussing the load per intersection.?? You're operating with 1970s thinking in the 21st century.

I have to admit to not reading every last page of the report but there is one glaring omission to the maps as I see them. Third and 5th Avenues are blocked by large security stations on the Lockheed property and this is not obvious on the maps. I think the real reason for this "extension bridge" is a lack of exits from the property in question. The residents of Sunnyvale and especially Mary Ave should not have to pay [in frustration or pollution] for this gross lack of planning. What seemed like a good idea in '79, is not necessarily good today. Reports in the SJ Mercury, Sept 29, 2007 [sect.1B] show the San Jose area is ranked 9th and 8th in the nation annually for fuel wasted per traveler and delay per traveler.

One suggestion which we would like to see investigated is the use of shuttle buses from each of the corporations in the area to light rail, Ace train, and possibly CalTrain. There have to be other options! Building a half mile long bridge for cars to flood Mary Ave. is absurd.

Response 40.1: The reason for the City to propose the Mary Avenue Extension is to provide additional north-south roadway capacity. The above comment suggests improvements to public transportation as an alternative to the project. Refer to Master Responses #2 through 4.

RESPONSES TO COMMENT #41:
Shields, Kathleen and James (dated 9/11/07)

Comment 41.1: Just to write and let you know, we are opposed to the overpass which is purpose to go over Mary Ave. We have lived here for fifty years, on Mary Ave. We cannot back out of the drive now because it's so busy. Also we don't need the fumes from all this traffic. Also people race down the street. Commute time is bumper to bumper, with traffic. Please don't make it any worse. There must be some other way for you to direct the traffic. It would be nightmare with more traffic. But property won't be worth any thing. Also if we would even want to sell, the house, who would want to buy it on a street with so much traffic? It will bring out property down in value.

Response 41.1: This comment states an opinion in opposition of the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

RESPONSES TO COMMENT #42:
Staats, Deborah (dated 11/12/07)

Comment 42.1: I have lived in Sunnyvale since 1965, my husband since 1961. I grew up on Grape Ave. and he on Homestead Rd. We bought our first home in 1979 on Grape Ave. We then bought our second home in 1985 on Mary Ave. We have raised our 2 sons in this home for over 22 years. We grew up in Sunnyvale and wanted to live in Sunnyvale. It was a quiet, attractive, safe, healthy environment that offered an active family-oriented community and residential life-style to raise our children, yet also had an active business community. Over the years it has grown but did not outgrow all the reasons we chose to build our lives here until now. I feel that the proposed Mary Ave. Extension threatens the very values that Sunnyvale was built upon. As a life long resident I respectfully demand, as should the leaders of our community, that alternatives be found to destroying our neighborhoods and the reasons I live in Sunnyvale. This proposal will erode the quality of life for much of the city against its own stated policy to protect and sustain a high quality of life in Sunnyvale.

Response 42.1: This comment states an opinion in opposition of the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

Comment 42.2: I reviewed the DEIR for the proposed Mary Ave. Extension. I have many concerns regarding this proposed project and the DEIR. I object to the project and would like to enumerate my concerns and questions that I feel the DEIR didn't address. I feel that the negatives far exceed any positives for this proposal. The most glaring omission from the DEIR is any discussion of viable alternatives. Alternatives are virtually ignored. Alternatives require working with other cities, the county, Caltrans, VTA, Caltrain, regional and state agencies. Sunnyvale is not an island and needs to make transportation improvements a coordinated effort between agencies to create the most effective, safe, economically sound, environmentally friendly plan for all and keep Sunnyvale residents' rights protected.

Response 42.2: Refer to Master Response #5 for a summary of the alternatives that have been studied over the past 25+ years. Section 6 of the Draft EIR analyzes seven alternatives and Section 5.0 of this Final EIR analyzes two additional alternatives.

Comment 42.3: I had never heard about this project even though I have lived in Sunnyvale for 42 years. I wasn't informed about this project when I bought my property even though it might have greatly effected my decision to buy that property or live in Sunnyvale. I have been told that this project was first proposed in 1972. What has Sunnyvale been doing all those years to coordinate transportation plans with Central, Lawrence 237, 101, 85, 280, Mathilda?

Response 42.3: Over the past 25 years or so, the City along with VTA, Caltrans, and Lockheed, have participated in major studies to explore solutions to address the roadway deficiencies of the greater Moffett Park area. Refer to Master Response #5 for more detail.

Comment 42.4: This extension will bring commuter traffic directly through residential areas that have been established since the highway/expressway systems were created in this county. Residents bought their property because they were residential. Not like the plans for Highway 85 when property was bought knowing that the highway was going to be put through. It will decrease property values, decrease the money the city receives from property taxes, residents may be forced to move. There is no need to create another thruway when there are a half dozen available all within less than a mile (Central, Lawrence, 237,101, 85,280, Mathilda). Those existing expressways and freeways should be utilized, improved, expanded.

Response 42.4: The above comment suggests that improvements to expressways and regional facilities be considered as alternatives to the project. Refer to Master Responses #5 and 6.

Comment 42.5: Commuter traffic should be kept to where it belongs, not going through residential neighborhoods. Commuters will take the easier/closer route if it is given. The city already has had to block streets along Mary Ave. (Blair) to prevent commuter traffic from taking a short cut through residential neighborhoods, the exact opposite goal of this proposal. Sunnyvale should not be making a shortcut for commuters through our residential neighborhoods devaluating our property and way of life. Sunnyvale should be working with all the other agencies to keep traffic where it belongs and working to protect it's citizens and their way of life not sacrificing them. Why should we suffer the congestion in our own city, in our own front yards, literally, for those who don't even live here?

Sunnyvale needs to be concerned about its own citizens who own the property and pay the taxes and make it the city that it is. The extension is not for us.

Response 42.5: This comment is noted. It will be considered by the City Council as part of the public record.

Comment 42.6: Who is endorsing this proposal? Not the residents but the commuters. Who will benefit? Not the residents but the commuters. Who will pay for it? The residents, not the commuters. It won't be the residents if I can help it if the funding needs to be voted on by the residents. The funding for a 60M plus proposal seems very vague. Funding for improvements to the other expressway/freeways would be mitigated by the other agencies if Sunnyvale elicited their cooperation.

Response 42.6: Refer to Master Response #9 regarding project cost and funding.

Comment 42.7: The DEIR does not take into consideration the traffic noise, pollution and safety issues created other than for the site itself. This project is not stand alone. There is a wave of expansion that will result once it is completed, all the intersections from there to Fremont Ave. will have to be expanded to accommodate the commuters.

Response 42.7: Increases in traffic and corresponding impacts (e.g., noise) due to ongoing development are disclosed in the Draft EIR, as are the changes associated with the proposed project. The tables, figures, and text of the Draft EIR quantify the portion of the changes in traffic and other impacts attributable to ongoing development, as well as the portion attributable to the Mary Avenue Extension by comparing the "2020 Without Project" conditions to "2020 With Project" conditions. The City Council will consider these data, along with all of the information contained in the public record, when making a decision regarding the proposed project.

Comment 42.8: These noise and pollution and safety issues for the residents in the surrounding areas are a direct result of the extension but not addressed in the DEIR.

Response 42.8: Section 2.4 of the Draft EIR evaluates the noise impacts from the project on existing residences on Mary Avenue, including residences south of Central Expressway. Noise measurements were taken to analyze the impacts and the location of the noise measurements are shown on Figure 2.0-5 in the Draft EIR (refer to short-term noise measurement 4 on the figure, ST-4). The discussion in the Draft EIR highlights the noise impacts at residences on Mary Avenue between Maude Avenue and Central Expressway because this segment of Mary Avenue is expected to have the greatest increase in traffic volumes (refer to Table 2.0-6 of the Draft EIR).

As discussed in the Draft EIR, unlike a project that constructs or expands a land use with a resulting increase of traffic (e.g., residential subdivision), the proposed project would accommodate existing and projected traffic demand. As such, the proposed project would not change overall traffic volumes in the area. Rather, the project would primarily change the traffic distribution in the area. As discussed in Section 2.5 Air Quality, the proposed project would improve future long-term air quality by providing an alternative north-south connection and improving intersection operations. The long-term air quality benefits were discussed qualitatively. Since the project would result in long-term air quality benefits, no mitigation was identified. However, the project would result in short-term air quality impacts related to project construction which would be mitigated with the implementation of mitigation measures identified in Section 2.5 of the Draft EIR.

The extended roadway ~~will~~ would be constructed to meet current highway design and safety standards. There are no known deficiencies along Mary Avenue that would raise safety-related concerns associated with higher traffic volumes.

Comment 42.9: The residents and children will be exposed to exponentially increasing exhaust fumes and pollution and noise and safety issues that are not represented. DEIR omits this data skewing the results to show less traffic than there will be from this extension. Therefore those numbers are inaccurate and need to be reevaluated. There are up to 6 schools within blocks of the Mary Ave. with Sunnyvale Middle School directly on it. The accounted for and unaccounted for increase in traffic will create a significant safety issue for children getting to and from school, walking, biking or having their parents dropping them off. School and commute times are similar making a dangerous situation. More traffic means more accidents between vehicles, bikes, pedestrians, mostly children. Sunnyvale won't remain the safe, family city it is now. The extension will put the health and safety of those families at risk.

The increased traffic, accidents, crime, health and safety issues will impact the budgets of the police, fire, and heath care systems. The goal of the city and every resident should be reducing environmental damage and keeping our city safe and healthy for its residents, not increasing problems for its residents. The city of Sunnyvale should be endorsing transportation proposals with that same goal. I'm fighting for that, why isn't the city? Sunnyvale should not even consider this extension.

Sunnyvale is responsible as a city to keep a vibrant economy, by balancing the needs of all its residents, and the business community. The operative word is balanced. It is fine to increase the economy by developing the business community but the residents' rights, health, and safety cannot be sacrificed to that end. In the end the community exists because of its' residents.

Response 42.9: Based on the traffic analysis prepared for the project, there are no data that would indicate that the Mary Avenue Extension would lead to any measurable change in traffic volumes in the vicinity of any of these schools. As shown in Table 2.0-6 of the Draft EIR, as well as in Figures 2.0-3 and 2.0-4 of the Draft EIR, the effect of the project south of Central Expressway, which is where the schools referenced in this comment are located, would be negligible.

The City Council will consider the opinions and concerns expressed in this comment, as well as all of the information contained in the public record, as it deliberates on whether to approve the project. It is the job of the City Council to weigh the degree to which this project aids in meeting the stated objective versus its adverse effects. This is often a “balancing act” whereby the needs of many diverse constituents (businesses, residents, etc.) are considered.

Comment 42.10: The DEIR neglects the alternative of expanding public transportation. A viable connection to the nearby Caltrain is not explored. Bike lanes running the length of Mary Ave. need to be included in any plan. Sunnyvale states it advocates providing greater transportation options, reducing waste (pollution), being environmentally sensitive, providing a natural environment. The extension does not address those values. A new Bike/Pedestrian crossover 280 will connect Mary Ave. to Cupertino but those bike lanes end at Fremont. Many commuters could choose the green alternative, a Sunnyvale value, and bike if they were provided. The section of Mary Ave from Fremont to Homestead was remarked to include both street parking and bikes lanes, 2 lanes of traffic,

one each way and a middle turn lane. That is a formation that would work the entire length of Mary Ave. to Evelyn.

Response 42.10: For a summary of transit alternatives that have been considered, please see Master Responses #2 through 4. A "Two-Lanes Entire Length of Mary Avenue" alternative is analyzed in Section 5.0 of this document and this alternative (does/does not) include bike lanes. ***[Note: change Section 5.0 of FEIR to clarify bike lane issue.]*** .

Comment 42.11: The DEIR suggests in the future street parking may be removed to create extra lanes. Mary Ave. is already a very busy street with 2 lanes in each direction. As it is now, without the extension, the traffic can be so busy that it is difficult to get in and out of my own driveway. If parking is removed and more lanes created there won't even be parked cars between the sidewalk and lanes of traffic. Traffic will be right against the sidewalks. Again, more dangerous for all the school children and bikers. This residential street would become like an expressway. Mary is a residential street. My front door is only 25 feet from the street. No Expressway has residential homes with front doors facing the lanes of traffic.

Response 42.11: The project would not result in the removal of existing or planned on-street parking. Mary Avenue has been designated as a "Class 2 Arterial" in the City's General Plan for many years. Arterials are roadways that are typically designed for major movements of traffic not served by expressways or freeways. In highway nomenclature, street size and function, from smallest to largest, is typically as follows: local, collector, arterial, expressway, and freeway. It is not uncommon in many jurisdictions for residential land uses to be located along arterials.

Comment 42.12: Their backyards back up to the lanes of traffic and sound walls are employed to reduce the noise level. Imagine the increase in noise pollution as well as exhaust pollution pouring into our front doors. With just an increase of 10,000 cars as predicted by the DEIR the noise and exhaust pollution will increase yet no where in the DEIR does it mention mitigating the noise pollution, by any means, never mind the sound walls that might be necessary, like on the expressways. Imagine long cement sound walls down both sides of Mary. Not an attractive city street. Highways and expressways exist to bear the heavy traffic between cities. A city streets' function is to move travelers within that city. Sunnyvale City Council must find alternative ways to get workers from different cities to the businesses, not to use a residential street as an automotive commuter's shortcut to work.

Response 42.12: The estimated average daily trips under existing, 2020 No Project, and Project conditions are provided in Table 2.0-6 of the Draft EIR. The noise-related impacts of future traffic under project conditions are discussed in Section 2.4 of the Draft EIR. As discussed in Section 2.4 of the Draft EIR, based on the noise analysis completed for the project, the project would not result in significant long-term noise impacts from the project and therefore, would not require mitigation such as soundwalls. Even if there was a significant impact, soundwalls would not be considered for Mary Avenue because they would be ineffective due to the gaps in the walls needed for driveways.

Comment 42.13: The speed limit on Mary is 35. Most speed to 40-45 now as it is. It is already dangerous for the school children, bikers, and the resident's cars trying to turn into their own driveways. If there were added lanes becoming like an expressway drivers will perceive that they can increase their speed even more like on an expressway, no matter what is posted. The increased traffic and speeds increase exhaust/air pollution. So besides noise and safety issues we now have health issues. What will this increased pollution do to the environment and the vegetation /trees not

to mention our lungs and health? The DEIR does not address the increased environmental impact and health issues.

Response 42.13: For a discussion of the speed limit and its enforcement, refer to Master Response #7. No lanes are proposed to be added to Mary Avenue beyond the limits of the proposed extension at its northerly end. There are no plans to turn Mary Avenue into an Expressway. The project ~~will~~ would not materially affect traffic volumes on Mary Avenue south of Central Expressway, as shown in Section 2.3 of the Draft EIR. The project ~~will~~ would not result in adverse air quality impacts, as discussed on page 65 of the Draft EIR. ***[Mention if increased speeds reduce air emissions]***

Comment 42.14: The DEIR suggests in the future street parking may be removed to create new lanes. We purchased our home knowing we could park in front of our home. Just imagine if you were told you could no longer park in front of your residential home and the lanes in the street would be increased to bring traffic right up to your front yard and in essence make it an expressway. Where would all the people on Mary Avenue park? We would have to park around the block from our home in front of other people's homes. All the homes, on all the side streets would be affected by having all the Mary residents parking in front of their homes. Who wants to walk a block to their home? Guests would have to park around the block. If the lanes come up to the sidewalk how would trash be put out or collected. Imagine trash cans along Lawrence Expressway. A lane would have to be closed on trash day to accommodate recycling and trash trucks. How could deliveries be made? Sunnyvale Middle School has an entrance/exit where children are dropped off/picked up from school directly on Mary Ave. This cannot be done on an expressway. The entrance would have to be closed. Every parent and child would object to that.

That entrance on Mary Ave. to Sunnyvale Middle School is also used to access the track and field that is a public park through an agreement with the Parks and Recreation Dept. That park/track/field is used extensively by the surrounding residents and many come for miles to use it. The City makes money renting the facilities. The field is used by soccer and baseball teams. There is no parking lot for the park/track/field. The only parking is along the street and is used constantly day and night. How can they use the facilities if there is no parking and an entrance is closed? These people would park around the block or at the school creating more parking problem for all the side streets and at the school. This would deny Sunnyvale residents access to this park/field/track. Every person who uses this park/field/track would object. The police will have to participate in mitigating all the parking problems all along the Mary Ave. corridor. There will be many complaints by residents, the school and park/track/ field users about parking. Perhaps it will cost the city money to install parking restrictions/signs. The city would lose rental fees on a facility without access. There is nothing in the DEIR about parking problems and lack of use of city facilities.

Response 42.14: The project ~~will~~ would not remove any on-street parking. No lanes are proposed to be added to Mary Avenue beyond the limits of the proposed extension at its northerly end in an area that is predominantly industrial. ***[to check]*** -There are no plans to turn Mary Avenue into an Expressway.

Comment 42.15: Sunnyvale needs to remain a family friendly community. Our downtown had the streets closed and a mall built in an ill-conceived proposal. The City came to regret that decision and the City Council has lead us through a decade long process to restore the streets and downtown. Do the citizens need to step in this time to prevent another ill-conceived proposal? If the city won't protect its' own citizens we'll have to do it ourselves. Once the streets are changed it would be very difficult to reverse when it doesn't work, just like the downtown. This Mary Ave. Extension will

change our family friendly community into a commuter route. Many long time residents oppose the Mary Ave. Extension. The DEIR is not an accurate representation of all the issues.

Response 42.15: This comment states an opinion in opposition of the project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

RESPONSES TO COMMENT #43:
Tidwell, Jody (No Date)

Comment 43.1: I am Jody Tidwell and I am a Bay Area Native and have been a resident of Sunnyvale for 25 years. I live over by Maude and Mathilda. I have not been able to make any of the other Public Comment Meetings so I do not know if my idea has been already put forth as an alternative. I am against any of the current plans for this Mary Bridge. Sunnyvale used to be known as a "City of Innovation." I believe Innovation equals = think outside of the box. The current plan is in a box from 1972. The plan is 25 years old and out of date. Times have changed and Sunnyvale should not be promoting more vehicle street traffic. Sunnyvale should be promoting how to get people out of their cars, on public transportation, and into Sunnyvale to increase city revenue.

Why are we not looking at this opportunity as a start for getting light rail over 101 and eventually into downtown Sunnyvale? If Sunnyvale is going to do this, and me and my neighbors have to put up with the noise and the hassle and dust then do it right. I propose making this a bridge with only sidewalks and bicycle lanes with Emergency vehicle access only. Have light rail come over the bridge as it is on Java & 237. Down Mary to the Railroad tracks, then south to Sunnyvale Train Station. Parking is being built at the new mall. We have an opportunity of future revenue with parking and shoppers. We can have Workday Day Parking Passes for Commuters and or stalls marked as it is at Bart.

