Attachment J

3. RTC 13-066 2012-7990 Discussion and Possible Action on: General Plan and Downtown Specific Plan (DSP) Amendments for property along the north side of Evelyn Avenue from Mathilda Avenue to just east of Marshall Avenue; and, introducing ordinances for related zoning code amendments and related property rezoning:
   - Repeal the Southern Pacific Corridor Site Specific Plan Areas 3, 4, and 5;
   - Expand the DSP boundaries to include up to nine parcels and establish new DSP Blocks;
   - Amend General Plan land use designations from Commercial General Business and Commercial Central Business to a variety of DSP and General Plan land uses including Transit Center, Mixed Use, and Residential Medium Density up to Residential Very High Density Residential (up to 65 dwelling units per acre);
   - Establish land use, density and development standards for properties annexed into the DSP, including Transit Center, Mixed Use and Residential;
   - Establish streetscape standards for Evelyn Avenue; and,
   - Rezone properties in accordance with Downtown Specific Plan or General Plan designation.

City Attorney Joan Borger explained the process for hearing Items 3, 4 and 5 with regard to the necessity of Councilmember Whittum and Mayor Spitaleri to recuse themselves due to conflicts of interest.

Councilmember Whittum disclosed his residence is within 500 feet of Blocks 21 and 22, recused himself and left the room. Councilmember Whittum also disclosed that he met with the developer regarding Block 23.

Mayor Spitaleri recused himself from the Block 21 segment and left the room.

Vice Mayor Griffith took the Mayor's seat.

Director of Community Development Hanson Hom provided the staff report relating to Block 21.

Public hearing was opened at 7:36 p.m. on Block 21.

Steve Hoffman asked Councilmembers Davis, Martin-Milius, Moylan and Griffith to recuse themselves from voting on this item.

Public hearing closed at 7:42 p.m.

MOTION: Councilmember Moylan moved and Councilmember Martin-Milius seconded the motion to approve Alternative 1.B) a., 1.B) c.,1.B) d.,1.D and 1.E applying to Block 21:

1. Adopt the Mitigated Negative Declaration and amend the General Plan and Downtown Specific Plan, amend the zoning code and rezone properties with the following actions:
B) Adopt a Resolution to amend the General Plan and Downtown Specific Plan to:
a. Expand the DSP boundaries to include eight additional parcels and change the General Plan land use designations from Commercial General Business and Commercial Central

Business to a variety of DSP land uses including Transit Center, Mixed Use, and Residential up to 48 dwelling units per acre;
c. Establish new DSP Block 21 with requirements specifying land use, density and development standards; and,
d. Establish streetscape standards for Evelyn Avenue between Sunnyvale Avenue and Marshall Avenue.
D) Introduce an ordinance to amend Title 19 (Zoning) of the Sunnyvale Municipal Code to establish new zoning districts for the Downtown Specific Plan (DSP) and include related development standards consistent with amendments to the Downtown Specific Plan.
E) Introduce an ordinance to rezone eight properties on the north side of Evelyn in accordance with Downtown Specific Plan designations.

VOTE: 4 – 1 (Councilmember Meyering dissented, Councilmember Whittum and Mayor Spitaleri recused)

Following action on Block 21, Mayor Spitaleri returned to the room and took his seat.

Director of Community Development Hanson Hom provided the staff report relating to Block 22.

Public hearing was opened at 7:58 p.m. on Block 22.

Steve Hoffman restated his request for Councilmembers Davis, Martin-Milius, Moylan and Griffith to recuse themselves from voting on the matter and requested Mayor Spitaleri recuse himself.

Eleanor Hansen inquired if the same level of scrutiny would be placed on this project as the armory project.

Public hearing closed at 8:02 p.m.

MOTION: Councilmember Moylan moved and Vice Mayor Griffith seconded the motion to approve the relevant portions of the following alternatives that apply only to Block 22 of the proposed Downtown Specific Plan: Alternative 1. A) 1.B) a., 1.B) c., 1.B) d.,1.D) and 1.E) with the following modifications: rather than rezone this into either commercial or residential, to keep it just commercially zoned:

1. Adopt the Mitigated Negative Declaration and amend the General Plan and Downtown Specific Plan, amend the zoning code and rezone properties with the following actions:
A) Adopt a Resolution to Repeal the Southern Pacific Corridor Site Specific Plan Areas 3, 4, and 5.
B) Adopt a Resolution to amend the General Plan and Downtown Specific Plan to:
a. Expand the DSP boundaries to include eight additional parcels and change the General Plan land use designations from Commercial General Business and Commercial Central Business to a variety of DSP land uses including Transit Center, Mixed Use, and Residential up to 48 dwelling units per acre;
c. Establish new DSP Block 22 with requirements specifying land use, density and development standards; and,
d. Establish streetscape standards for Evelyn Avenue between Sunnyvale Avenue and Marshall Avenue.
D) Introduce an ordinance to amend Title 19 (Zoning) of the Sunnyvale Municipal Code to

establish new zoning districts for the Downtown Specific Plan (DSP) and include related development standards consistent with amendments to the Downtown Specific Plan.
E) Introduce an ordinance to rezone eight properties on the north side of Evelyn in accordance with Downtown Specific Plan designations.

VOTE: 5 - 1 (Councilmember Meyering dissented, Councilmember Whittum recused)

Following action on Block 22, Councilmember Whittum returned to the room and took his seat.

Director of Community Development Hanson Hom provided the staff report relating to Block 23.

Public Hearing was opened at 8:28 p.m. on Block 23.

Andy Frazer suggested a financial and economic analysis be required for every large development project.

Applicant Jon Moss, Prometheus, provided information and a PowerPoint presentation regarding the project.

Gary Dahl asked if the developer had a plan for low income tenants.

Maria Pan expressed concerns regarding extending the boundaries of the Downtown Specific Plan to Block 23 and the impact of the ground shaking from the railroad. Pan also expressed concern regarding traffic and asked that Council not adopt the mitigated negative declaration.

Steve Hoffman requested all Councilmembers except Whittum and Meyering recuse themselves from voting on the item.

Jean Chen expressed concerns regarding traffic and parking impacts to current residents during construction and after the construction is complete.

Edward Jones expressed concerns regarding the entitlements for people who will be displaced.

Eleanor Hansen spoke regarding traffic impacts in the area of the Caltrain station and recommended a full EIR and review of the traffic impact analysis.

Mark Sabin spoke regarding salaries and median housing price of homes in Sunnyvale. Sabin also spoke regarding CO_2 emissions.

Sandra Escobar, Santa Clara County Housing Action Coalition, spoke in support of the project.

Applicant Jon Moss responded to concerns expressed by earlier speakers.

Public hearing closed at 9:04 p.m.

MOTION: Councilmember Whittum moved to adjust zoning designations to reflect current uses more or less in line with things that were discussed earlier in questions and answers with staff, and incorporating that within the DSP.
Motion died for lack of second.

MOTION: Councilmember Moylan moved regarding Block 23, to add it to the Downtown Specific Plan and rezone it for housing but the units per acre be something on the order of 34 expandable to 48 with the different bonuses.
Motion died for lack of second.

MOTION: Councilmember Martin-Milius moved and Vice Mayor Griffith seconded the motion to make Block 23 inclusionary in the Downtown Specific Plan and bring the existing buildings up to 48 as a base. Councilmember Martin-Milius confirmed the motion follows staff recommendation, including the general plan and zoning changes for the 470 Marshall Avenue parcel outlined in Alternative 1. C) Adopt a Resolution to amend the General Plan for 470 Marshall Avenue from Commercial General Business to Residential Medium Density, and Alternative 1.F) Introduce an ordinance to rezone 470 Marshall from Commercial Service (C-4) to Medium Density Residential/Planning Development (R-3/PD).

City Clerk Kathleen Franco Simmons read the ordinance titles.

VOTE: 3 - 4 (Councilmembers Meyering, Whittum, Moylan and Davis dissented)
Motion failed.

MOTION: Councilmember Martin-Milius moved and Councilmember Moylan seconded the motion to approve the change of zoning, change the DSP, and lower the base density of Block 23 to R-4 at 36 units per acre.