This idea will 1) allow Sunnyvale Residents get back and forth over 101 safely, 2) Allow non-residents who work over in the business park an opportunity to get to our Heritage Business District and new Sunnyvale mall, without vehicle traffic. During either lunch, after work or weekends, 3) This also will give Sunnyvale Residents of a more direct approach to reach light rail from all directions of Sunnyvale. This would make Moffett a transfer point for incoming or outgoing people traffic.

Response 43.1: The above comment suggests that improvements to public transportation and pedestrian/bicycle facilities as alternatives to the project. Refer to Master Responses #2 through 4.

RESPONSES TO COMMENT #44:
Tost, Brad (dated 11/07)

Comment 44.1: The Mary Avenue project is a nonsensical plan that tears apart Sunnyvale's residential areas, paving Sunnyvale over with asphalt and dissecting it into speedways so people in other communities can commute to and from work t-h-r-o-u-g-h Sunnyvale neighborhoods. When will these irrational plans of pouring more asphalt and building more speedways in Sunnyvale and Santa Clara County cities end?

It is time for Sunnyvale and Silicon Valley to move into the 21st century: the best way to solve the rush-hour traffic problems is to get commuters OUT of their cars by building regional rapid-rail

transit, expanding local rail and bus transit, and developing a variety of personal conveyances for use to and from transit stations.

It is time to stop spending billions for more and more asphalt that paves communities under and spreads the mess all over the place, turning Sunnyvale's and the valley's residential streets into s-p-e-e-d-w-a-y-s and turning the air t-o-x-i-c.

Response 44.1: The above comment suggests that improvements to public transportation be considered as an alternative to the project. Refer to Master Responses #2 through 4.

RESPONSES COMMENT #45:
Tufts, Charlene & Norman (dated 11/8/07)

Comment 45.1: I am writing to you in response to the Draft Environmental Impact Report on the Mary Avenue Extension. I made several attempts to understand the report and I am still concerned there will be additional traffic on Mary Avenue, causing more pollution, increased potential for accidents and simply decreasing the quality of life not only on Mary Avenue but the surrounding neighborhood.

When I first learned of the Mary Avenue Extension Project, it has always been my belief that every attempt should be made to keep the increasing traffic outside of the residential areas. In section 6.0 under Alternatives, specifically item 6.5, it states this alternative could potentially achieve the basic project objective but because SR 85 is not under the jurisdiction of the City is therefore infeasible.

I would like to know if the final EIR will address in more detail why it is infeasible and what was done to explore the possibilities. I understand SR85 is owned and operated by the State of California, Transportation Department and work is already planned for SR85 to improve regional traffic, don't the issues with Moffett Park fall into the regional traffic category. It seems if the City coordinated with other jurisdictions not only would the project objective be achieved, a broader plan might be developed to proactively address the inevitable increase of traffic and additional development of Moffett Park and the surrounding area.

Response 45.1: The above comment suggests that the alternative of improving SR 85 be looked at in more detail as an alternative to the project. Section 5.0 of this Final EIR contains a quantitative analysis of this alternative. These improvements would not eliminate the need for the Mary Avenue improvements, based on the analysis results.

RESPONSES TO COMMENT #46:
Usim, W. (dated 10/3/07)

Comment 46.1: Traffic light study on Mary N. of Remington.

Responses 46.1: Refer to Section 2.3 of the Draft EIR which analyzes traffic impacts from the project on the signalized intersections on Mary Avenue, including those that are located north of Remington Avenue.

RESPONSES TO COMMENT #47:
Vercellino, Gary (No date)

Comment 47.1: I would like to submit an alternative to the Mary Avenue ~~e~~Extension. I fear that by using Mary Avenue as a thoroughfare, commuter's will take all the back roads through Sunnyvale West neighborhood's to avoid traffic jam's. When school is back in session, particularly Sunnyvale Middle School and Cherry Chase Grammar, you can imagine how much of safety issue this will create. There will be children walking to and from school, not to mention the parent's that are dropping off and picking up their children. Right now there already are traffic jams at intersections near these schools, to add more vehicles, noise and air pollution, just creates a more stressful situation. This is not in the best interest of the Sunnyvale West's residents.

I think the alternative solution, would be to build the overpass at the Mary Avenue location into Moffett Park, only being accessible from Highway 237. Also build a cloverleaf exit from 237 into Moffett Park so a commuter coming from the San Jose area will have easier access without having to use Mathilda Avenue off ramp, this will lighten the traffic jam at that location. Adding pedestrian only overpass would greatly increase safety.

Also reconfigure Mathilda 237 interchange to help balance the traffic load with the new off ramp. This would also help shoppers access the new shopping Mall downtown. The off ramp from Highway 85 to 237 should also be improved, this is crucial to ease the transition to the new overpass and beyond.

Response 47.1: The above comment suggests improvements to regional facilities and pedestrian facilities to improve access to the Moffett Park area as alternatives to the project. Refer to Master Responses #2 and 5. See also Section 5.0 of this Final EIR, which discusses the widening of SR 85 as an alternative to the project. ***[Expand to address why specific suggestion not addressed or if it was addressed in earlier studies.]***

RESPONSES TO COMMENT #48:
Water, Cor Van de (various dates)

Comment 48.1 : The draft EIR has a lot of detail for motor vehicle traffic volume, but lacks information about safety for bicyclists and pedestrians and the consequences of the proposed project and the presented alternatives on the safety and service of *all* road users. I see that the availability of sidewalks and bicycle lanes is mentioned, but there is no study or result from the impact of increased traffic volume on the safety and service for bicycles and pedestrians on Mary or nearby the proposed project and alternatives.

Response 48.1: The Mary Avenue Extension ~~will~~ would include bike lanes and sidewalks. Mary Avenue has bike lanes between Almanor Avenue and Maude Avenue that would directly connect to the proposed project. There are also bike lanes on the southern end of Mary Avenue between The Dalles and Homestead Road. The City is currently constructing bike lanes on Mary Avenue between The Dalles and Cascade Drive. The section of Mary Avenue between Cascade Drive and Maude Avenue meets the State's criteria for designation as a Class III bicycle route, and has been so designated by the City.

Comment 48.2: The presented report has a glaring lack of detail on the proposed alternatives, in particular which lane configuration and mitigation for bottlenecks was studied for the simulations of

the downgrade Mary Ave alternative. Mary Avenue south of Fremont has a configuration of 2 lanes plus center turning lane and bicycle lanes while also allowing on-street parking, except near intersections. That exact configuration should work very well for the entire length of Mary where it is a residential street, in particular the stretch from Fremont to EI Camino and likely even the section from EI Camino to Evelyn. Providing dedicated right-turn lanes where Mary southbound approaches EI Camino will take away the majority of the waiting cars, already today blocking the intersections with Olive and Valencia. This will probably be necessary in other places and can actually improve the traffic flow compared to the situation today where a single car frequently blocks the flow of traffic in an entire lane.

Improvements in traffic flow from an added center turn lane and the increased safety for residents when entering or exiting their driveways with space to maneuver before getting into the traffic lane, in addition to the center lane to make a left turn in two steps, does not seem to be part of the current study. My perspective is that I strongly encourage you to look into the validity of the study done on the "downgrade Mary" alternative, as I expect that this alternative will be superior to other alternatives if all users and mitigations are weighed. I do strongly support this alternative, because I see it work very well south of Fremont Ave.

Response 48.2: ~~Under CEQA~~Generally, the evaluation of alternatives is less detailed ~~at a lesser detail~~ than ~~that~~ the analysis undertaken for a proposed project. In this case, however, the traffic impacts of the Downgrade Mary Avenue Alternative were quantified to the same level of detail as that done for the project. Section 6 of the Draft EIR shows the impact of this alternative at each of the 22 study intersections. It also contains figures that show the redistribution of peak-hour traffic under this alternative, both in comparison to the No Project and in comparison to the Proposed Project. As stated in Section 15126.6 of the CEQA Guidelines, "The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project."

The opinion in this comment in support for the Downgrade Mary Avenue Alternative is noted for the record.

Comment 48.3: In addition, the Mary Ave is designated as a North-South connector Bicycle Route, which is even enforced with the southward extension of a bike/ped. bridge across 280. I do not see how you can avoid giving the bicycle safety some serious study when the traffic study clearly indicates that the motor vehicle volume is increasing severely in the study period and you want to maintain Mary Ave as designated Bicycle Route. Clearly the safety and service for these road users need to be weighed with the alternatives, which now seem to single out motor vehicle users as the only group to be considered in selecting alternatives. This is in direct contrast to paragraph 1.6.2.1 second bullet quoting Sunnyvale General Plan, transportation policy 1B.3 to "Create and maintain a safe and effective system of roadways and bikeways suitable for bicycle users."

Response 48.3: Please see Response ~~47~~48.1, above, regarding bike lanes and bike routes on Mary Avenue.

Comment 48.4: Traffic Studies seem to ignore the effect that fuel price increases have on motor vehicle use. In the (likely) event of a fuel price above $7.40 per gallon in the year 2020 and beyond, the expected growth in motor vehicle use may be very far from reality, while the pedestrian and bicycle usage may be largely underestimated. (The value $7.40 is derived by linear extrapolation of

average fuel prices in San Jose for the last 6 years, it does not take into account rising trends which can send the price above $10 before 2020.)

Response 48.4: ~~Predicting~~ It would be speculative to predict future traffic volumes based on potential increases in gas prices ~~is speculation~~.. The EIR uses standard methodologies that have been accepted for many years. It is true that fuel prices could affect vehicle use but it is not possible to determine the degree of that impact for future forecast modeling.

Comment 48.5: The word "bicycle" is mentioned in the draft EIR, but is generally just used to indicate which type of traffic will use the project, there is no indication of facilities other than that there will be bike lanes on the bridge and they will connect to existing infrastructure. No study was done to determine if the existing facilities are adequate or can be improved (such as a 5-ft shoulder, suggested to be used as a bicycle facility without alternative improvement options) and the mentioning of stairs to connect the LRT station to the bridge for pedestrians and *bicyclists*.

Response 48.5: The Mary Avenue Extension includes bike lanes. Mary Avenue has bike lanes between Almanor Avenue and Maude Avenue that would directly connect to the proposed project. There are also bike lanes on the southern end of Mary Avenue between The Dalles and Homestead Road. The City is currently constructing bike lanes on Mary Avenue between The Dalles and Cascade Drive. The section of Mary Avenue between Cascade Drive and Maude Avenue meets the State's criteria for designation as a Class III bicycle route, and has been so designated by the City. To the north of the proposed project, 11th Avenue has bike lanes that would directly connect to the proposed project.

Other streets in the project vicinity that connect to Mary Avenue or provide access to the proposed project and feature bike lanes include H Street, Manila Drive, Almanor Avenue and Maude Avenue.

Comment 48.6: Besides the obvious error in the draft EIR that figure 6.0-5 is identical to 6.0-4 instead of showing the PM peak hour difference between "downgrade Mary and proposed project", the numerical data is missing to backup the drawings and the average daily traffic volumes in appendix H make it clear that the result of the "downgrade Mary" alternative is almost unnoticeable in all surrounding areas, except that the traffic on the residential stretch of Mary is brought back to about the existing level today, which would make it one of the superior alternatives to look at.

The appendix also clarifies that for this alternative, no dedicated right turn lanes are taken into account, which probably is the cause of this alternative showing a bad service level in major intersections. It is easy to make an alternative look bad if necessary mitigations are applied selectively.

Response 48.6: Figure 6.0-5 in the Draft EIR has been replaced with the correct figure (see Section 5.0 of this Final EIR). The conclusions in Section 6.0 regarding the Downgrade Mary Avenue Alternative are drawn from the level of service analysis which is summarized in Table 6.0-2 and included in Appendix H of the Draft EIR. Appendix H also includes the peak hour volume turning movement diagrams. Also, as noted in Appendix H of the Draft EIR, the worksheets that show the calculations undertaken at all of the intersections are available for public review at the City Hall during normal business hours. These worksheets were made available beginning on August 24, 2007, which was the first day of the Draft EIR public review. ***[Note. Need to add tables with nos. to accompany figures in Chap 6]***

Comment 48.7: Another remark and sorely missed in the DEIR is where the traffic to Moffett originates. If the majority of the traffic originates from somewhere else than West Sunnyvale, then we are essentially creating a Freeway-bypass route through a residential area. I am sure everyone wants to avoid that train wreck.

Response 48.7: Information about the origin/destination of traffic on Mary Avenue is provided in Master Response #1. The origin of Moffett traffic specifically is now known. ***[Note: Can this be found in Moffett EIR?]***

Comment 48.8: Nowhere in the study is serious thought about a better connection of Moffett to 101 and 237, except stating that the interchange does not allow this and implying that the Freeways are outside the city's sphere of influence and they do not need to study that according to some quoted rules in the alternative "widening 85".

I get the strong feeling the proposal is sub-optimizing the situation to fit the round peg "Mary overpass" into the square hole "Moffett traffic expansion". Mary overpass should benefit the traffic originating from Sunnyvale or Mountain View-East, destined to Moffett and surroundings.

Any other non-local traffic to Moffett should get a better connection to Freeways, not to Sunnyvale residences. This could mean an upgrade of feeders to Ellis and Mathilda interchanges, or a dedicated Moffett connector to the Freeways, possibly even replacing one of the existing interchanges to avoid cluttering the Freeways with on/off ramps.

Response 48.8: The above comment suggests improvements to regional facilities to provide access to the Moffett Park Area as an alternative to the project. Refer to Master Response #5 and Section 5.0 of this Final EIR.

RESPONSES TO COMMENT #49:
Whittum, David (dated 11/12/07)

Comment 49.1: According to the DEIR, this project proposes a 0.5 mile long, 80-feet high bridge to extend Mary Avenue over US 101, SR 237, and a VTA Light Rail Station into Moffett Park, in proximity to a new development by Jay Paul Company, a privately held real-estate firm. The alignment puts the new construction below the Moffett flight path, over the Hetch Hetchy aqueduct and through an area containing a prehistoric Ohlone burial ground. A few blocks to the south Mary Avenue crosses at-grade the Caltrain/Union Pacific railroad tracks, which see 96 commuter trains each weekday, and an indeterminate number of freight trains in the evening and early morning. The project site, while not clearly defined by the DEIR, appears to lie within Sunnyvale, California.

The project description provided in the filing with the State Clearinghouse is:

The project proposes to extend Mary Avenue from its current terminus at Almanor Avenue north, over US 101 and SR-237, to Eleventh Avenue at E Street. Currently, Mary Avenue is an approximately 5.6-mile, two- to six-lane, north-south arterial that extends north from Homestead Road in south Sunnyvale and terminates at Almanor Avenue just south of US 101. The proposed extension includes a 0.3 mile long bridge structure over the two freeways and light rail transit (LRT) tracks. North and south of the bridge, the roadway extension would be supported by embankments. The bridge structure would have four traffic lanes, a raised median, sidewalks, and bike lanes. In addition, the project includes signalized intersection improvements at the intersection of Mary

Avenue and Almanor Avenue, and at the northerly connection of Mary Avenue to the Eleventh Avenue and E Street intersection.

Response 49.1: This comment is a restatement of the project description that is contained in the Draft EIR, as well as a copy of the project description that was submitted to the State Clearinghouse. This comment does not raise any questions about the project or the adequacy of the Draft EIR. Therefore, no response is necessary.

Comment 49.2: The purpose of this project is not clearly defined in the DEIR. On page 6 one finds:

The purpose of the Mary Avenue ~~e~~Extension is to help alleviate regional operational deficiencies by providing an alternative north-south connector to lands north of US 101 and SR 237 (including the Moffett Park Area; and alleviating existing and future traffic congestion in the Moffett Park Area and other areas adjacent to Mary Avenue.

The meaning of "other areas adjacent to Mary Avenue" is unclear. Elsewhere the DEIR states that the purpose is to "help alleviate regional operational deficiencies by providing a vehicular, pedestrian and bicycle alternative to the existing north-south connections in the City." [DEIR p. 15]. The DEIR does not clearly state why there are "operational deficiencies", nor why they "are expected to worsen". [DEIR. p. 15]

Response 49.2: The wording on page 6 of the Draft EIR does not contradict the wording on page 15 of the Draft EIR. The text on both pages describes the need for additional north-south roadway capacity in Sunnyvale, which includes the Moffett Park area at the northerly end of the City. The capacity is needed in order to accommodate existing and planned growth of the City in accordance with the adopted General Plan. The text is supported by the data in Tables 2.0-5, 2.0-6, and 2.0-7 of the Draft EIR, which illustrate that traffic volumes ~~will~~ would increase and congestion at intersections ~~will~~ would increase as planned growth continues.

The Draft EIR notes that the proposed project has been part of the City's planned roadway network for several decades. Appendix E of the General Plan, *Transportation Mitigations*, identifies the Mary Avenue Extension as one of the improvements needed to provide sufficient roadway capacity for build-out of the General Plan. All traffic analyses that have been completed subsequent to that time have assumed the completion of the Mary Avenue Extension in the long-term.
See also Master Response # 5, which summarizes the studies that have been completed over the past 25 years, each of which confirmed the need for the Mary Avenue Extension.

Comment 49.3: Meanwhile, other documents prepared by the City, and not cited in this DEIR imply that vehicular traffic is due in part to new Moffett Park developments. For example, a Moffett Park Business and Transportation Association document states: "The Mary Avenue project will extend Mary Avenue across U.S. 101 and SR 237 in the northern part of the City in order to address anticipated traffic congestion on the City's major north-south roadways as well as to improve access to Moffett Industrial Park." While it is not clearly stated in the DEIR, public comments reflect a widely-held belief that the purpose of this project is to facilitate commuter traffic into Moffett Park.

Since Mary Avenue, with an overpass, would provide a straight-shot into Moffett Park, the conclusion many residents have reached is that this project would result in high levels of traffic on Mary Avenue into the millions of square feet of new office space planned or in-progress in this

business park. The DEIR does not provide substantial evidence to contradict this intuitive conclusion.

In fact, the Moffett Park DEIR Transportation and Circulation analysis makes clear that its traffic assumptions include a future Mary Avenue Extension. [Moffett Park Specific Plan Environmental Impact Report, p. 3.l2-22]:

The future land uses in the City were estimated by the City of Sunnyvale Planning Department. The future land use assumptions are based on buildout of allowable and likely development under the City of Sunnyvale General Plan and the associated zoning. In the Moffett Park area, the amount of development allowable under General Plan zoning was evaluated for each vacant parcel or each parcel where development was likely. Total buildout of the General Plan Conditions would result in approximately 18 million square feet of R&D development in Moffett Park. These future land use assumptions were also input to the model to determine the 2020 General Plan Conditions. The future model also assumes completion of the Mary Avenue Extension from Maude Avenue, over US-101 and Route 137, to H Street in the Moffett Park area. All roadway projects that are committed in the Valley Transportation Plan (VTP) Capital Investment Program in Santa Clara County have also been included in the model. In the Sunnyvale area, these improvements include HOV lanes on Central Expressway and Route 237, and interchange improvements at the junctions of Route 85 with US-101 and Interstate 280. Again, the model assigned all trips over the roadway network and the turn movement volumes at the study intersections were obtained. The General Plan Conditions were projected to generate about 6,100 more trips in the AM peak hour and about 5,400 more trips in the PM peak hour for Moffett Park Specific Plan area compared to Existing Conditions.