VOTE: 5 - 2 (Councilmembers Meyering and Whittum dissented)

Council recessed at 9:44 p.m.

Council reconvened at 9:58 p.m. with all Councilmembers present.

4. RTC 13-068 2012-7462 - Prometheus Real Estate Group / Evelyn Ave. Associates LLC Discussion and Possible Action on Application(s) for Special Development Permit for a 2.31 acre site located at 457-475 E. Evelyn Avenue in a Commercial Service/Planned Development (C-4/PD proposed DSP-23 Zoning District (APNs: 209-04-053 & 054):
Special Development Permit to allow the development of 158 apartments;
Vesting Tentative Map to create one lot pursuant to a lot line adjustment.

Director of Community Development Hanson Hom recommended tabling this item based on action on the prior matter.

Public hearing was opened at 10:03 p.m.

Josephine McElroy requested consideration of moving the entrance/exit location of the 457 proposal to the Marshall or Bayview intersections in order to eliminate the impact of headlights shining into her residence. McElroy requested the public comment process be brought in earlier in the design phase. She also expressed concerns regarding potential

safety hazards due to lack of turn space for cars going into the proposed complex and to the Kindercare center.

Madhavi Dalmia expressed concerns regarding traffic and school capacities.

Steve Hoffman spoke regarding his right to speak about his ethical standards.

Eleanor Hansen suggested having the developer give the presentation first for Item 5.

Public hearing closed at 10:18 p.m.

MOTION: Vice Mayor Griffith moved and Councilmember Moylan seconded the motion to refer this item back to staff and the Planning Commission.

FRIENDLY AMENDMENT: Councilmember Whittum offered a friendly amendment to incorporate Ms. McElroy's comments regarding safety and including public input earlier in the process as the item goes forward.
Vice Mayor Griffith accepted the friendly amendment.

VOTE: 6 – 1 (Councilmembers Meyering dissented)

5. RTC 13-067 2012-7460 - Prometheus Real Estate Group / Des Nolan Discussion and Possible Action on Application(s) for Special Development Permit for a .98 acre site project located at 388 - 394 E. Evelyn Avenue and 151-153 S. Bayview Avenue in an DSP-4 (Downtown Specific Plan - Block 4) Zoning District (APNs: 209-05-019, 020, 021 & 022): Special Development Permit to allow the development of 67 apartments; Vesting Tentative Map to create one lot pursuant to a lot line adjustment.

Director of Community Development Hanson Hom provided the staff report.

Public hearing opened at 10:29 p.m.

Applicant Jon Moss provided information about the project.

Kira Od spoke regarding plaque designs for the exterior of the proposed building.

Madhavi Dalmia expressed concerns regarding increasing traffic and density in this area.

Steve Hoffman spoke regarding the impacts to public safety with increased density.

Gary Dahl stated he has no objections to the zoning changes.

Edward Jones spoke in opposition to the project and recommended consideration of building a hotel.

Sandra Escobar spoke on behalf of the Santa Clara County Housing Action Coalition and in support of higher density housing.

David Blackwell, Allen Matkins law firm, spoke regarding State law regulating density bonus waivers.

Lyle Tomme stated he is a resident of the hotel and received no notification of this project. Tomme expressed concerns regarding the timing of the demolition and parking in the area.

Applicant Jon Moss responded to questions and comments.

Public hearing closed at 11:23 p.m.

MOTION: Councilmember Martin-Milius moved and Councilmember Davis seconded the motion to approve Alternative 1: Adopt the Mitigated Negative Declaration and approve the Special Development Permit and Vesting Tentative Map with conditions.

VOTE: 5 – 2 (Councilmembers Meyering and Moylan dissented)

Vice Mayor Griffith sponsored a study issue to look at the appropriateness of stacker spaces and whether or not our codes and requirements should take stacker spaces into account. Councilmember Martin-Milius co-sponsored the study issue.