For later reference, note that the narrative indicates that accuracy of estimates was sacrificed to "evaluate the most conservative case":

The difference between the 1998 and 2020 General Plan Conditions model volumes for each study freeway segment was calculated to determine the increment volumes. This traffic growth increment was added to the existing freeway volumes for each respective segment to estimate the 2020 General Plan Conditions freeway volumes. For segments which had negative increments, when the projected 2020 traffic levels were less than existing levels, the traffic volumes were assumed to remain at the higher existing volumes in order to evaluate the most conservative case.

Thus the Moffett Park Specific Plan DEIR does not provide an accurate basis for assessing the purpose and need of the Mary Avenue Extension, as it intentionally overestimates future traffic volumes.

Response 49.3: It is not the role of this EIR to evaluate the adequacy of the Moffett Park Specific Plan Draft EIR. There is no reason for ~~the~~ the Mary Avenue Extension Draft EIR to contradict the "widely-held belief" that the proposed project ~~will~~ would facilitate the development of the Moffett Park area because, in fact, that development is part of the planned growth of the City. Traffic from the Moffett Park ~~this~~ development, as well development in other areas is what is creating the need for the project. As stated on page 15 of the Draft EIR, the need for the capacity provided by the Mary Avenue Extension has been known for decades, as identified in the City's General Plan.

The fact that the traffic analysis contained in the Moffett Park Specific Plan EIR included the Mary Avenue Extension is not surprising. As noted previously, the Mary Avenue Extension has been assumed in numerous traffic analyses as a long-term roadway improvement needed to serve the land

uses identified in the General Plan. This is the standard methodology generally used in ~~all~~ traffic studies in ~~all~~ jurisdictions, whereby planned infrastructure improvements are factored into the analyses, especially if they are funded improvements.

Comment 49.4: Project Was Piece-Mealed. In assessing the project description, and the Moffett Park Specific Plan DEIR, it is evident that the impacts of the development of Moffett Park have been piece-mealed for purposes of environmental analysis. That is to say, the Mary Avenue Extension was and is viewed by planners as a necessary adjunct to development of Moffett Park. Even so, impacts of this extension were not analyzed in approving the development of Moffett Park. With Moffett Park development now viewed as a fait accompli (the "buildout" assumption), planners seek to analyze impacts of the Mary Avenue Extension in the context of a no-project alternative that in fact consists of all the improvements in the Valley Transportation Plan, minus the Mary Avenue Extension.

According to one CEQA reference:

For purposes of impact assessment, a lead agency should define its project broadly to ensure a complete analysis of impacts resulting from future expansion or continuation of the initial aspects or phases of a project. Such impacts must be assessed when the "future expansion or other action" is a reasonably foreseeable consequence of the project as initially conceived, and where the future expansion or action will likely change the scope of nature of the initial project or its environmental effects.

In the case of Moffett Park, the absence of access by vehicle to this site would limit the value of development there, and ultimately development itself. It seems unlikely that Jay Paul Company would be investing in 1.8 million square feet of office space if they were not fairly sure that better access would be provided, particularly since it was envisioned by planners in the Moffett Park Specific Plan DEIR. By any standard then, the Mary Avenue Extension was a foreseeable adjunct to Moffett Park development, and its impacts should have been analyzed in the Moffett Park process. The Mary Avenue Extension has been viewed as a necessary mitigation for years.

The same reference goes on to clarify (p. 365)

...the California Supreme Court articulated a two-prong test to determine when such future phases or consequences should be assessed as part of an initial project EIR....Under the Court's two-prong test "an EIR must include an analysis of the environmental effects of future expansion or other action if: (1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects".

This City's approach to development of Moffett Park, and serially, the Mary Avenue Extension fails this two-prong test, and is therefore at odds with CEQA.

Response 49.4: The thrust of this comment is that the environmental impacts of the Mary Avenue Extension should have been analyzed within the Moffett Park Specific Plan EIR because the extension is needed to adequately serve traffic generated by development within Moffett Park. The commenter asserts that the failure of the Moffett Park Specific Plan EIR to do so constitutes “piece-mealing,” which is not allowed under CEQA.

This comment misapplies the piece-mealing principle. Piece-mealing applies when an agency focuses only on a portion of a proposed project but ignores other portions/phases of the same project, thereby resulting in a less-than-full-disclosure of the total environmental effects from the "whole of the action."

In this case, however, the traffic analysis in the Moffett Park EIR correctly accounted for all planned roadway improvements in the area so as to allow for an accurate assessment of traffic impacts. The Mary Avenue Extension was assumed, as were numerous other planned roadway improvements that ~~will~~ would be built by the City, VTA, Caltrans, and/or adjacent cities, irrespective of any decision to approve development within Moffett Park. This is no different than accounting for planned improvements to utility systems, parks, libraries, etc.

This did not obligate the Moffett Park EIR to analyze the environmental impacts of all of these planned infrastructure improvement projects because that is not a requirement of CEQA. If this were a requirement, then every EIR would be forced to include the analysis of every infrastructure project assumed in the various studies, which would be impractical.

As an aside, the City notes that had there been any deficiencies in the Moffett Park Specific Plan EIR, the timeframe for addressing such deficiencies has long since passed as that EIR was certified in 2003. The adequacy of the Moffett Park Specific Plan EIR is unrelated to the adequacy of this EIR.

Comment 49.5: Existing Noise Conditions Ignored. The City doesn't characterize existing noise levels on South Mary and thus fails to adequately characterize the existing setting. One cannot tell from the DEIR what noise conditions presently prevail on Mary Avenue, and absent this information, one is not in a position to judge long-term and cumulative impact. The General Plan has criteria for residential areas, and one cannot tell from this DEIR whether they are met or not in this neighborhood before or after the project. Conditions in school and recreational areas also go unaddressed.

Response 49.5: Pages 57-59 of the Draft EIR describe existing noise levels at representative locations along Mary Avenue. As stated in the text, the noise levels are from measurements taken by an acoustical consultant as part of the preparation of the EIR. The General Plan noise criteria for residential areas are ___ dBA L_{dn}. The following additional text is added to page 59 of the Draft EIR to explain the criteria's relationship to existing conditions.

> *… [to complete with explanation of existing noise conditions related to criteria and perhaps critiera could be added to table that shows existing noise levels]*

Comment 49.6: Cumulative Impact Analysis Flawed. Discussion of cumulative impact in the area of noise is found on pp. 89-90:

Over time, as the project area has become more urbanized and the City has grown, ambient noise levels have gradually increased. The largest source of increased noise in the immediate project area is motor vehicle traffic. Cumulative traffic-related noise will continue to increase as traffic volumes increase (refer to Section 2.3 Transportation). Generally, a three decibel increase in noise is considered noticeable. As discussed in Section 2.4 Noise, the noise analysis completed for the proposed project concluded that project-related traffic would increase noise levels by less than one decibel, which would not be measurable or perceptible. Therefore, while the proposed project would

incrementally contribute to the increase in noise in the project area, its contribution would not be cumulatively considerable.

The common description of 3-dB as a "just perceptible" change in apparent loudness derives from studies done in the period 1957-1972, at levels above 40dB(A). These studies have no relevance here where detection of passing vehicles is not at issue, nor is assessment of equivalent noise levels, that in any case are a mathematical construct and not a direct observable. In fact, there are demonstrable health effects from high ambient noise levels as discussed in Appendix B. Meanwhile, the City's General Plan calls out 3dB as the threshold for significant impact. Thus the increments foreseen by this DEIR, of 4-6 dB are significant.

In addition, the argument that only I-dB of this is due to the overpass fails to comply with established CEQA case law. The City has erred by not identifying the existing and cumulative significant noise impacts on the community, and the fact that the addition of more incremental noise is considered significant under CEQA. For example, *Kings County Farm Bureau v. City of Hanford (1990)* 221 Cal. App.3d 692, 720-721, held:

... We find the analysis used in the EIR and urged by GWF avoids analyzing the severity of the problem and allows the approval of projects which, when taken in isolation, appear insignificant, but when viewed together, appear startling. Under GWF's 'ratio' theory, the greater the overall problem, the less significance a project has in cumulative impacts analysis. We conclude the standard for a cumulative impacts analysis is defined by the use of the term 'collectively significant' in Guidelines section 15355 and the analysis must assess the collective or combined effect of energy development. The EIR improperly focused upon the individual project's relative effects and omitted facts relevant to an analysis of the collective effect this and other sources will have upon air quality.

In *Communities for a Better Environment v. California Resources Agency (2002)* 103 Cal. App. 4th 98, the Court of Appeals rejected proposed regulations allowing for "de minimus" cumulative impacts to be ignored by the regulatory agency:

These two Guidelines ...contravene the very concept of cumulative impacts. Their application would turn cumulative impact analysis on its head by diminishing the need to do a cumulative impact analysis as the cumulative impact problem worsens. The reason for this incongruity is that the de minimus approach ...compares the incremental effect of the proposed project against the collective cumulative impact of all relevant projects. This comparative approach is contrary to CEQA section 21083 and to the Guidelines section 15355 definition of cumulative impacts, set forth above; this approach also contravenes CEQA case law. (Id. at 117-118.)

Here, the project will increase existing significant impacts by causing additional noise to a neighborhood that is already suffering significant effects from noise. The City's approach violates CEQA because it ignores the existing significant impact and does not acknowledge that it is approving a project that will contribute to significant noise effects. In *Los Angeles Unified School District v. City of Los Angeles (1997)* 58 Cal. App. 4th 1019, the Court of Appeal noted:

[T]he relevant issue to be addressed in the EIR on the plan is not the relative amount of traffic noise resulting from the project when compared to existing traffic noise, but whether any additional amount of traffic noise should be considered significant in light of the serious nature of the traffic noise problem already existing around the schools. We do not know the answer to this question but, more important, neither does the City; and because the City does not know the answer, the

information and analysis in the EIR regarding noise levels around the schools is inadequate. (Id. at 1025-1026.)

Response 49.6: ***[To discuss. This comment has serious CEQA deficiences to address]*** This comment misinterprets CEQA and CEQA case law in several important ways. First, there is no such thing as a significant impact under the existing setting. Only a project can result in an impact, significant or otherwise. The setting is included in an EIR to provide the background and context for the analysis of impacts that would result from construction of a proposed project. CEQA Guidelines §15126.2 states that the determination of significant environmental impacts should be limited to the changes to the environmental setting that would result from a project.

Second, the comment incorrectly implies that if the existing setting is bad enough due to the cumulative effect of past development, any contribution to that setting from a proposed project - however small the contribution - must be deemed a significant impact. Under this reasoning, virtually every project, regardless of size or scope, would require an EIR and every impact would be significant. For example, under this reasoning, because the Bay Area experiences exceedances of certain air quality standards, every development would need an EIR and mitigation even if it added only a few vehicle trips per day. This interpretation of CEQA is incorrect.

Third, the comment misconstrues the requirements of CEQA with regard to cumulative impacts. The comment infers that cumulative impacts are automatically significant in the context of past and future development. However, as stated on page 89 of the Draft EIR, CEQA states that the discussion of cumulative impacts should focus on whether a project's incremental effects are "cumulatively considerable." In other words, a significant cumulative impact ~~will~~ would not occur unless the analysis demonstrates that the project's contribution to that impact ~~will~~ would be considerable. ***[Note. If existing noise levels exceed City standards for residential areas, the project's contribution could be significant. Issues of 2020 vs. project not appropriate. Issue of incremental increase may be critical. Also, issue of 3 dBA vs. 5 dBA to be addressed.]***

Comment 49.7: Interior Noise Levels Ignored. The DEIR performs no analysis relating to interior noise even though the General Plan includes an adopted standard. Particulars relating to local home construction are not addressed. No information on interior noise levels is provided. This fails to meet the requirements set down in the General Plan, Noise Element, for example, Action Statement A.I e: "Use the CEQA and the discretionary permit processes to protect existing land uses from significant noise impacts due to new development." And Action Statement A.2c: "Attempt to achieve a maximum instantaneous noise level of 50dBA in bedrooms." Given measurements detailed in Appendix A, this level is foreseeably exceeded in older homes on South Mary Avenue. In fact, the City makes scant reference to its Noise Element in this DEIR (one reference on p.57) and thus fails to inform the public of the adopted standards. The State of California promulgates guidelines for noise in residential areas. Guidelines from the State Office of Noise Control, seen in Appendix D are required by California Government Code 65302 to be recognized by the Noise Element, and therefore should be consulted.

Response 49.7: As stated on page 57 of the Draft EIR, the relevant standard listed in the City's General Plan for residences is a goal of having an outdoor Ldn no greater than 60 dBA. The General Plan uses the outdoor standard for residences because there is an inherent assumption regarding the degree to which the house itself ~~will~~ would attenuate noise levels inside the home.

~~Even if there were a relevant interior noise standard, such a standard would not change the conclusion of the noise analysis, which is that the project will cause noise to increase by less than one decibel (see page 62 of the Draft EIR). Such an increase is not measurable or perceptible.~~

Comment 49.8: City Employs Double-Standard. The City's approach towards it residents here contrasts sharply with its approach toward the City of San Jose when that agency considered commercial use of Moffett Field. The letter sent by the attorney acting for the City may be found online. The City's position was:

It is absolutely essential under NEPA that the decision maker be provided with a detailed, careful analysis of the relative environmental impacts of proposed alternatives, and CEQA requires that agency conclusions in an EIR be supported by rigorous analysis and substantial evidence...

Of course, any noise analysis also should include noise related to traffic directly or indirectly resulting from use of Moffett Field to supplement San Jose's operations, as well as evaluation of noise resulting from use of Auxiliary Power Units (APU), Ground Power Units (GPU), and traffic. The need for soundproofing of schools and residences as a result of civilian use of Moffett Field also must be discussed...

As you know, California has determined that residential development should not be allowed within the 65 CNEL, and 60 CNEL leads to noise complaints from individuals within the 60 CNEL contour. The noise analysis should include reference to the Noise Compatibility Guidelines, the County of Santa Clara Noise Level Standards, and the City of Sunnyvale Noise Level Standards...

Response 49.8: The City uses the same goals, policies, and impact thresholds for all projects. For example, the thresholds of significance for noise used in this EIR are from the City's General Plan and are applied equally throughout the City. Traffic noise is the only relevant noise applicable to this project. It is not necessary to use criteria from other jurisdictions.

Comment 49.9: In fact, noise conditions are presently severe on Mary Avenue, as we show in measurements and analysis in Appendix A. A preliminary measurement over a period of 40-minutes from 7:50AM-8:30AM provided Leq ~ 71.5dB(A) and to the extent that Ldn proves commensurate with this sampling, we may infer that under the Sunnyvale General Plan, this area of Mary Avenue, south of EI Camino, does not presently fall under the 60dB(A) level categorized as "acceptable" for residential development. It appears based on this sampling to exceed the 70dB(A) level which the Sunnyvale General Plan characterizes as "unacceptable" for residential development.

Response 49.9: The Draft EIR (text on page 57 and Table 2.0-9 on page 59) discloses that existing noise levels along Mary Avenue exceed the City's General Plan goal of having an outdoor Ldn no greater than 60 dBA at residences. However, as noted above in Response 49.6, the determination of significant impact is not based on existing conditions, but rather, on the change in noise levels attributable to the project. ***[Note: May change per 49.6 changes]***

Comment 49.10: Incredibly, the Draft EIR proposes that traffic levels will increase at this location from 19,700 average daily trips to 25,600 daily trips with this project (26,300 trips without the overpass). This is a 1.1dB increase in daily trips. This figure does not put a firm upper bound on the impact of this traffic however. Noise and emissions may increase disproportionately depending on congestion.

Hypothetically speaking, if the project proceeds to completion, and the result is that neighbors' lives are disrupted by traffic, nose and emissions there will have been impact. Post-project impact may take the form: children can't get to sleep, homeowners must purchase double pane windows, new HVAC including make-up air, homeowners must try to sleep on the other side of the house. The purpose of the DEIR is to accurately forecast such potential disruptions, and to outline mitigations --- such as HVAC and other retrofits. Playing tricks hinging on obscuring the particular projects that produce the noise does not serve the purposes of CEQA.

Response 49.10: The data cited in this comment are from Table 2.0-6 on page 45 of the Draft EIR. The data indicate that the Mary Avenue Extension ~~will~~ would *decrease* traffic volumes on Mary Avenue south of El Camino Real, as compared to future conditions without the Mary Avenue Extension. Thus, at this location, the project would result in an imperceptible decrease in traffic-related noise. ***[to discuss]***

Comment 49.11: From a different point of view looking at the same omission, this DEIR fails to assess cumulative impacts that it admits are large, 4-6dB(A). CEQA Guidelines require the City to consider past, present, and probable future projects producing related or cumulative impacts.

Response 49.11: Please see Response 49.6, above. ***[to discuss]***

Comment 49.12: Growth Inducing Impacts Ignored. The City does not account adequately for the growth-inducing and cumulative impacts of this project. It foresees 33% growth in traffic on Mary over the next 13 years with no overpass, and about the same with an overpass. Yet the presence of the overpass would foreseeably lead to denser development in areas accessible to Mary. As a then-well-connected arterial, it would become a transit corridor, amenable to transit-oriented development. Conversely the No Project alternative would result in less such development. Instead, the development might occur along the VTA LRT line, for example.

Response 49.12: The job of the Sunnyvale City Council will be to weigh the adverse environmental effects of the project against the benefits that it ~~will~~ would provide. If the City Council decides to not approve the project, such a decision ~~will~~ would be reflected in the traffic analyses and CEQA documents for future development as it comes forward for review and approval. Section 3.0 addresses growth inducement in terms of the indirect effect of increasing roadway capacity but states that the growth is expected to stay within limits set by the General Plan.

Comment 49.13: While the DEIR is vague on the point, it seems clear that this project is intended to divert Moffett-bound traffic from Mathilda, over to Mary Avenue. The DEIR concludes this bridge would not however increase traffic on Mary Avenue. Instead, the DEIR claims that Mary south of Central will see 52-53k average daily trips with or without the project, where it sees only 26k now (DEIR pA5). It claims that Mary south of EI Camino will see a 30% jump in traffic to 26k daily trips, in the next 13 years, even without the overcrossing, and slightly less with the overcrossing. The baseline from which the DEIR is judging impact, the "No Project" level, is seen in Table 2.0-6, "Average Daily Trips Comparison" (DEIR pA5) where the No Project traffic levels are compared to the existing traffic levels.

The No Project alternative actually includes fourteen projects (DEIR p.44), other than this Mary Overcrossing project. The source of the travel demand forecasts is discussed on p.l7 of Appendix B. Written in 2001 it "assumes buildout of the City's General Plan in 2020".
This approach fails to comply with CEQA in several ways:

(1) Piece-mealing of projects is contrary to CEQA, and hiding them in a general category referred to as "buildout" makes them no-less projects.
(2) The cumulative impacts of these different projects must be considered, not simply labeled as the "no-project" alternative, and regarded as zero impact.
(3) The assumptions of the No-Project Alternative should be accompanied by substantial evidence.