Attachment K

TJKM

Vision That Moves Your Community

Transportation Consultants

May 17, 2013

Mr. Jack Witthaus
Traffic and Transportation Division Manager
City of Sunnyvale Public Works
456 W. Olive Avenue
Sunnyvale, CA 94086

Via e-mail only: jwitthaus@sunnyvale.ca.gov

Subject: ***Focused Traffic Queuing Analysis of the Proposed Prometheus Residential Development in the City of Sunnyvale***

Dear Mr. Witthaus:

This letter report presents the results of TJKM's focused traffic queuing analysis of the proposed Prometheus Residential Development in the City of Sunnyvale. The project site is bounded by Caltrain rail tracks to the north, Marshall Avenue to the east, Bayview Avenue to the west and Evelyn Avenue to the south. The existing site consists of two buildings totaling approximately 31,000 gross square feet that include a mix of commercial, personal service, recreational and office uses.

The proposed project consists of constructing a four-story, 117-unit apartment building on E. Evelyn Avenue just east of Bayview Avenue. The project is within walking distance of the Sunnyvale Caltrain Station. Primary access to the site would be from E. Evelyn Avenue east of Bayview Avenue.

This letter report focuses on project traffic operations as well as queuing impacts on E. Evelyn Avenue between Bayview Avenue and the project driveway. A resident within this midblock segment is concerned over the currently proposed project driveway alignment and potential for queue blocking. This report also includes recommendations concerning project site access for vehicles entering the proposed eastbound left-turn pocket at the project driveway.

Project Trip Generation, Distribution, and Assignment

TJKM developed expected trip generation for the proposed project based on published data in the Institute of Transportation Engineers' (ITE) reference Trip Generation (9th Edition, 2012). TJKM used ITE Code 220 (Apartment) from this reference.

TJKM applied two discounts to the expected project trip generation. First, based on consultation with City staff, TJKM discounted vehicle trips generated by the existing buildings on site. For purposes of this study, TJKM considered the existing 31,000 square feet on site to be General Office use (ITE Code 710). The second discount applied was based on the Santa Clara Valley Transportation Authority (VTA) Transportation Impact Analysis Guidelines, which allow for a three percent trip discount for projects located within 2,000 feet walking distance of a rail station (in this case, the Sunnyvale Caltrain Station).

Table 1 shows the expected trip generation for the proposed project. Based on the above trip generation calculations, the proposed Prometheus Residential Development is expected to generate a net of 414 daily vehicle trips, including 10 during the a.m. peak hour and 24 during the p.m. peak hour, after discounting for existing site vehicle trips and applying the applicable three (3) percent transit discount per VTA guidelines.

Pleasanton
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925.463.3690 fax

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559.221.4940 fax

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Santa Rosa
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95401-4643
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tjkm@tjkm.com
www.tjkm.com

Table I: Project Trip Generation

Land Use (ITE Code)	Size	Daily		A.M. Peak Hour				P.M. Peak Hour			
		Rate	Trips	Rate	In Trips	Out Trips	Total Trips	Rate	Trips	Out Trips	Total Trips
Apartment (220)	117 du	6.65	779	0.51	12	48	60	0.62	47	26	73
3% VTA Caltrain Reduction			-23		0	-2	-2		-1	-1	-2
Existing Project Site Discount General Office Bldg. (710)	31 ksf	11.03	-342	1.56	-42	-6	-48	1.49	-8	-39	-47
Totals (With Existing Site Discount)			**414**		**-30**	**40**	**10**		**38**	**-14**	**24**

Notes: 1) Three percent is maximum reduction from VTA Transportation Impact Analysis Guidelines allowed for projects located within 2,000 feet walking distance of a rail station.
2) ksf = 1,000 square feet. du = dwelling unit
Sources: Trip Generation Manual (ITE, 8th Edition, 2008), VTA Transportation Impact Analysis Guidelines (2012)

Project trips expected to generated by the proposed Prometheus Residential Development were distributed and assigned according to current traffic volume splits on Evelyn Avenue as reported in AECOM's recent Evelyn Avenue Development Study.

Existing Conditions

Existing Conditions volumes for typical weekday AM and PM peak hours were obtained from AECOM's recent Evelyn Avenue Development Study. Figure 1 illustrates the location of the proposed project, Existing Conditions volumes, lane geometry and traffic controls.