Response 49.13: The assertions regarding peace-mealing and cumulative impacts are addressed in Response 49.4 and Response 49.6, respectively. The list of projects on pages 44-45 of the Draft EIR was developed from the City's capital improvement program, pending roadway improvements to be implemented as mitigation for approved projects, and VTA's Valley Transportation Plan 2030. ***[Need to discuss per legal issues raised by reviewer and identify timing of project.]***

Comment 49.14: In the Noise Assessment (Appendix C, p.l2) one finds similar claims about noise:

"Future noise levels at the nearest residential receptors are calculated to increase by 4 to 6dBA Ldn by the year 2020 ... The project would be responsible for a traffic noise level increase ranging from about 0.5 to 0.8dBA Ldn above the noise levels expected as a result of General Plan build-out".

Thus the DEIR concludes that because there is going to be more noise and traffic on Mary even without the overpass, adding the overpass will actually not make much difference to Mary. This approach fails to comply with CEQA in the areas listed previously and in yet another way, the DEIR fails to characterize the baseline noise conditions from which impact is to be judged. A noise increase of 5-dB is categorized as significant under the Sunnyvale General Plan, from a baseline of 60dB(A) or less. An increase of 3-dB is categorized as significant starting from higher levels. Thus the noise increases this DEIR contemplates are significant regardless of the actual baseline (on which the DEIR is silent). In fact, the evidence is consistent with a baseline over 70dB(A) as seen in Appendix A.

Response 49.14: Increases in traffic and corresponding increases in traffic-generated noise due to ongoing development are disclosed in the Draft EIR, as are the changes associated with the proposed project. The tables, figures, and text of the Draft EIR quantify the portion of the changes in traffic and noise attributable to ongoing development, as well as the portion attributable to the Mary Avenue Extension. The City Council will consider these data, along with all of the information contained in the public record, when making a decision regarding the proposed project.

Comment 49.15: The DEIR's attempt to side-step these significant impacts by pointing to other projects is simply another attempt to piece-meal the environmental analysis, and is at odds with CEQA. While the DEIR is busy lumping many projects into its No Project alternative, it fails to consider the impact of a foreseeable project: grade separation at Mary. Grade separation is an essential part of the Caltrain electrification program, for which a DEIR has already been completed. Between grade-separation, an overpass, and the existing designation as an arterial, Mary will foreseeably evolve into another Mathilda. In fact, this DEIR says that Mary will see 53k south of Central. That's more than Mathilda sees now. The DEIR says that's not a significant impact.

Response 49.15: Please see Response 49.4 for a discussion of why this is not piece-mealing. There are no current plans to grade-separate Mary Avenue from the Caltrain tracks and, therefore, the grade separation is not a reasonably foreseeable project (see also Master Response #8). Even if a grade separation were to be constructed, it would not turn Mary Avenue into another Mathilda Avenue as there are substantial differences between these two roadways. Mary Avenue terminates at

Homestead Avenue, has no freeway connections, and is only two lanes south of Fremont Avenue. In contrast, Mathilda Avenue is a 6-lane major arterial that extends through Sunnyvale, Cupertino, and Saratoga, and includes interchanges with four freeways (SR 237, U.S. 101, I-280, and SR 85).

Comment 49.16: The City's approach to noise and traffic is internally inconsistent. For example, if the projected level of traffic is acceptable on Mary, then logically it should acceptable on Mathilda now, more so since residential use on Mathilda is scant. For example, as noise levels exceed General Plan limits now on Mary Avenue, how can further buildout be consistent with the General Plan? Well, the City has avoided this contradiction by omitting measurement or characterization of noise in the affected area, residential Mary Avenue.

In fact, it is illogical to state that buildout is consistent with the General Plan, when present noise conditions are not consistent with the General Plan, and when this DEIR avers that buildout will increase these noise levels by 4-6dB(A).

Response 49.16: The City's Noise Element contains policies that are intended to achieve certain goals, such goals based upon the noise/land use compatibility guidelines promulgated by the State of California. The fact that the Noise Element and other sections of the General Plan contain various goals does not mean that such goals are absolutes that cannot be overridden. In reality, noise levels along virtually every major arterial, expressway, and freeway in Sunnyvale (and most cities) exceed the City's 60-dBA Ldn goal for residential uses.

Comment 49.17: As seen from others comments, the traffic analysis in this DEIR is obscure and fails to inform the public of sufficient detail to allow them to understand the impacts of this project, and the inextricably related projects not analyzed. The noise analysis provides no insights at all to residents of Mary Avenue as to the noise conditions in which they live.

This DEIR puts the job of traffic and noise analysis on the shoulders of residents who have day-jobs and families to look after, who really shouldn't be forced to become traffic engineers and lawyers and consume evenings and weekends unraveling absurd traffic analyses just to understand why it is that noise is going to more than double and why that's ok. It doesn't sound ok, and in fact, the General Plan says such an increase would be significant. If so, discussion of mitigations is required, including HVAC, double-pane windows, traffic mitigations and so forth.

Response 49.17: This comment repeats earlier comments from this commenter, for which responses have been provided above.

Comment 49.18: Alternatives Inadequate. The range of alternatives considered is inadequate. With the two-lane Mary alternative (& 4-lane overpass) the City's analysis of Mathilda improvements is cursory, with no evidence adduced to support a claim of infeasibility. As Mathilda traffic conditions are central to the project, potential Mathilda improvements should be listed and considered in sufficient detail to permit a reasonable person to understand the considerations. By the time this project is complete we will have 600+ near units in the downtown near Mathilda. The City already has a 34M$ federal project to improve the Mathilda Overcrossing at Evelyn. The City needs need an improved---and safer---connection of Mathilda to Central. Improved access to Central from Mathilda would alleviate conditions at Mathilda/Maude and points north, key purposes of this project.

In fact, the City's interests may well be better served by having more commuters driving down Mathilda and by the new downtown. One can't tell though, from this DEIR. The City should evaluate steps to accommodate the projected traffic on Mathilda, for example, with a better connection to Central, and from there over to the new proposed Mary Overcrossing, and over 101.

Response 49.18: Please see Master Response #5, which summarizes all of the studies and alternatives that have been undertaken over the past 25+ years to improve capacity in the Mathilda Avenue corridor. As noted in Master Response #5, these studies have all affirmed the need for the Mary Avenue Extension, as first identified in the early 1970s in the City General Plan.

In addition to the historical studies, Section 6 of the DEIR analyzed six alternatives to the project. Section 5.0 of this document contains two more alternatives, for a total of eight.
Improving the connection between Mathilda Avenue and Central Expressway would not meet the project objective of increasing north-south capacity. There would be no reason for motorists to switch from Mathilda Avenue to Mary Avenue via Central Expressway to reach the northern part of the City because Mary Avenue would still dead-end at Almanor Avenue.

Comment 49.19: Archaeological Analysis Inadequate. According to Bergthold, a number of prehistoric settlements and trade sites have been found and excavated in the Santa Clara Valley. First occupation is thought to post-date the drainage of "Lake San Benito" circa 10,000 B.C., in the time frame 8000 B.C., and the formation of the Bay as we know it 6000 B.C. Early Spanish explorers noted locations of some early habitations. The 1983 Land Use Sub-element indicates on page 31 "A confidential map has been prepared identifying areas which may have prehistoric artifacts and resources." This document indicates that "Whenever a project is proposed, the location is compared with the archaeological map."

We should look carefully into the matter of the probability of more significant findings in this area with the help of Bergthold's thesis. According to Bergthold, "There are approximately 1100 manuscripts dealing with archaeological work which has been conducted in Santa Clara County". The majority of these are stated to be on file with the Archaeological Regional Research Center at Cabrillo College in Aptos, and the NW Information Center, Dept. of Anthropology Sonoma State University. Bergthold states [p.6]

"early excavations (circa 1960-1973) conducted in the study area[Santa Clara County] were usually salvage excavations executed in an effort to record as much data as possible before a site was destroyed (usually by some type of construction)"

"Many early excavators considered twenty centimeters an adequate depth to excavate a unit in order to draw conclusions. It is now known, however, that many sites are two meters deep and some are as deep as nine meters. As a result, many early excavators conclusions concerning absence, presence of site disturbance are now invalid." [emphasis added]

According to Bergthold "5% are on alluvial plains", referring to prehistoric settlements. [p. 218]. She goes on to state,

"Surveys have been concentrated along creeks because most American archaeologists have been cogently aware of pre-historic populations locating themselves in areas of permanent water sources (Trunbaugh 1978:593). The fallacy behind this survey technique, however, is that it does not

account for extinct or pre-historic water courses, or locations of site according to culture specific rules".

Note that underground water is plentiful, and artesian wells were once common. It is essential to provide a more thorough evaluation of the historic & prehistoric resources this project will interfere with and likely destroy. As the City itself argued in a different case,

The Regulations for Protection of Historic Properties, 36 CFR Part 800, define an action as having an adverse effect on a historic property when "the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" are diminished. Adverse effects include the "introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting." This is a federal standard which should be used in the DEIS/DEIR as a basis for determining significance.

These resources are a huge opportunity to develop a point of interest in Sunnyvale, to recover some of its history.

Response 49.19: This comment asserts that the archaeological analysis contained in the Draft EIR is inadequate and cites a 1982 master's thesis "Prehistoric Settlement & Trade Models in the Santa Clara Valley" as the basis for this assertion. The referenced thesis studied the adequacy of archaeological surveys conducted prior to 1982 in terms of their ability to accurately locate sites and concluded that some of the surveys were predicated on erroneous assumptions.

The findings of the 1982 thesis are irrelevant to the facts at the site of the Mary Avenue Extension. As stated on page 67 of the Draft EIR, the footprint of the proposed extension occurs within an area where it is *known* that there are archaeological resources. The area has been the subject of extensive archaeological studies and subsurface testing. The only thing that is not currently known is the precise boundaries of Site CA-SCL-12H, which is why the mitigation measures listed on page 69 of the Draft EIR include additional testing. If there are archaeological deposits within the area to be disturbed by the new bridges, which is likely, the cultural materials ~~will~~ would be recovered and handled in accordance with standard federal and state procedures.

Comment 49.20: RDEIR is Needed. As other comments show, this DEIR and this project are highly controversial and objectionable to a large segment of the community. The City needs to prepare a revised DEIR (RDEIR), instead of an FEIR. The RDEIR should include

(l) a removal of unapproved projects the City has inserted in the No Project condition, and reanalysis of traffic and noise with transparent assumptions
(2) measurement of noise at sensitive receptors on Mary Avenue to permit evaluation of pre and post-project noise levels, not just increments (in other words, the General Plan cares how noisy it is, so how noisy is it?)

Response 49.20: The fact that a project may be controversial and/or objectionable to some people, does not constitute the criteria for recirculation of a Draft EIR. Under CEQA Guidelines Section 15088.5, recirculation is required when there is significant new information showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance
(3) A feasible project alternative or mitigation measure considerable different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
(4) The draft EIR was so fundamentally flawed and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The City has reviewed all of the comments provided on the Draft EIR and has provided responses in this document. Based on the factual information contained in the responses, the City has concluded that none of these criteria for recirculation have been met.

Comment 49.21: The alternatives discussion in the DEIR is inadequate. Failure to identify significant cumulative noise impacts to the residential areas on Mary Avenue has colored the selection of alternatives considered. Noise impact is significant, and the lead agency must either provide mitigation or identify and analyze alternative with less than significant impact. Serious alternatives include

(l) An alternative with a downgraded south Mary & and Mathilda improvements, including an improved Mathilda to Central interchange.

(2) A no-overcrossing alternative that includes HOV, shuttle, mass-transit and park & ride lots strategically located

For the first alternative, the most stringent case should be considered in the analysis with 25 mph speed limits on north-south streets running through residential areas. In effect this corresponds to designating these streets as "residential" rather than "collector" or "arterial". This analysis will provide a "worst case" for traffic on non-residential corridors. One may well-find that additional mitigations are required, for example, HOV's to relieve school traffic. This approach will also serve to focus attention on park & ride/HOV for Moffett-bound commuters, and improvement of other corridors into Moffett, such as Ellis.

For these other corridors, regional coordination is needed in evaluating alternative improvements, and this coordination should be provided by VTA. This project is after all being advanced by the VTA, using Sunnyvale as the local agency. Significant VTA funding, cumulatively 14.9M$ is listed in a VTA memo. These funds derive in part from the State Transportation Improvement Program (STIP) according to this memo, and were approved by VTA acting in its capacity as the Congestion Management Agency (CMA) for Santa Clara County.

Mary Avenue is not a viable congestion-relief corridor for Mathilda, Fair Oaks, Lawrence and other major arterials. Mary is residential and sees heavy use for bike and pedestrian school traffic. The better future for Mary, and other north-south streets may look something like E. Charleston in Palo Alto.

Response 49.21: The Draft EIR already includes an alternative that downgrades south Mary Avenue. See page 97 of the Draft EIR. Section 5.0 of this document contains two additional alternatives for downgrading Mary Avenue. For the reasons stated in Response 49.18, above, improving the Mathilda-to-Central connection does not address the north-south project objective.

A no-overcrossing/transit improvement alternative is addressed in Master Response #2.

The issue of possibly lowering the speed limit on Mary Avenue is addressed in Master Response #7.

For a summary of the other corridors studied, including the regional coordination with VTA, please see Master Responses #5 and 6.

Comment 49.22: Summary. CEQA applies to discretionary projects that are undertaken, funded, or approved by public agencies. In *Sierra Club v. State Board of Forestry (1994)* the Supreme Court described the purpose of the EIR:

[T]he environmental impact report (EIR) is "the primary means of achieving the Legislature's considered declaration that it is the policy of this state to 'take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.' (§ 21000, subd. (a).)" (Laurel Heights Improvement Assn. v. Regents of the University of California (1988) 47 CalJd 376,392 [253 Cal.Rptr. 426, 764 P.2d 278].) The environmental impact report is" 'the heart of CEQA' "and the environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." (Ibid.) It is intended, further, " 'to demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action.' " (Ibid.) "Because the EIR must be certified or rejected by public officials, it is a document of accountability. If CEQA is scrupulously followed, the public will know the basis on which its responsible officials either approve or reject environmentally significant action, and the public, being duly informed, can respond accordingly to action with which it disagrees.... The EIR process protects not only the environment but also informed self-government."

This DEIR has failed to meet that standard. Residents are confused as to the purpose and need of the project, how it is that an overpass will "reduce" traffic on their street. They have no information as to their noise conditions, and as to traffic conditions, this DEIR hides its assumptions, lumping future and existing improvements together to arrive at a No Project alternative that is not recognizable to folks who live on these streets.

Under CEQA the City has the power to adopt a project with significant impacts, but first it must assess whether there is feasible mitigation that could avoid or reduce such 'impacts and only after that assessment, adopt a statement of overriding considerations that the project may go forward despite the adverse effects on the neighborhood. See Pub. Res. Code § 2l08l(d); 14 Cal. Code Reg. § 15093; *Sierra Club v. State Ed. of Forestry* (1994) 7 Ca1.4th 1215, 1229 (statement's purpose is to provide critical information to the public to fulfill the law's public disclosure requirement - that the EIR function as "a document of accountability" and "informed self government.")

The City needs to get serious about building public support for Class A office development in Moffett Park, and it can start by being forthcoming with its residents about traffic and noise. At thorough engineering analysis of alternatives may reveal solutions that can permit office development to go forward, while preserving our neighborhoods.

Response 49.22: This comment summarizes earlier comments from this commenter, for which responses have been provided above.

Comment 49.23: Page 23 - What is the seismic risk to the Hetch Hetchy Aqueduct resulting from the suspension of this structure over the aqueduct?

Response 49.23: The Mary Avenue Extension ~~will~~ would be designed so as to not adversely impact this underground pipeline. The design ~~will~~ would be consistent with that commonly employed when roadways span underground water, sewer, gas, electric, and communication pipelines and conduits.

Comment 49.24: What are the impacts on any future US101 or SR237 improvements due to this project?

Response 49.24: The project design has been coordinated with Caltrans and VTA so as to ensure compatibility with planned improvements on SR 237 and U.S. 101.

Comment 49.25: What parts of Mary Avenue would see "planting, landscaping and irrigation systems"?

Response 49.25: The proposed project is proposing improvements on Mary Avenue only in the segment between Almanor Avenue and 11th Avenue. Therefore, new landscaping ~~will~~ would be limited to this segment.

Comment 49.26: For the proposed "stairs" from the Overcrossing to the LRT station, what is the vertical distance to be traversed, and what is the corresponding horizontal travel for an ADA compliant ramp from the Mary Overcrossing to the LRT platform.

Response 49.26: The vertical distance is roughly 32' from roadway profile to the track platform. However, the LRT pedestrian-connection concept considered an elevator/staircase option. To this end, there is no horizontal travel component (i.e. ramp); only stairs that wraps around the elevator structure/shaft.

Comment 49.27: Page 28. "The proposed Mary Avenue Extension would not result in population and employment changes". Where is evidence for this?

Response 49.27: The Bay Area 2005 Ozone Strategy uses population and employment data that is consistent with the land uses identified in the adopted general plans of the cities located throughout the Bay Area. The statement on page 28 of the Draft EIR is based on the following: 1) the proposed project ~~will~~ would accommodate Sunnyvale's planned growth, and 2) there is no evidence to indicate that the Mary Avenue Extension would lead to unplanned growth (e.g., opening of new areas to future development).

Comment 49.28: Page 31. "It will not result in unplanned growth". Where is evidence for this?

Response 49.28: The alignment of the proposed Mary Avenue Extension is entirely within a developed area of Sunnyvale. The alignment does not provide access to any area(s) not presently identified for growth in the City's adopted General Plan.

Comment 49.29: Page 32. "No hazard to Air Navigation." This is nonsense. The City recently was required by Moffett to deal with redwood trees on a similar alignment. Military aircraft in distress need room. One landed on the golf course once.

Response 49.29: As noted on page 32 of the Draft EIR, the design of the proposed project was submitted to the FAA for review in accordance with FAA's safety standards that are applicable to obstructions located in proximity to airports. The FAA issued a "Determination of No Hazard to Air Navigation" for the project.

Comment 49.30: "station is intermittently used". The City seems to be planning for this station to be intermittently used. How is this consistent with the VTP?

Response 49.30: This statement is intended to convey the fact that LRT patrons would not be in any shadow for any measurable period of time – only intermittently while waiting for a train.

Comment 49.31: Page 37. The numbering on this Figure 2.0-1 does not correspond to the numbering used on p.41.

Response 49.31: This numbering discrepancy has been corrected. See Section 5.0 of this document.

Comment 49.32: Page 44. The City has taken all of the projects listed on p.44-45, and incorporated them in the No Project baseline. This approach fails to consider the cumulative effect of these projects. This is a piece-meal approach.

Response 49.32: This is a repeat of Comment 49.4. Please see Response 49.4.

Comment 49.33: Page 45. "This increase will occur irrespective of any decision to approve the proposed Mary Avenue Extension". This rationale does not permit the City to avoid analysis of cumulative impacts, viz., noise and traffic on Mary Avenue.

Response 49.33: The data shown in the traffic analysis section of the Draft EIR provide the reader with full disclosure of both 1) the changes in traffic volumes that ~~will~~ would occur irrespective of the proposed project, and 2) the changes in traffic volumes that ~~will~~ would occur as a direct result of the Mary Avenue Extension. The same is true in the noise section: the reader can see how much of the noise increase ~~will~~ would result from overall growth, as well as that which ~~will~~ would be attributable to the proposed project. The City Council will consider all of this information when deciding whether to approve the proposed project.

Comment 49.34: Page 48. "the project will generally improve intersection operations" The alleged improvements are on non-residential streets, where noise impact is less of an issue.

Response 49.34: Comment noted. The City Council will consider this information when deciding whether to approve the proposed project.

Comment 49.35: Page 52. Table 2.0-7 implies that we will have LOS-F at Mathilda and EI Camino regardless of this project. Yet the City was just recently proposing to build a new library near this location, and is now finishing a downtown with 38 acres of retail on Mathilda not too far away. The City's positions appear to be erratic and arbitrary.

Response 49.35: The meaning of this comment is not understood.

Comment 49.36: Page 55. "access impacts to nearby properties" --- access from driveways on Mary, to Mary is already difficult during commute periods. That will only get worse with the projects the City has in mind here, according to its traffic projections.

Response 49.36: This comment is a restatement of the text on page 55 of the Draft EIR.

Comment 49.37: Page 56, passim. Fails to consider noise conditions in areas affected by the project, viz., south Mary Avenue

Response 49.37: Page 57 describes the existing noise levels at residences located along the segment of Mary Avenue that ~~will~~ would be most affected by the proposed project. As shown on the figures on pages 49 and 50 of the Draft EIR, the project ~~will~~ would have only a minor effect on traffic volumes in the residential areas along south Mary Avenue. Therefore, changes in noise levels at these residences ~~will~~ would be imperceptible.

Comment 49.38: Page 65. "the proposed project would accommodate existing and future traffic rather than generate traffic" - here the City has piece-mealed many projects out, Moffett, "buildout", and the projects on p.44-45, and looked just at the increment due to this one overcrossing. This approach is illegal.

Response 49.38: This is a repeat of Comment 49.4 regarding the subject of piece-mealing. Please see Response 49.4. Further, as noted in Response 49.33, the Draft EIR discloses the effects of both overall growth and that directly attributable to the proposed project.

Comment 49.39: Page 82. Why was the installation date for the tanks not available? Were they installed without a permit? Who owns this property?

Response 49.39: The date was not listed in the database that was checked during the preparation of the site assessment. The tanks are permitted.

Comment 49.40: Page 84. Wouldn't reburial of lead-contaminated soil at this low elevation threaten groundwater?

Response 49.40: This would depend on the concentration of lead as well as the depth to groundwater. This is why the text indicates that there are two options for disposal: onsite or offsite. The decision as to the appropriate option will be made in consultation with the California Department of Toxics Substances Control, per standard Caltrans' procedures.

RESPONSES TO COMMENT #50:
Yeager, Don (dated 11/12/07)

Comment 50.1: I want you to know that we all appreciate the difficult position you are in regarding this project. I hope you understand how committed we are, particularly those of us who belong to the Sunnyvale West Neighborhood Association. This is where we live and this will affect us deeply for as long as we live here. I expect it to be for the rest of my life. I am a Disabled Veteran of 32 years service in the U. S. Navy. I have Chronic Obstructive Pulmonary Disease (COPD), a service connected disability.

I produce a television program called "On The Move" about the physically challenged community here in Santa Clara County. One of our shows featured COPD and I mentioned that the increased traffic levels projected for South Mary in future years would likely exacerbate my COPD. This is certainly a motivating factor for me to work to ameliorate the pollution we anticipate.

I imagine you feel that the effects of the Bridge on South Mary will be insignificant and will never be noticed by us as residents. I have noticed a marked deterioration in my ability to breath over the past few years and whether or not it is due to traffic congestion, I can't say but I do not want to take the chance. Please support this three lane alternative and give us a chance at a healthy life. Your recommendation will help in large measure to convince the council.

Response 50.1: This comment states an opinion in support of the Downgrade Mary Avenue Alternative. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

Comment 50.2: This Draft Environmental Impact Plan (DEIR) concerns itself with the Mary Avenue Extension Bridge construction area only and does not address the impact on Mary Avenue South through the West Sunnyvale Neighborhood area. Until the City of Sunnyvale directs a study that addresses the changes throughout the City that would result from the proposed construction, comprehensive comments are impossible. However, with that in mind, these comments apply.

I oppose building the bridge extension connecting North Mary Ave to 11th Avenue and E Street in Moffett Park. I do not believe the cost of the complete project has ever been stated (or known). Further, I believe the stated cost of the bridge itself has been substantially underestimated. The source of these monies is unknown and although 25 million is to be paid by the office building contractor, J. Paul Construction, I do not understand what assurances were given by the City of Sunnyvale to the contractor that this bridge would be completed. I am told the City has already received an advance payment of at least $8 Million toward the bridge's construction cost. What would happen to that money if the bridge were not built?

Money is an environmental resource just as dear as any of those addressed in the DEIR. If that money were to be spent in a frivolous manner, then it would not be available for conservation or protection of other environmental resources. Therefore, we the citizens of the City of Sunnyvale must be assured that it is spent in the most efficient manner to serve our interests.

If at some time in the future, the City makes a full and satisfactory disclosure of the financial impact on the citizens of Sunnyvale, I will withdraw my opposition to this project. At that time, assuming that this bridge is built accordingly, I will reorient my efforts toward assuring that the citizens of the City of Sunnyvale are protected from the detrimental effects of routing the substantial increase in traffic resulting from construction of the high density office buildings in Moffett Park through our residential districts. This must result in a revision in the City's traffic projects planned for our streets to accommodate bridge traffic in order to route that increase to the throughway system or at the very least through non-residential areas.

Response 50.2: The information requested in this response is contained in Master Response #9.

Comment 50.3: Preamble. I have always been taught to state the assumptions employed in each section to provide the reader with a starting point. These have been glossed over or omitted

throughout the DEIR. This makes it almost impossible to evaluate the conclusions of the authors. Some examples:

There must have been some assumptions made regarding the geographic scope and source of the traffic studied. Since the DEIR is so limited, they seem to have decided to avoid defining the orientation of the source or the destination of the increase (DEIR 1.3). For example, I do not know whether the traffic increases include employees at the seven new buildings in Moffett Park.

Response 50.3: As stated on page 43 of the Draft EIR, future traffic volumes include both existing traffic as well as future traffic based on the buildout of all of the land uses identified in the City's adopted General Plan. Also accounted for are increases in traffic on the roadway network due to planned growth in neighboring jurisdictions. The reason for including all of this planned growth in the traffic analysis is to provide the reader with a comprehensive picture of future traffic conditions.

Comment 50.4: The scope of the DEIR includes only the area of bridge construction and the area of intended relief on Mathilda through the 237/101 maze (DEIR 2.3.1). The area studied should include all the alternative routes of access to Moffett Park by commuters from outside Sunnyvale. At the least, this should include the area from Lawrence to 85 and Caribbean to 280.

Response 50.4: The figures contained in the Draft EIR (Figures 2.0-3, 2.0-4, 6.0-2, 6.0-3, 6.0-4, 6.0-5, 6.0-6, 6.0-7, 6.0-8, and 6.0-9) provide traffic volume information for most of Sunnyvale, as well as for portions of Santa Clara, Mountain View, and Cupertino. This information is provided for not only the proposed project, but for various alternatives as well. In addition, there are eight additional traffic figures in Section 5.0 of this document.

The reason that the intersections evaluated in the Draft EIR are focused on Mary Avenue, Mathilda Avenue, and Moffett Park Drive is that this is where the effect of the project ~~will~~ would be greatest. As one moves farther away from the Mary Avenue Extension, the effect of the proposed extension tends to diminish.

Comment 50.5: There must have been some assumptions made about the size of the increase in traffic based on the increased number of employees by the building construction completed and planned in Moffett Park since previous studies were completed (DEIR 2.3).

Response 50.5: Yes, Sunnyvale's traffic demand forecast model, and all traffic models, includes assumptions regarding numbers of employees, residents, etc. for all land uses. The data are compiled from a land use database maintained by the City. Land uses are entered by type, location, density, etc. into the model.

Comment 50.6: Assumptions for the noise level studies seem to have been limited to short-term construction noise and disregarded long term effects of noise from increased traffic levels in residential areas beyond the construction zone (DEIR 2.4). There were no noise measurements taken beyond the Caltrain tracks. This renders it impossible to determine achievement of Sunnyvale General Plan Goals 3.6B.

Response 50.6: The noise measurements focused on the residential areas north of the Caltrain tracks because those are the locations where the project ~~will~~ would substantially increase traffic volumes on Mary Avenue; see Table 2.0-6 and on Figures 2.0-3 and 2.0-4 of the Draft EIR.

As stated on page 56 of the Draft EIR, it takes an increase of 26~~%~~ percent in traffic volumes to create a one decibel increase in traffic-generated noise. As shown in Table 2.0-6, the project ~~will~~ would have a minimal effect on traffic volumes south of Central Expressway, which is why the Draft EIR concludes that the project's long-term effect on noise levels at this location ~~will~~ would be imperceptible.

Comment 50.7: There were no sensitive receptors used along Mary Avenue from the bridge site to Homestead Avenue (DEIR 2.5.1). The area of concern must include all areas where traffic increases are forecast. Once again, the DEIR should study the impact of increased traffic on all factors liable to affect the long term quality of life in the area impacted by the changes in commute patterns, not just short term construction effects.

Response 50.7: The City concurs that the Draft EIR should focus on those areas where the project ~~will~~ would result in an increase in traffic volumes. As stated in the previous response, this is why the noise analysis focused on areas north of Central Expressway since those are the locations where the project ~~will~~ would increase traffic volumes.

Comment 50.8: The section on trees does not include Mary Avenue (DEIR 2.7.1.2). According to the City arborist plan, the tree designated for and planted along Mary is the Magnolia. The health, appearance and life of these trees has been negatively affected by some unique influence, probably the auto exhaust of the heavy traffic on Mary. One only has to compare these Magnolias to other Magnolia lined streets with less traffic to see the difference. What difference will twice the traffic make?

Response 50.8: The Draft EIR does not focus on trees that are located along the existing segments of Mary Avenue because no construction ~~will~~ would occur along those segments. Instead, the Draft EIR (pages 70-73 and Appendix E) focuses on the trees that are located within or adjacent to the alignment of the proposed extension.

The health of the trees along the existing segments of Mary Avenue, as well the factors that are affecting their health, is beyond the scope of this EIR.

Comment 50.9: The section on Growth Inducing Impacts (DEIR 3.2) (spelling) indicates there are none as a result of this project. I believe there are. The seven new buildings in Moffett Park clearly constitute growth beyond the limits allowed by the General Plan. An exception was granted for the high density office buildings with the understanding that the Mary Avenue Extension Bridge would provide for the increased traffic. That exception should never have been allowed until the Bridge was approved and funded. This *quid pro quo* smacks of politics rather than good business practice. My suggestion is for City Staff to find another way to handle the traffic into and out of Moffett Park.

Response 50.9: Section 3.2 (page 88) of the Draft EIR discloses that the project ~~*will*~~ *would* have an indirect growth-inducing effect since it increases the capacity of the area's transportation network. Development in the Moffett Park area is consistent with the Moffett Park Specific Plan and the City's General Plan. In response to the comment that the City should find another way to handle traffic into and out of Moffett Park, the reader is referred to Master Response #5, which provides a summary of the numerous alternatives that have been studied over the past 25+ years.

Comment 50.10: The Two Lane Extension Alternative (DEIR 6.7) was obviously a Staff afterthought to address criticism by dwellers in residential areas served by South Mary. This is a

situation where the alternative was given to the DEIR authors and the counter arguments subsequently developed. I submit that the final section of my comments provide a reasonable argument for a reduced lane South Mary Avenue throughout the entire residential area. This would satisfy everyone except the out-of-town commuters using our residential streets for their convenience and at our expense. It then falls to the City Staff to do what they should have done in the first place, develop a regional solution to the problem by coordinating with collective regional authority.

Response 50.10: The Two-Lane Extension Alternative was analyzed in the Draft EIR at the request of residents who provided input at the EIR scoping meeting. This is precisely the way CEQA is intended to work, whereby input regarding the scope of an EIR is provided to a Lead Agency (in this case, the City of Sunnyvale) from the public and other governmental agencies.

The analysis contained in Section 6.7 of the Draft EIR describes the pros and cons of this alternative, as compared to both the No Project and the Proposed Project. This information will be considered by the City Council. The Council has the authority to deny the project, approve the project, or select an alternative.

Comment 50.11: Recommended Alternative Rendering Mary Avenue Extension Acceptable. Those of us who live in West Sunnyvale hope to prevent the City Staff from routing large amounts of transient traffic from South County through the residential areas of Sunnyvale on its way to work in the huge new buildings being built in the Western Moffett Park Industrial Park area. The briefings provided for interested residents certainly left the impression that our residential streets will become clogged with commuter traffic from the South and the resulting increase in pollution, particulates, noise, reduced access to our driveways, loss of on-street parking, traffic threats to school children, the disabled and elderly pedestrians, and all the other problems created for us and generations to come.

Although the City does not have an Environmental Impact Report yet, that major flyover structure crossing both Highway 101 and Highway 237 seems to be destined for approval. Who is going to pay Sunnyvale's share ($25 million or more if there is an overrun)? It will be the Sunnyvale taxpayers, not the commuters who benefit from the bridge. It should make more sense to finance it through the County Transit System or the State since it is a regional solution to the Mathilda / 101 /237 crossing which has been a bottleneck for years, and also access to the Moffett Park Industrial Complex.

If the Bridge was to be built, it would be essential for the alternative to include a municipal traffic plan providing traffic distribution from the Mary bridge access through the industrial connector streets such as Maude, Central and Evelyn to the already established thoroughfares such as 101, 85, 237, and the expressway system in Santa Clara County. In order to control the over use of South Mary by commuters, the City needs to re-designate South Mary Avenue as a "residential" street (vice "arterial "), cancel the traffic projects being planned to increase the capacity of South Mary Avenue (such as the two lane turn lane from Fremont Avenue), reduce the lane layout from Evelyn to Fremont (as it already is from Fremont to Homestead) so that there will be one lane in each direction with a turn lane in the center, a bicycle lane on each side providing a bicycle corridor connecting Cupertino to West Moffett Park and the Bayside trails, and preserve the curb lanes for the residents' parking. I submit that the recommended alternative be as described including reclassification of South Mary Avenue as residential, with accepted traffic calming measures that discourage itinerant traffic.

Response 50.11: This comment states an opinion in opposition to the Proposed Project and in support of the Downgrade Mary Avenue Alternative. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

4.3 COMMENTS PROVIDED AT THE PUBLIC HEARINGS

Comment PH-1: One thought I had is there a number of traffic lights that will be added on Mary Avenue between Fremont and EI Camino Real? For example, there are some schools in there. I don't think there's a traffic light at each intersection.

Response PH-1: There are no plans for additional traffic lights along this segment of Mary Avenue.

Comment PH-2: I'm Jody Tidwell, and I'm a Bay Area native and have been a resident of Sunnyvale for 25 years. I live over by Maude and Mathilda. I have not been able to make any of the other public comment meetings, so I do not know if my idea has been already put forth as an alternative. I'm against any of the current plans of this Mary Bridge.

Sunnyvale used to be known as the city of innovation. I believe innovation equals think outside of the box. The current plan is in a box from 1972. The plan is 25 years old and out of date. Times have changed, and Sunnyvale should not be promoting more vehicle street traffic. Sunnyvale should be promoting how to get people out of their cars, on public transportation and into Sunnyvale to increase city revenue. Why are we not looking at this opportunity as a start for getting light rail over 101 and eventually into downtown Sunnyvale? If Sunnyvale is going to do this and me and my neighbors have to put up with the noise and the hassle and the dust, then do it right.

I propose making this a bridge with only sidewalks and bicycle lanes, with emergency vehicle access only. Have light rail come over the bridge as it is on Java and 237, down Mary to the railroad tracks, and then south to Sunnyvale train station.

Parking is being built at the new mall. We have an opportunity of future revenue with parking and shoppers. We can have workday day parking passes for commuters and stalls marked as it is at BART. This idea will allow Sunnyvale residents to get back and forth over 101 safely. Allow non-residents, who work over in the business park, an opportunity to get to our heritage business district and new Sunnyvale Mall without vehicle traffic during either lunch, after work or weekends.

This will also give Sunnyvale residents of a more direct approach to reach light rail from all directions of Sunnyvale. This would make Moffett a transfer point for incoming or outgoing people traffic. I respectfully request that Sunnyvale really look at this and do it right.

Response PH-2: The City has studied the viability of extensive transit improvements, including providing all residents with bus and light rail passes, as an alternative to constructing various roadway improvements. An extension of light rail to downtown Sunnyvale has also been studied. For details on these studies, please see Master Responses 2 and 3.

Comment PH-3: My name is Bill Mathews. And the first time I came to Sunnyvale was about 50 years ago. I read the Moffett Towers EIR, Environmental Impact Report. I read the Mary Extension EIR. I've read the City General Plan and the land use and transportation sub-element of the General Plan.

As all of you here know, the purpose of an EIR is to inform the council members about the project so they can make an informed decision about whether the project should be started at all. This EIR is inadequate to do so, because it basis its entire reason for being, its entire purpose on at least three fallacies. The first one, if you have a copy of the EIR is on page 15, and it reads: "The Mary Avenue Extension has been in the city's general plan as part of the plan roadwork network for several decades. Existing development, as well as future development, assumes this north/south connection will be constructed."

It assumes it will be constructed. That's what it says. It's interesting to note that this draft EIR references the city's general plan. I have reviewed the land use and transportation sub-element with great detail. There is only one, only one reference to the Mary Avenue project textually in there. And it reads -- it's on page 154, if you want to see it R.l.6. "Preserve the option of extending Mary Avenue to the industrial areas north of U.S. Highway 101." It doesn't say build a bridge or make the extension. It just gives the city the option sometime in the future if it wants to do something with Mary Avenue. It does not say build a bridge. Fallacy number 1 is that it doesn't say build the bridge.

Response PH-3: Appendix E of the City's General Plan, *Transportation Mitigations*, identifies the extension of Mary Avenue over U.S. 101 and SR 237 as one of the improvements needed to provide capacity for General Plan Buildout.