TJKM conducted a traffic operations analysis for the E. Evelyn Avenue / Bayview Avenue intersection. Currently, this intersection operates at level of service (LOS) A during both weekday a.m. and p.m. peak hours, which is acceptable based on City of Sunnyvale traffic operational standards. In addition, the westbound left turn queue on Evelyn Avenue was evaluated. The westbound left turn approach 95th percentile (maximum) queue length is approximately one foot and two feet during the a.m. and p.m. peak hours, respectively. Based on a typical vehicle length of twenty feet, this amounts a queue of less than one vehicle during both peak hours. The LOS analysis sheets for Existing Conditions, including 95th percentile queuing results, are contained in Appendix A.

Existing plus Project Conditions

Figure 2 illustrates Existing Plus Project conditions volumes, lane geometry and traffic controls. With the addition of traffic from the proposed Prometheus Residential Development, the Evelyn Avenue / Bayview Avenue and project driveway intersections are both expected to operate at acceptable service levels of LOS A, as under Existing Conditions. The westbound left turn approach at Bayview Avenue 95th percentile (maximum) queue is approximately one foot and two feet during the a.m. and p.m. peak hours, respectively. The eastbound left turn approach at the project driveway 95th percentile (maximum) queue is approximately zero feet and two feet during the a.m. and p.m. peak hours, respectively. Based on a typical vehicle length of twenty feet, this amounts a queue of less than one vehicle during both peak hours. The LOS analysis sheets for Existing plus Project Conditions, including 95th percentile queuing results, are contained in Appendix A.

Current and Recommended Turn Lane Storage

The available westbound left turn storage on Evelyn Avenue at Bayview Avenue is 55 feet with a two-way left turn lane preceding the intersection for additional storage, if needed. Under both Existing Conditions and Existing plus Project Conditions, the maximum westbound left turn queue

is two feet (i.e., less than one vehicle) during the weekday p.m. peak hours. Therefore, with the addition of project traffic, it is expected that there will be no spillover into the existing westbound through travel lane. Also as a result, westbound left turn conflicts are unlikely with the eastbound left turn pocket necessary for the project driveway further east on Evelyn Avenue.

It is recommended that an eastbound left turn lane be installed in advance of the project driveway to accommodate inbound left turns. The proposed driveway location is approximately 180 feet east of Bayview Avenue. A turn pocket can be striped within existing right-of-way given the current two-way left turn lane configuration along this segment.

Under Existing plus Project Conditions, the maximum expected eastbound left turn queue into the project driveway is two feet (i.e. less than one vehicle) during both weekday a.m. and p.m. peak hours. The Caltrans Highway Design Manual recommends a turning bay taper length of 60 feet in urban areas. Therefore, the recommended length for the eastbound left turn lane is 60 feet storage plus 60 feet of taper. This length will be sufficient to satisfy the additional project traffic at the project driveway and the 55 feet westbound left turn storage at Bayview Avenue will remain.

Conclusions and Recommendations

- Under Existing Conditions, the E. Evelyn Avenue / Bayview Avenue intersection operates at LOS A during both weekday a.m. and p.m. peak hours, which meets City of Sunnyvale traffic operational standards. During both peak hours, the westbound left turn approach 95th percentile (maximum) queue length is less than one vehicle.
- Under Existing plus Project Conditions with the addition of traffic from the proposed Prometheus Residential Development, the E. Evelyn Avenue / Bayview Avenue and project driveway intersections are both expected to operate at an acceptable LOS A. During both peak hours, the westbound left turn approach 95th percentile (maximum) queue length is less than one vehicle. In addition, the eastbound left turn approach at the project driveway 95th percentile (maximum) queue length is also less than one vehicle, during both peak hours.
- Given the minimal queue lengths expected with implementation of the proposed project, no vehicle conflicts or spillover are expected for either the existing westbound left turn lane at Bayview Avenue or the proposed eastbound left turn lane at the proposed project driveway.
- Recommend an eastbound left turn lane length of 60 feet at the project driveway plus 60 feet of taper. This length will be sufficient to satisfy the additional project traffic at the project driveway and the 55 feet westbound left turn storage at Bayview Avenue will remain.