Comment PH-4: Fallacy number 2 is the statement that I just read, part of the statement, that existing development assumes - the word "assumes," the bridge already – will be built. If this is true the Moffett Towers wouldn't already be in construction and accepting lease applicants at this moment to work there. And Google and NASA wouldn't be considering one million square foot of a project at Moffett in addition to this one.

Response PH-4: See Response 50.2, above, which describes the City's traffic impact fees that are paid by development projects to help fund needed roadway improvements, one of which is the Mary Avenue Extension.

Comment PH-5: The third fallacy concerns widening highway 85. It's on page 97 of the draft EIR. Widening 85 is actually the best idea because it leads right into this project. However, the draft EIR gives it short shrift and it's a fallacy. I'll read it to you if you don't have a copy.

"State route SR-85 parallels Mary Avenue to the west generally along the Sunnyvale-Los Altos border. As such, its widening could potentially achieve a basic project objective of increasing north/south capacity in the Sunnyvale area."

So the EIR admits that this is the best solution. And then it turns right around and says, but we can't do it. It says "under CEQA guidelines, this alternative is considered infeasible because the city cannot reasonably acquire, vote, control or otherwise have access to SR-85." Well, the fact is the City works with Caltrans and VTA all the time. And the city does not need to acquire control of 85 to have 85 used to get traffic into this project. Valley Transportation Plan 2030 and Caltrans are already planning to widen it. This is on page 97 if you want to follow this on the EIR. I'll run through a few quick things before I end on Valley Plan 2030. Everybody is telling us in these meetings they can't widen 85, yet they're already planning to widen it. Northbound 85 to eastbound 237, an additional lane. Highway 85 from Homestead to Fremont, auxiliary lanes in each direction. Fremont Avenue to El Camino Real, auxiliary lanes. As you can see you're getting closer and closer to the Moffett complex from 85. And you're doing this and bringing traffic in down Highway 85

rather than through Sunnyvale. Stevens Creek Boulevard to Saratoga-Sunnyvale Road, auxiliary lanes. Saratoga-Sunnyvale Road to Saratoga Avenue, auxiliary lanes. So we're widening it all the way to Saratoga all the way to this project, the Moffett Towers project. Saratoga Avenue to Winchester Boulevard, auxiliary lanes.

And this is in the Valley Transportation Authority Plan 2030. It's been around for awhile. People are still planning to do it, and they are going to do it. They are going to widen 85. All you have to do is put a couple of off ramps in there and you're right into either the NASA Ames-Google project or into the Moffett Towers project. You don't need to bring traffic into a residential area and dump the pollution there. Raise the asthma rates and raise cancer rates and raise the accidents. You do not need that.

Response PH-5: In response to this comment, a quantitative analysis was undertaken to determine if constructing all of the improvements on SR 85 that are listed in VTP 2030 would obviate the need for the Mary Avenue Extension. The results of that analysis are described in Section 5.0 of this document.

Comment PH-6: Don Yeager. I want to say basically things that are on the same train as what Bill said, but I don't have anywhere near the backup facts and whatnot.

First thing I want to say is I from the get-go, I think I've been put off by the somewhat, in my opinion, cavalier attitude of the city staff. And I'm not talking about you personally, Dave. I understand that you guys had a goal, and you approached that goal in the best possible way. But I just think that you take too many things for granted and that there are -- you seize upon little things and develop them into a framework around which to build this bridge. And I don't think that was ever intended.

To give you one example of the kinds of things that bother me, we tried at the early stages of this project to find out what the actual written definition of an arterial versus a residential street was and to find out which streets in Sunnyvale were arterial streets and which ones were residential streets. And that information has never been forthcoming. And I -- I spent a little time trying to research it. I finally gave up because the many, many documents that you start to search through, it just isn't worth my time to do that.

They claim Mary is an arterial and not a residential street. These photographs up here are a wonderful example of why, in my opinion, Mary is a residential street. It's not an arterial street. At the bottom down there you see Mary just going through the industrial district. Okay, I can accept that that's arterial. But from the time you get up there in the vicinity of Evelyn, from that point all the way out to Mary, it's just covered with residences on both sides of the street. That's a residential street.

That means that every one of those residences on there has cars coming in and out of the driveway. It has people coming in and out of the doors. It's producing pedestrians. It's producing skateboards. It's producing scooters. It's producing bicycles. It's producing old people walking along in their walkers. You can probably see where I'm going. Anyhow, I just don't think that this can be considered an arterial street. It is a residential street.

Response PH-6: Figure 2.19 on page 61 of the City's General Plan is a map that shows the classification of each of the roadways in Sunnyvale. Mary Avenue is shown as a "Class 2 Arterial".

Arterials are roadways that are typically designed for major movements of traffic not served by expressways or freeways. In highway nomenclature, street size and function, from smallest to largest, is typically as follows: local, collector, arterial, expressway, and freeway. It is not uncommon in many jurisdictions for residential land uses to be located along arterials.

Comment PH-7: In the bias in the DEIR, it seems to me that it's evident in numerous different ways in there. We keep talking about how these various things, such as the traffic and the pollution and the safety and so forth are all studied in the DEIR, but the one section of the traffic is so complex and so befuddling, that I personally -- and I don't think I'm a dummy, but I personally find it very, very difficult to follow the argument set forth in the DEIR. I know it could be simplified if there was any attempt made on the part of the authors of that document.

Response PH-7: The four bullet points listed on page 48 of the Draft EIR are intended to capture the highlights of all of the traffic analyses. These points are as follows:

- Resulting from planned growth, there ~~will~~ would be an increase in overall traffic on the study roadways with or without the proposed project.
- The major effects of the project occur on Mary Avenue north of Central Expressway. There ~~will~~ would also be changes in traffic on Maude Avenue and Almanor Avenue, which are routes drivers use to connect between Mary Avenue and Mathilda Avenue.
- Minimal change in traffic patterns are expected to occur south of Central Expressway.
- With the project, traffic from Mathilda Avenue ~~will~~ would shift to Mary Avenue. As a result of the additional capacity available at Mathilda, some of the traffic that currently uses Fair Oaks Avenue and Lawrence Expressway to access Moffett Park area ~~will~~ would shift to Mathilda Avenue.

Another basic fact that applies to all of the alternatives is as follows: Traffic is generated by the land uses of a city. Roadways are simply the means for traveling from one land use to another, but the roadways do not create the traffic. Therefore, closing or downgrading a roadway such as Mary Avenue does not reduce overall traffic; rather, these actions simply divert the traffic that would otherwise have used Mary Avenue to alternate streets. This fact can be seen in the analyses of all of the alternatives evaluated in this EIR, whereby not building the Mary Avenue Extension or downgrading Mary Avenue results in traffic *decreases* on Mary Avenue but simultaneously results in traffic *increases* on nearby streets such as Bernardo, Pastoria, Mathilda, etc.

Comment PH-8: I just feel that more cars on Mary mean more problems. There's more traffic. There's more pollution. There's more noise. There's safety problems associated with it. And all of those things can be tied directly to the level of traffic that goes through there.

Response PH-8: The City Council will take all of these factors into account, as well as all information contained in the public record, when considering whether to approve the project.

Comment PH-9: Okay. Let's go on to some of these noise problems. The noise studies that were done were done in an industrial area or borderline industrial area down there near Central Expressway. On that one the street is extremely wide. The setback between the edge of the street and the residences is a long ways relative to where it is on the rest of Mary. So when you go on up to the residential part of Mary, then you'll find that in fact none of the statements that are made about the noise being tolerable down there around Central is valid up in the southern part of Mary up there.

The noise is bad. And the more the traffic, the worse the noise is. And anybody who lives there will know that, and nobody can argue that point.

Response PH-9: The noise measurements focused on the residential areas north of the Caltrain tracks because those are the locations where the project ~~will~~ would substantially increase traffic volumes on Mary Avenue; see Table 2.0-6 and on Figures 2.0-3 and 2.0-4 of the Draft EIR.

As stated on page 56 of the Draft EIR, it takes an increase of 26 percent~~%~~ in traffic volumes to create a one decibel increase in traffic-generated noise. As shown in Table 2.0-6, the project ~~will~~ would have a minimal effect on traffic volumes south of Central Expressway, which is why the Draft EIR concludes that the project's long-term effect on noise levels at this location ~~will~~ would be imperceptible.

Comment PH-10: And other statistics such as the pollution studies. I found it difficult even to find any pollution studies in there. I don't see any discussion of particles per cubic centimeter or whatever the units may well have been.

But to me the quality of the air is a direct function of the number of pollutants in the air that I breathe. And I've got a problem that is probably worse than most. But you all have a problem. I mean, I don't know how old you guys are, but you're probably not as old as I am. And by the time you get to my age, you may very well have these same problems. And it is a real problem. And it's a problem that we've got to address now. And you can't just pass it on by saying it's -- the traffic isn't going to be any worse, so therefore, the pollution isn't any worse argument I get when I read the DEIR.

Response PH-10: As described on page 65 of the Draft EIR, the project ~~will~~ would not cause overall traffic to increase. Instead, it ~~will~~ would provide an alternate to the existing north-south connections in the City and ~~will~~ would help to alleviate regional deficiencies. This ~~will~~ would decrease overall congestion which, in turn, ~~will~~ would reduce emissions as higher emissions are associated with congested conditions. In addition, based on published data from the Bay Area Air Quality Management District, concentrations of carbon monoxide along Mary Avenue ~~will~~ would not exceed standards established by the Federal and California Clean Air Acts.

Comment PH-11: Rather than dwell on these generalizations that I have talked about up to this point -- I'll close my remarks by simply saying that I think this bridge is a cheap solution to the problem. I'm right in line with what Bill said. I really believe that you have not made any real attempts to get together with everybody involved, such as VTA and the county, the state and anybody else who might be involved in the flow of traffic, Caltrans and so forth, through this area. And until such time as we develop a plan, even though it cost a bunch let's start putting some aside to pay for it, and let's build 85 out to where 85 can deal with serving this area, rather than try to hoist off -- you say $50 million. I would be amazed if it ever gets built for $50 million.

I just think this was a project that was -- the expediency in this project, in my mind, goes towards convincing a big developer to come in and build a big building to increase the tax base. And I think that it was done at the expense of the citizens of Sunnyvale, and that really, I guess, is what offends me. Thank you.

Response PH-11: This comment states an opinion in opposition to the Proposed Project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

Comment PH-12: Jan Boehm. I do not have a written preparation for this. I just decided tonight I would speak. But I've got a lot of writing about my thoughts. First of all, I don't believe that it's accurate to say that the bridge is another alternate for north/south commutation of traffic. Because when you think about it, it just sends more traffic down Mary, and Mary has been there all along. There's nothing new about that.

Now, I believe they want the bridge built because they want to have -- they want to move traffic in and out of Moffett Park. I can understand that. But I don't think the bridge is connecting the right part of this side of 237. There should be some connection to 85 or the other highways or Central Expressway, Maude. These are avenues that are meant to move traffic. These are public thoroughfares. These are not residential streets like South Mary where there are over 200 driveways. People corning and in out of the driveway.

For years I went back and forth to work, and I know how long it takes to get out of the driveway. Then you have a problem of people crossing the street that are -- well, he already mentioned it. The invalids and the children and the old folks, et cetera. More traffic going down South Mary is going to increase the danger of accidents, besides all the pollution effects.
One thing -- I already mentioned about Central Expressway. One thing that was mentioned in the EIR was that the traffic is going to increase whether or not there is a bridge. What's the good of having the bridge if the traffic is going to -- if it's not going to alleviate any of that traffic. In fact, it's going to make it worse, in my opinion. Because if you invite people to come, they're going to come.

So I would like to consider the alternate of -- I guess they call it downgrading of Mary from four lanes to three lanes. One going in each direction with the middle turn lane to include bike lanes on either side. And those lanes would also be people going back and forth into their driveways will have more room to maneuver in and out, and we wouldn't be totally back the traffic in the progress lane going forward.

Response PH-12: This comment states an opinion in opposition to the Proposed Project and in support of the Downgrade Mary Avenue Alternative. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

Comment PH-13: Waldemar Horwat. I live near Mary Avenue, between Central Expressway and Evelyn. And I actually like this project. I do find one thing just inconsistent with Sunnyvale's policy, which is the lack of pedestrian access from the bridge to the light rail station. I'm just curious that -- you know, in this area of encouraging alternative transportation to get from south of 101 to the light rail station, you have to walk all the way to Evelyn Avenue and then come back. So that's my comments.

Response PH-13: As described on page 27 of the DEIR, as a potential option, a pedestrian/bicycle connection between the Mary Avenue bridge and the Moffett Park LRT Station may be constructed. The decision to construct it ~~will~~ would be made based on factors such as projected usage, cost, availability of funding, operations and maintenance, and community input.

This comment also states an opinion in support of the Proposed Project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

Comment PH-14: Eleanor Hansen. In case you go back and look at the first north/south corridor study 1983, there is a diagram -- and actually, I do have a copy for myself -- of the Mary Avenue eExtension as it was planned in those days, and it had direct connections to 101 and 237 at that point. It was not even remotely what this project is. So although this project has been planned for 30 years, it hasn't been planned like this.

Response PH-14: The description of the Mary Avenue Extension that is contained in the City's General Plan is an overcrossing of U.S. 101 and SR 237. There is no connection between Mary Avenue and either of these freeways.

Comment PH-15: Mr. Witthaus indicates that there is a problem in -- that needs mitigating at Mary and Maude intersection. And I object to the way it's discussed. I believe -- and I believe in general wherever something is susceptible to a numeric analysis, that would be noise, air pollution and traffic, that specific numbers ought to be given. In the case of the mitigation of Mary and Maude -- you can -- I'll give you my memo or I can e-mail it to you. Primarily traffic going through that intersection is going north/south or south. And supposedly the mitigation for the decrease level of service is to put in a southbound right-hand turn lane. Well, I'd like to see specifics as to exactly how that's supposed to mitigate. Because I don't think, to me, it's going to mitigate at all. Somebody back there said, well, it would help. I would like to see specifics as to exactly how that is supposed to help, with numbers from traffic studies. That's that point.

Just in general, wherever the analysis is susceptible to numeric analysis -- where the discussion is susceptible or the issue is susceptible to numeric analysis, I want to see the numeric analysis. I don't want these bold, broad, broad statements, all or nothing, when it "looks like it's nothing. So I want specifics.

Response PH-15: As noted in the traffic report (Appendix B of the Draft EIR), the worksheets that show the calculations undertaken at all of the intersections are available for public review at the City Hall during normal business hours. These worksheets were made available beginning on August 24, 2007, which was the first day of the Draft EIR public review.

Comment PH-16: The third point is I would be willing to support the bridge if, as part of a system, to turn Mary Avenue into the backbone of a bicycle system for Sunnyvale and the entire region. And that would include downgrade south of Evelyn, two to three auto -- I want the bike lane so wide that bicyclists can pass other bicyclists on them, and I want protection for the bike lanes.

Response PH-16: This comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

Comment PH-17: My name is Mike Murray. I'm actually very much in favor of this project. I want to make sure that the bridge is a very attractive alternative for getting over 101. So please make it easy to get to and from the freeway and the bridge. Whatever you do, just make it very easy.

I'm glad to see that the environmental report confirmed my feeling that there is no traffic impact south of Central. And almost all the residents of Sunnyvale have nothing to worry about. For those

who live south of Central and are worried of all the traffic increase, please point out in the Environmental Impact Report where their assumptions are wrong and how you get to the point where there is more traffic South of Mary -- south of Central of Mary. I don't see how that happens. So if as you write your comments, then please tell them where they're wrong with their assumptions.

Response PH-17: This comment states an opinion in support of the Proposed Project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

Comment PH-18: Gary Vercellino. I'm totally against this whole project, like most speakers here tonight. I just wrote a little thing here to Jack. Basically my thing is that, if you use Mary Avenue as a main thoroughfare to cross a freeway, my theory is, like most people do nowadays already, is basically take all the back streets. When you see Mary Avenue at stoplights, what is your first thing you do? I'm going to go all the back roads to get around this bottleneck and get around to where I want to go. What's that going to do?

We've got schools. We've got Sunnyvale Middle School. We've got Cherry Chase. We've got Vargas. I mean, right now all you've got to do is go in the morning or after school is out how many parents come and drop the kids off, pick their kids up? You've already got a bottleneck now. You're going to endanger the kids. To me, it's really a safety factor. You've got a lot of kids. Like the one the gentleman spoke about skateboarders and people on walkers, people walking their dogs. I mean, it's -- I just can't fathom who even came up with this idea of using Mary Avenue. The first thing -- like I said, people are going to do that.

And Campbell -- a couple of years ago there was a big uproar for people in that community 17. So again it bottlenecks near 17. They were taking all the back roads around Campbell. Well, they got together with their neighborhood force, the police station. And they had the police officers taking photos of people speeding through all these back roads, and that's how they issued the citations. They'd just take a photo of the persons speeding or traffic violations, and that's how you'd get your ticket. But that was their idea they came up with. I would hate to end up with something like that because -- like I said, it might come to that if this goes through. Anyway, that was one of my major issues.

Response PH-18: It appears that the thrust of this comment is that motorists ~~will~~ would avoid congestion on SR 85 and ~~will~~ would use Mary Avenue as an alternate, which ~~will~~ would in turn create safety problems at the residential areas at the south end of Mary Avenue. In order for a local street to be an attractive alternate to a freeway, there must be convenient access between the freeway and local street, as well as a tangible time savings. In this case, the SR 85/Homestead Road interchange does not provide access to/from the south. Further, the number of traffic signals on Mary Avenue makes any potential time savings questionable. Therefore, Mary Avenue would not be a viable alternate for motorists seeking to avoid congestion on SR 85.

Comment PH-19: The other thing was as an alternative, if they did want to use -- make an overpass, make it only from 237 access only. In other words, basically go on 85, take 237, and then there would be an off ramp coming off of 237 and then you get over to Moffett that way. You don't even have to use Mary Avenue at all. You just get on 237. I mean, it's really a no-brainer. I mean, of course you're going to have to widen 85. You've got to interchange 85 and -- and the one where the – El Camino merges on to 85 and then you got 237 off ramp. They are all coming together right there. That obviously has to be addressed. That's a major bottleneck right there.

But I mean, if they want to make an overpass, fine, but accessible only by 237. If they want to make an overpass at all, make it just pedestrian, bicycles, that sort of case. And for all that matters, if you want to make Mary Avenue -- if you want to basically improve Mary Avenue and use that as a thoroughfare, why don't you just get rid of all the vehicles and just make it one large bicycle route. Bicycles only, no vehicles whatsoever. Just four-lane bicycles, skateboarders and whatever. And then eliminate automobiles altogether. That's -- I mean, I'm all in favor of that. Pedestrian bridge over 101, Mary Avenue would be strictly -- we would be the first in the nation to come up with that idea. I think every city would follow that.

Strictly bicycles. I think everybody would be in favor of that. That's pretty much what I -- I think that's about all I had to say. I've got a letter here for him. Basically also Mathilda, how long has that been an issue? Since day one. I mean, I think they did a survey some years ago as far as one of the worst intersections in America, and Mathilda was one of the top ten. It was one of the worst. It made headlines nationwide. And it's still like that today. Why hasn't it ever been addressed, that intersection there?

The light rail system was a great idea also. I mean, that's been addressed. That's been voted down once before. But I think if they brought it back up again -- using Mathilda as the main goal -- I think our main goal and just -- you forget about the Mary Avenue and -- anyway, that's about it.

Response PH-19: This comment states an opinion in opposition to the Proposed Project and support for restricting any extension of Mary Avenue to bicyclists and pedestrians. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

Comment PH-20: My name Marti Coppage. I'm also not in favor of this bridge. And I want to be fair to everybody. I think that Sunnyvale is a great city. I think we need to grow. I don't have a problem with Moffett Towers. But not at the expense of our neighborhood.

The Environmental Impact Report said that the alternatives that were studied were not superior to the bridge, and I guess I want to know: Not superior in what sense? Because anything that is going to get the cars and the people to work, without driving them through my neighborhood -- our neighborhood is superior to driving those cars through our neighborhood.

The one important aspect that the Environmental Impact Report does not address is safety. I teach at Sunnyvale Middle School. All thousand kids there, those are my kids. And Mary Avenue is right up behind my school. We have Cherry Chase. We have Cumberland. We have Vargas. We have Saint Cyprian. We have Homestead High School. That's a lot of kids. That's a lot of kids that are competing with the extra 10 or 15,000 cars that are expected to be on this road every day. I think failing to address that important safety issue is a serious shortcoming of the report.

Response PH-20: Based on the traffic analysis prepared for the project, there are no data that would indicate that the Mary Avenue Extension would lead to any measurable change in traffic volumes in the vicinity of any of these schools. As shown in Table 2.0-6 of the DEIR, as well as in Figures 2.0-3 and 2.0-4 of the DEIR, the effect of the project south of Central Expressway, which is where the schools identified in this comment are located, would be negligible.

Comment PH-21: Dan Andker. And with or without this project, something immediately should be done. Let's just make it a residential Evelyn to Homestead. Get the speed limit down to 25 so people will do 35. So now it's 35, they're doing 45. I just saw a little girl almost get clipped because people come off of El Camino like it's the start of Le Mans. I've had my son's truck totaled. It was parked up in front. Knocked up about 40 feet up in the driveway and whatever. And I also had a little Saturn that got sideswiped. I don't know who did that.

But it's just too many kids walking down that street. And these guys are just going faster and faster and faster. There's very little enforcement on that street. I've asked for it before. They came out a couple of days, and then they disappeared, and just business as usual.

So with or without this project, turn it into a residential from Evelyn to Homestead. Make it 25 miles an hour and go just from there. Palo Alto has Arastradero from El Camino directly to Foothill Expressway and 280, it's 25 miles an hour. It's four lanes, with schools and firehouses just like Mary. Mary doesn't have a direct connection, but it's 35. That's all.

Response PH-21: The issues raised in this comment are addressed in Master Response #7.

Comment PH-22: Charlie Zhu. In Sunnyvale for about two years now, and I absolutely love the city. I live right on Mary. And, you know, at first, you know, my wife and I were like, okay, we'll take a bargain because the house was something affordable at the time, and as a starter home. Now we have a family, and regarding the gentleman said before, the safety, as well as the teacher, is a big concern. My son was just born last month.

You know, I really enjoy living in Sunnyvale. It's great. The commute is, you know, very easy getting on the highways and freeways and stuff. But I really would like it to slow it down as far as the speed limit. What the gentleman is saying, I completely agree with that.

The noise in the morning and then afternoon, it's insane. I have double pane windows, but it's still very, very loud. I just -- you know, say I'm not in favor of this project at all, because anything that is going to increase the traffic is just going to be a nightmare. And I don't want to have to move. And if that's the choice, then I do have to move and go elsewhere. But Sunnyvale has been great so far.

Response PH-22: This comment states an opinion in opposition to the Proposed Project. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

Comment PH-23: My name is Gopal Patangay. I live on Mary Avenue. And I am against this project. This project, I don't know what purpose it is serving. The city says that without the project, the traffic is going to increase without the bridge. So if the traffic is increasing, then why the project is being built?

Obviously it looks like, because there are a lot of office spaces are coming, some one million square feet office space or something like that, so Moffett Towers are being built to mitigate -- I mean, to commute those people from there. So the city is thinking of having this project because the project was in the general plan. That's what the city thinks. But instead of joining the Moffett Field Park area to a residential street like Mary Avenue, join this Moffett Field Park area to freeways like 101, 237, 85, and some other -- there's one thing – one mitigation that we can do.

The second one will be make a mass transit from Moffett area to downtown area, something like that. Some place where the people can park their cars and go on mass transit. And there is nearby when light rail is there, so make that light rail to maybe the downtown Sunnyvale, so that the people can park their cars there, and from there they can go.

Response PH-23: Please see Master Response #5 for a summary of the numerous traffic improvements that have been studied over the past 25+ years, including various connections to/from SR 85, SR 237, and U.S. 101. For a discussion of transit alternatives, including the extension of light rail to downtown Sunnyvale, please see Master Responses #2 and 3.

Comment PH-24: As per the alternate use discussed in the EIR, I think they have not sufficiently addressed the surrounding areas of Mary Avenue, which will be definitely affected. And as one gentleman was saying that the Mary Avenue will not be affected, but the DEIR said that -- the DEIR plans -- I was just discussing with the engineer just now. The DEIR plan, the traffic plan, thinks that -- the city thinks that the traffic will be going from the Mary Avenue north of Evelyn on to the mall and Central Expressway. So it still doesn't affect any traffic volume south of Maude Avenue, but I think that's not true. Because once you come on the road, most of the traffic may be diverting. But some will be filtered into Mary Avenue, and it will definitely increase.

Response PH-24: Please see Table 2.0-6 on page 45 of the Draft EIR. The data in the table show that the project ~~will~~ would notably increase traffic volumes on Mary Avenue, north of Central Expressway. However, south of Central Expressway, the project's effect ~~will~~ would be minor.

Comment PH-25: What I propose instead is make -- if they want to definitely build the bridge, build the bridge as a pedestrian and bicycle bridge, and keep the mass transit with access to go to someplace where people can commute. Mary Avenue has a lot of -- as suggested, make it a residential street. Make it as a two-lane street with bicycle, as well as parking place, so that the residents there will not be affected.

Response PH-25: This comment states an opinion in opposition to the Proposed Project and support for restricting any extension of Mary Avenue to bicyclists and pedestrians. The comment also supports the downgrade of Mary Avenue to two lanes. The comment is acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

Comment PH-26: My name is Geeta Patangay and I'm a proud citizen of green Sunnyvale. Green Sunnyvale, because I heard the Mayor talk about it on July 4th, and it was his model, saying that it is the green Sunnyvale. To keep the city green the city personnel should think about global warming in its project. They can make Mary Avenue as their first project by reducing the auto traffic, and encourage the pedestrians and bikers to use Mary Avenue safely.

Instead of building an auto bridge, I encourage the city to think about building a pedestrian and bike bridge, which is being planned to build on 280 on the other side of Mary to connect to Cupertino. And that can continue all the way to Moffett Park. And I think this will definitely improve our environment and make it a real green Sunnyvale. And it will definitely improve the residents living on Mary Avenue.

Response PH-26: This comment states an opinion in opposition to the Proposed Project and support for restricting any extension of Mary Avenue to bicyclists and pedestrians. The comment is

acknowledged. The comment does not raise environmental questions and therefore, no response is necessary.

Comment PH-27: I'm Dan Hafeman, longtime resident of Sunnyvale. I live close to Mary and Washington. I want to call your attention to Table 2.0-6 on page 45 of the DEIR. Ever since I saw the DEIR, this table stood out and a question immediately comes to mind. Why does the traffic increase north and south of El Camino on Mary by a third between now and 2020, when there are no major new housing developments planned for the Sunnyvale immediate area served by South Mary? Where is this traffic coming from? I have asked multiple people here tonight. I have asked Jack a couple of times. I have asked other people.

The only thing I can gather is this traffic is traffic coming from other cities in the south moving north to the industrial area. And basically the DEIR says, bridge or no bridge, this traffic is happening. Now, I'm not technical enough to know if that's true. I'll assume it is true. But I will say one thing, as a citizen of Sunnyvale, there is a bigger problem here. The bigger problem is our city streets should not become commute arteries.

What we need to be doing with this $50 million is figuring out how to get the traffic into the industrial areas without disturbing the residential streets. Clearly this bridge doesn't address it either way, according to the DEIR. This says that traffic increase is going to happen no matter what.
Response PH-27: For a discussion of the origin and destination of traffic that uses Mary Avenue, please see Master Response #1.

Comment PH-28: The DEIR does not address a major problem with this traffic increase, and that is the Caltrain tracks on Mary Avenue. I presume – and I don't have data to back this up -- but Caltrain traffic itself is going to increase by probably at least a third between now and 2020, because Caltrain is getting increasingly popular. I use it myself. That traffic is going to stop at that intersection waiting for those trains. In fact, the DEIR does not address the intersection of Evelyn and Mary and the Caltrain tracks and Mary. I think that's going to create a major problem which in the future could result in a program to add an overpass or an underpass of these railroad tracks. I know it's not in the plans now, but if this traffic increases by a third, that's going to be a huge bottleneck. And of course that's in my neighborhood, so I'm very concerned about that.

Response PH-28: For a discussion of the crossing of the Caltrain tracks on Mary Avenue, please see Master Response #8.

Comment PH-29: The second point I want to bring up is there is no good bike connection to this new bridge that's going to be built. Even though it's going to have bike lanes and pedestrian access, there is no good set of bike lanes that will get you to the bridge. So how can bicyclists use it? I ride a bike all the time, and I ride on Mary. And I tell you, you have to have courage to ride on Mary. That is not an easy street to ride on. We have a major bike project going on at I-280 has been mentioned already, but there isn't a good connection from there to this project. The DEIR does not address that aspect of it. It addresses single passenger cars, but it doesn't really address bicycling at all.

Response PH-29: Mary Avenue has bike lanes between Almanor Avenue and Maude Avenue that would directly connect to the proposed project. There are also bike lanes on the southern end of Mary Avenue between The Dalles and Homestead Road. The City is currently constructing bike lanes on Mary Avenue between The Dalles and Cascade Drive. The section of Mary Avenue

between Cascade Drive and Maude Avenue meets the State's criteria for designation as a Class III bicycle route, and has been so designated by the City. To the north of the proposed project, 11th Avenue has bike lanes that would directly connect to the proposed project.

Other streets in the project vicinity that connect to Mary Avenue or provide access to the proposed project and feature bike lanes include H Street, Manila Drive, Almanor Avenue and Maude Avenue.

Technically there is no requirement to provide bike lanes on streets. Most of Sunnyvale's roadway network was developed at a time before bike lane standards existed. The City must now retrofit streets for bike lanes, and in many cases roadway geometry does not allow for construction of bike lanes without significant reconfiguration of the roadway or road widening and attendant environmental, economic, and community impacts. Regardless, bicycling is still allowed on these streets per the provisions of the California Vehicle Code.

Comment PH-30: The third thing I want to bring up is I feel there has been very little serious consideration of transit alternatives. For example just talking with the VTA person here tonight, an idea came up. There's a big parking lot at the light rail station off Evelyn. It's underused and that transit stop is underused. But guess what? It's an easy access from Highway 85. If the necessary improvements or programs are put in place, so that commuters off of Highway 85 could park there and then take light rail out to the park area, then maybe we wouldn't need such an expensive big bridge to be built. Maybe the bridge could be a two-lane bridge with HOV and buses only. These options aren't seriously considered in the DEIR, and I think they need to be as part of the decision-making process.

Response PH-30: For a discussion of transit alternatives, including the extension of light rail to downtown Sunnyvale, please see Master Responses #2 and 3.

Comment PH-31: Hi, good evening. Patrick Grant here. I have a bunch of different responsibilities and groups that I work with. I also work at NASA Ames. I'm basically a big proponent of alternate transportation there, working with various groups at Ames. Also I have worked with Google Cities and some other groups which I can't name right here.

First I'm going to give -- there's going to be a written document, about six pages, analysis. I would like to say -- that I will give to Jack to go in there and make sure he's got a copy.

I’m very much supporting the very clever ideas of out-of-the-box thinking here. One thing I'd like to bring merit to the people and the council especially to realize that, if you look in details to the numbers, the plan is all we have to evaluate what engineering does. There's a little bit of imprecision in the techniques, and weird things come out. So don't look at this thing like it's 10 percent better or 20 percent better. Oh, that is much better it it’s just a gray hair.

For example, you can take the traffic flow pattern, the little cartoons, if you take in the cartoons, basically from no build in 2020 at Maude and Mary -- everybody is very familiar with how dead-end the street that Mary is north of there. Very low traffic. I ride my bike on it a lot. Today they give it 163 cars, peak hours going north. Now, 2020 with no bridge, a magical thing, increases over fivefold to 760.

You know, there is a fair amount of – you know, the numbers at best that engineering can do there. But I'm saying don't detail these things to the nth degree. With that being done, that’s exactly what I

kind of did in my analysis. So we're going to have to use a little common sense -- horse sense on this a little bit, because obviously the best analysis we can get isn't going to tell us the entire truth, because you can really pick it apart.

Now, one thing, though, with that would be good is it's really hard to understand the colored diagrams there. I suggest the street volume plots, they are the ones that you see in colors of 500 cars more an hour, et cetera, peak hour, those don't show in light of number of lanes there is. So you really don't have an idea of what percentage capacity that street is at. Well, it increases so many cars, well, that street may still be quite usable, even though it is not. So I think the council needs those numbers in a little bit more humanly understandable form.

Also, I can't reiterate as many people here is bike routes down Mary. It's a very busy street. And the impact on this -- of any increase of volume in that street is -- and this is the most prime north/south route is left in the city that's possible to get to Moffett Park.

I don't see how you put a four-lane bridge there and hope to be able to have anybody feel safe to go up and down Mary, because you won't be able – you can't -- choke it off for -- to get bike lanes and it will never pass.

And I guess -- I got a little -- a little -- listen, VTA is here. I got a problem -- this is really not for the city, but I really want on the record. And I think the council should have thrown it in. And part of our council is frankly the president of the VTA. And something really befuddles me a lot about VTA. I don't know how many of you remember about -- what was it, about a decade ago we passed this light rail thing. It was advertised in the paper, promoted. It was going to come, light rail right downtown. And it was going to alleviate the traffic right on Mathilda.

Come on, VTA. One week after the election, Matt Rigos (phonetic) puts a few million dollars in and you say, oh, excuse me, this is a better plan. And guess what, guys, we have the tenth worst intersection there at Mathilda.

If VTA had not -- frankly, this is very dishonest. They did a crooked thing ten years ago -- and put light rail down there, we might have had a little bit less traffic down this corridor. This intersection is the tenth worst in the country, might not be quite as bad. I'm really a little disgusted at VTA and this whole maneuver. I think it's a lack of ethics there at VTA. I'm sorry. They deserve all the criticism they get.

And another thing is we're trying to get people off the streets and we can't get -- VTA is not doing the route. They're eliminating bus routes to get kids to and from school. They're at Homestead. Now -- now, I guess VTA would probably say today, Oh, yeah, we'll put a bus up there to do it. I just don't believe VTA anymore, frankly. They're just not honest. So -- I know it makes Jack's job a lot harder, but -- that's all I have to say. Thank you.

Response PH-31: The opinions in this comment are acknowledged and noted for the record. The comment does not raise environmental questions and therefore, no response is necessary. [Note: This commenter also submitted detailed comments in writing; see Comment #14, above.]

Comment PH-32: Hi. I'm Jeanne Yeager. We're on the corner of Blair and Mary. And we can't get out of our driveway in the morning or in the evening during the rush hours, and we simply don't want any more traffic.

I represent a lot of the disabled, disabled community programs. We have a show called On the Move and it's on today. On the Move is about people keeping on the move regardless of a disability or special need. We have a show on this week on KT -- well, special channel 26 on cable in Sunnyvale. And you can hear about the statistics of Breathe America, Lung Association that say that the type of pollution that's happened with diesel fuel and with the pollution in the air is going to hurt our children in the future. And it doesn't help my husband's emphysema now. And we're just very concerned about what will happen to Sunnyvale with this pollution and type of thing going on.

Now, another element that we haven't discussed, if a person has a visual problem on Almanor, the street that is the side street that goes Mary to Almanor to get to 101. Now, if you use the bridge for going to Lockheed, that's lovely. If you're going to Juniper or to the new towers, that's lovely because they can get to their businesses. But what about the people that decide, well, I'm going to go down Mary Avenue and I want to get to 101. Well, they still have to go back to, guess where, Mathilda. So we have not solved any of the traffic problems on Mathilda at all. When you think about the fact that, guess what, they're not all going to go to Lockheed.

So I also have a worry about people who are on -- the Parkinson's Foundation just reconstructed their site for their foundation on Almanor, without any knowledge of the fact that there will be a new traffic flow. These are people that have special needs. They will have problems crossing across the street. They will need to have people on the corner of Almanor which enters onto Mathilda. There is a group called Sensory Access. It's a foundation for people who are visually impaired. And these are people that are going to have to cross across the street to get here. And this is going to be a traffic problem for the people that use the bus on Mathilda getting over to these traffic lanes.

Now, if in fact this does go through, and it probably will go through, with the idea that these are people that will need special accommodation, think about the fact that we need sound beeper, lights. Anywhere these people will be trying to access from Mathilda on a bus to Almanor, activities for the Parkinson's Foundation, for people with visual impairments. And I want you to think about the fact that these are services for the disabled. The ADA says you should have accommodation for people with special needs. And I hope they'll think about that when they're adding all of these different traffic things on Mary and Almanor.

Response PH-32: If the City Council approves the Mary Avenue Extension, the City ~~will~~ would work with the Parkinson's Foundation to address any special needs at this location, as pertains to roadway design and crossings.

SECTION 5.0 REVISIONS TO THE TEXT OF THE DRAFT EIR

This section contains revisions to the text of the Draft EIR. Text additions are underlined. Text deletions show the original text with a ~~strikeout~~ running through the part of the text to be deleted.

Page 12 Modify the first sentence under "Summary of Alternatives", as follows:

Section 6.0 Alternatives to the Project evaluates the environmental impacts of ~~six~~ eight alternatives to the proposed project, one of which is the No Project Alternative. These alternatives are summarized below.

Page 13 Insert the following as a second paragraph under "Widen State Route 85 Alternative":

The above conclusion notwithstanding, the City's traffic demand model was run to evaluate whether improvements to SR 85 that are identified in VTA's *Valley Transportation Plan 2030* would provide sufficient north-south capacity to eliminate the need for the Mary Avenue Extension. The data indicate that even with the identified SR 85 improvements, the daily volumes on most of the local roadway segments are similar to the No Project scenario with the exception of the segments on Mathilda Avenue. On Mathilda Avenue, volumes *increase* under this alternative because the SR 85 improvements will include ramp metering, resulting in some traffic diverting from the freeway to Mathilda Avenue. Thus, this alternative does not meet the project objective.

Page 14 Insert the following text above "Environmentally Superior Alternative":

No Thru Traffic On Mary Avenue Alternative

The No Thru Traffic on Mary Avenue Alternative would be a variation the proposed project. It would include the four-lane northerly extension of Mary Avenue between Almanor Avenue and Eleventh Avenue plus a new closure of Mary Avenue to thru traffic at Evelyn Avenue. Motorists driving on Mary Avenue in either the southbound or northbound direction would not be allowed to proceed north or south beyond Evelyn Avenue; all traffic would be required to turn left or right onto Evelyn Avenue.

While the No Thru Traffic on Mary Avenue Alternative does provide additional access to the Moffett Park area, it does not meet the objective of improving north-south capacity in Sunnyvale. In fact, this alternative severs an existing north-south route by forcing traffic on Mary Avenue to turn east or west onto Evelyn Avenue. Traffic that would otherwise use Mary Avenue would be diverted to parallel streets, resulting in impacts elsewhere. The traffic impacts of this alternative are greater than those of the Proposed Project due to significant impacts at three additional intersections.

Two Lanes Entire Length Of Mary Avenue Alternative

This alternative would be a variation on the proposed project. Unlike the proposed project which consists of a four-lane northerly extension of Mary Avenue between Almanor Avenue and Eleventh

Avenue, this alternative would consist of a two-lane northerly extension of Mary Avenue between Almanor Avenue and Eleventh Avenue. *In addition*, this alternative would restripe all of the existing segments of Mary Avenue to one lane in each direction.

While the Two Lanes Entire Length of Mary Avenue Alternatives does provide additional access to the Moffett Park area, it does not increase overall north-south roadway capacity in Sunnyvale. In fact, this alternative *decreases* north-south capacity by reducing the number of existing lanes on a lengthy segment of Mary Avenue from four or six to two. Traffic that would otherwise use Mary Avenue would be diverted to parallel streets, resulting in impacts elsewhere. The traffic impacts of this alternative are greater than those of the Proposed Project due to significant impacts at four additional intersections.

Page 37 Replace the existing Figure 2.0-1 with the following: (see following page)

Page 48 Modify the text at the top of the page as follows:

Table ~~2.0-1~~ 2.0-6 shows projected ADT volumes on roadways in the project area with the proposed Mary Avenue Extension in place. As noted above and as shown in the table, the project will redistribute traffic in the area since it will provide an alternative north-south connection across two major freeways. Figures 2.0-3 and 2.0-4 also illustrate this point; the figures depict the projected changes in 2020 peak-hour volumes due to the project, as compared to "no project" conditions.

The data in Table ~~2.0-1~~ 2.0-6 illustrate the following:

Page 77 Add the following text as a second paragraph of Section 2.9.1.2:

The nearest water bodies to the site are Stevens Creek, approximately 1.8 miles west of the project alignment, Guadalupe Slough, approximately 2.6 miles northeast of the project alignment, and Calabazas Creek, approximately 2.6 miles east of the project alignment. Runoff from the project ultimately drains to the San Francisco Bay.

Page 97 Modify Section 6.5, Widen State Route 85 Alternative, as follows:

State Route (SR) 85 parallels Mary Avenue to the west, generally along the Sunnyvale-Los Altos border. As such, its widening could potentially achieve the basic project objective of increasing north-south capacity in the Sunnyvale area. SR 85, however, is not under the jurisdiction or control of the City. SR 85 is a freeway owned and operated by the State of California, Department of Transportation (Caltrans). Therefore, under CEQA Guidelines § 15126.6(f)(1), this alternative is considered infeasible because the City cannot "reasonably acquire, control, or otherwise have access to" SR 85.

This conclusion notwithstanding, the City has analyzed an alternative that would consist of the following improvements to SR 85, all of which are identified in VTA's adopted *Valley Transportation Plan 2030* (VTP 2030):

Figure 2.0-1

- Construct auxiliary lanes between the interchanges from Saratoga Avenue to SR 237
- Construct improvements to the SR 85/SR 237 interchange ramps
- Construct improvements to the SR 85/El Camino Real interchange ramps
- Install ramp metering on all SR 85 ramps

The City's traffic demand model was run to evaluate whether the above improvements to SR 85 would provide sufficient north-south capacity to eliminate the need for the Mary Avenue Extension. Average daily traffic (ADT) volumes were projected for streets in the study area. Table 6.0-1 summarizes the ADT volumes for this alternative and includes a comparison to the Existing, 2020 No Project, and 2020 With Project scenarios. The data indicate that even with the SR 85 improvements, the daily volumes on most of the roadway segments are similar to the No Project scenario with the exception of the segments on Mathilda Avenue. The segments on Mathilda Avenue show an increase in the daily volumes with the SR 85 improvements. This increase in traffic is likely due to the use of ramp metering during the morning and evening peak periods, which favors longer trips using the freeway and encourages shorter trips to use local facilities such as Mathilda Avenue. Therefore, more trips would use Mathilda Avenue to access the Moffett Park area.

Thus, the above-described improvements to SR 85 would not provide sufficient north-south capacity to eliminate the need for the Mary Avenue Extension. In fact, by themselves, the SR 85 improvements would exacerbate north-south congestion on Mathilda Avenue, due to the above-described diversion of some trips from the freeway.

TABLE 6.0-1
AVERAGE DAILY TRIPS COMPARISON

Roadway	Segment	Average Daily Trips			
		Existing	2020 No Project	2020 Project	2020 Improve SR 85 Alt.
Mary Avenue	North of Almanor	0	0	30,600	n/a
	South of Almanor	2,500	7,900	31,700	8,100
	North of Maude Avenue	5,300	18,100	37,000	17,000
	South of Maude	11,000	28,500	37,500	26,600
	North of Central Expressway	13,000	38,000	43,900	36,100
	South of Central Expressway	25,600	53,400	52,400	52,200
	North of El Camino Real	21,400	30,400	31,300	31,000
	South of El Camino Real	19,700	26,300	25,600	26,700
	North of Fremont	24,400	32,300	33,500	34,200
Mathilda Avenue	North of Almanor Avenue	52,700	74,600	67,300	81,000
	South of Almanor Avenue	47,200	64,200	63,000	70,000
	North of Maude Avenue	45,500	64,600	63,500	73,500
	South of Maude Avenue	42,500	58,500	59,600	67,500
Almanor Avenue	East of Mary Avenue	2,400	7,800	9,100	8,100
Maude Avenue	East of Mary Avenue	11,500	18,500	22,300	18,000
	West of Mathilda Avenue	10,800	23,600	25,800	23,200
	West of Mary Avenue	45,500	83,600	80,900	78,700

TABLE 6.0-1 AVERAGE DAILY TRIPS COMPARISON					
Roadway	**Segment**	**Average Daily Trips**			
		Existing	**2020 No Project**	**2020 Project**	**2020 Improve SR 85 Alt.**
Central Expressway	West of Mary Avenue	45,500	83,600	80,900	78,700
	East of Mary Avenue	45,900	81,500	81,900	78,900
Fair Oaks Avenue	South of Crossman	5,600	36,100	33,900	36,800
	North of Tasman	13,700	33,000	32,400	33,800
Lawrence Expressway	South of Moffett Park	22,200	62,900	59,200	62,600
	North of Tasman	35,400	73,800	70,800	72,300

Page 97 Modify existing Table 6.0-1 to include two new alternatives, "No Thru Traffic on Mary" and "2 Lanes Entire Length of Mary"

TABLE 6.0-1 COMPARISON OF NUMBER OF TRAFFIC LANES ON MARY AVENUE						
Segment	**Existing/ No Project**	**Proposed Project**	**Downgrade Mary Avenue Alternative**	**Two-Lane Extension Alternative**	**No Thu Traffic on Mary Ave. Alternative**	**2 Lanes Entire Length of Mary Ave. Alternative**
Homestead – Fremont	2	2	2	2	2	2
Fremont - Evelyn	4	4	2	4	4	2
Evelyn – Maude	6	6	6	6	6	2
Maude – Almanor	4	4	4	4	4	2
Almanor - 11th	--	4	4	2	4	2

Page 102 Replace existing Figure 6.0-5 with the following figure:

Page 104 Delete the second bulleted item near the top of the page:

~~When compared to No Project, both the Two-Lane Mary Avenue Extension Alternative and the proposed project will result in a significant impact at the Mary Avenue/Maude Avenue intersection during the PM peak hour.~~

Figure 6.0-5

Page 104 Add new Sections 6.8 and 6.9 and renumber existing Section 6.8 to 6.10

6.8 NO THRU TRAFFIC ON MARY AVENUE ALTERNATIVE

The No Thru Traffic on Mary Avenue Alternative would be a variation the proposed project. It would include the four-lane northerly extension of Mary Avenue between Almanor Avenue and Eleventh Avenue *plus* a new closure of Mary Avenue to thru traffic at Evelyn Avenue. Motorists driving on Mary Avenue in either the southbound or northbound direction would not be allowed to proceed north or south beyond Evelyn Avenue; all traffic would be required to turn left or right onto Evelyn Avenue.

Similar to the Downgrade Mary Avenue and Two-Lane Mary Avenue Extension Alternatives discussed above, this alternative is included in the EIR to determine if it would meet the project objectives, while at the same time reducing citizens' concerns that the long-term effect of the Mary Avenue Extension will be a substantial increase in traffic through their neighborhoods.

In terms of physical changes to the environment, this alternative would be identical to the proposed project because the four-lane northerly extension of Mary Avenue between Almanor Avenue and Eleventh Avenue would occur in both cases. The difference between this alternative and the proposed project involves changes in traffic circulation, as described in the following paragraphs.

Table 6.0-2 depicts peak-hour operations at each of the study intersections under the No Thru Traffic on Mary Avenue Alternative, and compares this to the No Project and Proposed Project conditions. Changes in AM and PM peak-hour roadway volumes between this alternative and the No Project are shown on Figures 6.0-10 and 6.0-11, respectively. Changes in AM and PM peak-hour roadway volumes between this alternative and the Proposed Project are shown on Figures 6.0-12 and 6.0-13, respectively. A summary of these data is as follows:

- When compared to No Project, the No Thru Traffic on Mary Avenue Alternative would substantially increase traffic on Mary Avenue north of Maude Avenue.
- When compared to No Project, the No Thru Traffic on Mary Avenue Alternative would substantially lower traffic volumes on Mary Avenue between El Camino Real and Evelyn Avenue. Traffic that would otherwise have used Mary Avenue would divert to adjacent streets such as Bernardo Avenue, Sunset Avenue, and Pastoria Avenue.
- When compared to No Project, both the Proposed Project and the No Thru Traffic on Mary Avenue Alternative would have little effect on traffic volumes on Mary Avenue south of Remington Drive.
- When compared to No Project, the No Thru Traffic on Mary Avenue Alternative would substantially increase traffic on Mathilda Avenue between El Camino Real and Maude Avenue.
- When compared to the Proposed Project, the No Thru Traffic on Mary Avenue Alternative would avoid a significant impact at the Mary Avenue/Maude Avenue intersection.
- When compared to No Project, the No Thru Traffic on Mary Avenue Alternative would result in a significant impact at the Mary Avenue/Evelyn Avenue during both peak hours, the Mathilda Avenue/Maude Avenue intersection during both peak hours, and the Mathilda Avenue/E; Camino Real intersection during the PM peak hour. These impacts would not occur under the Proposed Project.

To summarize, while the No Thru Traffic on Mary Avenue Alternative does provide additional access to the Moffett Park area, it does not meet the objective of improving north-south capacity in Sunnyvale. In fact, this alternative severs an existing north-south route by forcing traffic on Mary Avenue to turn east or west onto Evelyn Avenue. Traffic that would otherwise use Mary Avenue would be diverted to parallel streets, resulting in impacts elsewhere. The traffic impacts of this alternative are greater than those of the Proposed Project due to significant impacts at three additional intersections.

6.9 TWO LANES ENTIRE LENGTH OF MARY AVENUE ALTERNATIVE

This alternative would be a variation on the proposed project. Unlike the proposed project which consists of a four-lane northerly extension of Mary Avenue between Almanor Avenue and Eleventh Avenue, this alternative would consist of a two-lane northerly extension of Mary Avenue between Almanor Avenue and Eleventh Avenue. *In addition*, this alternative would restripe all of the existing segments of Mary Avenue to one lane in each direction.

Similar to the Downgrade Mary Avenue, the Two-Lane Mary Avenue Extension, and the No Thru Traffic on Mary Avenue Alternatives discussed above, this alternative is included in the EIR to determine if it would meet the project objectives, while at the same time reducing citizens' concerns that the long-term effect of the Mary Avenue Extension will be a substantial increase in traffic through their neighborhoods.

When compared to the proposed project, the physical impacts of the Two Lanes Entire Length of Mary Avenue Alternative would be reduced because the "footprint" of a two-lane extension would be smaller than a four-lane extension. For example, a two-lane extension would remove fewer trees, although "trees of significant size" would still need to be removed. It would also have a lesser impact on a known archaeological site, although the impact from disturbing the site would still be significant. It would also somewhat shorten the duration of construction noise impacts (and other construction impacts) since the bridge structure and roadway cross-sections would be smaller.

Table 6.0-2 depicts peak-hour operations at each of the study intersections under the Two Lanes Entire Length of Mary Avenue Alternative, and compares this to the No Project and Proposed Project conditions. Changes in AM and PM peak-hour roadway volumes between this alternative and the No Project are shown on Figures 6.0-14 and 6.0-15, respectively. Changes in AM and PM peak-hour roadway volumes between this alternative and the Proposed Project are shown on Figures 6.0-16 and 6.0-17, respectively. A summary of these data is as follows:

- When compared to No Project, the Two Lanes Entire Length of Mary Avenue Alternative would substantially lower traffic volumes on Mary Avenue between Maude Avenue and Knickerbocker Drive. Traffic that would otherwise have used Mary Avenue would divert to parallel routes such as Bernardo Avenue, Mathilda Avenue, and SR 85.
- When compared to No Project, the Two Lanes Entire Length of Mary Avenue Alternative would increase peak direction traffic volumes on Mary Avenue between Knickerbocker Drive and The Dalles Avenue, as well as on Remington Drive east of Mary Avenue.
- When compared to No Project, the Two Lanes Entire length of Mary Avenue Alternative would substantially increase traffic on Mary Avenue north of Almanor Avenue.

- When compared to the Proposed Project, the Two Lanes Entire length of Mary Avenue Alternative would avoid a significant impact at the Mary Avenue/Maude Avenue intersection.
- When compared to No Project, the Two Lanes Entire length of Mary Avenue Alternative would result in a significant impact at the Mary Avenue/11th Street intersection during the PM peak hour, the Mary Avenue/Fremont Avenue intersection during both peak hours, and Mathilda Avenue/Moffett Park Drive intersection during the AM peak hour, and the Mathilda Avenue/Maude Avenue intersection during both peak hours. These impacts would not occur under the Proposed Project.

To summarize, while the Two Lanes Entire Length of Mary Avenue Alternatives does provide additional access to the Moffett Park area, it does not increase overall north-south roadway capacity in Sunnyvale. In fact, this alternative decreases north-south capacity by reducing the number of existing lanes on a lengthy segment of Mary Avenue from four or six to two. Traffic that would otherwise use Mary Avenue would be diverted to parallel streets, resulting in impacts elsewhere. The traffic impacts of this alternative are greater than those of the Proposed Project due to significant impacts at four additional intersections.

Page 105 Modify Table 6.0-2 to include two new alternatives, “No Thru Traffic on Mary” and “2 Lanes Entire Length of Mary” as follows:

Table 6.0-2

Page 111 Insert new Figure 6.0-10: Difference between No Thru Traffic on Mary Avenue Alternative & No Project (AM Peak Hour)

Page 112 Insert new Figure 6.0-11: Difference between No Thru Traffic on Mary Avenue Alternative & No Project (PM Peak Hour)

Page 113 Insert new Figure 6.0-12: Difference between No Thru Traffic on Mary Avenue Alternative & Proposed Project (AM Peak Hour)

Page 114 Insert new Figure 6.0-13: Difference between No Thru Traffic on Mary Avenue Alternative & Proposed Project (PM Peak Hour)

Page 115 Insert new Figure 6.0-14: Difference between Two Lanes Entire Length of Mary Avenue Alternative & No Project (AM Peak Hour)

Page 116 Insert new Figure 6.0-15: Difference between Two Lanes Entire Length of Mary Avenue Alternative & No Project (PM Peak Hour)

Page 117 Insert new Figure 6.0-16: Difference between Two Lanes Entire Length of Mary Avenue Alternative & Proposed Project (AM Peak Hour)

Page 118 Insert new Figure 6.0-17: Difference between Two Lanes Entire Length of Mary Avenue Alternative & Proposed Project (PM Peak Hour)

Figure 6.0-10

Figure 6.0-11

Figure 6.0-12

Figure 6.0-13

Figure 6.0-14

Figure 6.0-15

Figure 6.0-16

Figure 6.0-17

Comparison of Levels of Service
for Study Area Intersections With and Without Project

No. of Int.	Existing	2020 w/o Proj.	2020 w/ Proj.	2020 w/Mitigat.	
1	B/B+	F/B	E+/B		
2	A/A	A/C	A/A		
3	A/B	F/B	C/**C**		PM peak is worse with project
4	A/A	A/A	**C-/C**		
5	A/B	B/A	**D+/C**		Check if correct; this seems reversed from
6	?	Doesn't ex	B/B		p. 41 Existing Conditions vs 2020
7	C/C	C/C-	**D/E**		What is LOS after mitigation?
8	D/D	F/F	F/F		
9	C-/C-	E-/D	**F**/D		Why is this impact not signif and with mit.?
10	D+/D+	D/E	D/E		
11	D/D	D-/D	D-/D		
12	C/C	B-/C	B-/C		
13	C/C	C-/C-	C-/C-		
14	B/C	F/F	F/F		
15	B/C	Eliminated			
16	B/A	C/C	C/C		
17	B/A	C/B	B/B		
18	?	E/B	D/B		Note: Could expand to include road names
19	C/B	F/D	E/D		next to number of intersections.
20	D/C	F/F	F/F		
21	B/C	C/C	C/C		
22	D/E	F/F	F/F		

	Signifies intersections that worsen from existing conditions.
C	Bold signifies worse than 2020 without project
	Signifies one or both peak hours better than 2020 without project
	One peak hour worse and one peak hour better.
	One or both peak hours worsened from 2020 without project but not significant due to established criteria (per page 47 or DEIR.

NOTE: Should write out text/name plus number the intersections in column 1. Yellow denotes questior

Table 2 (?)

Comparison of Levels of Service
for Study Area Intersections With and Without Project

n area.