Sincerely,

Andrew R. Kluter

Andrew R. Kluter, P.E.
Project Manager

ARK/TC

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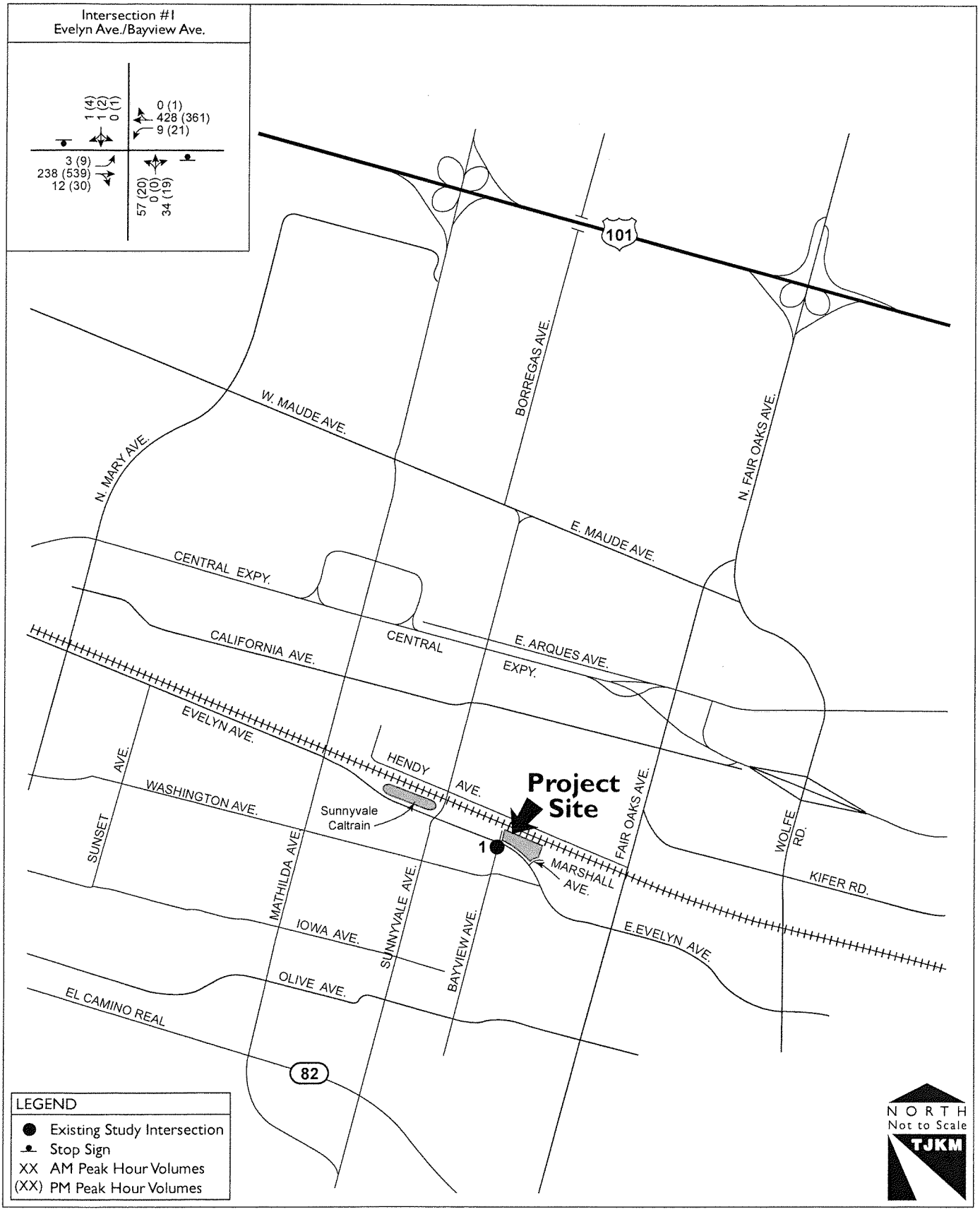
City of Sunnyvale - Prometheus Queuing Study
Existing Conditions Volumes, Lane Geometry, and Traffic Controls

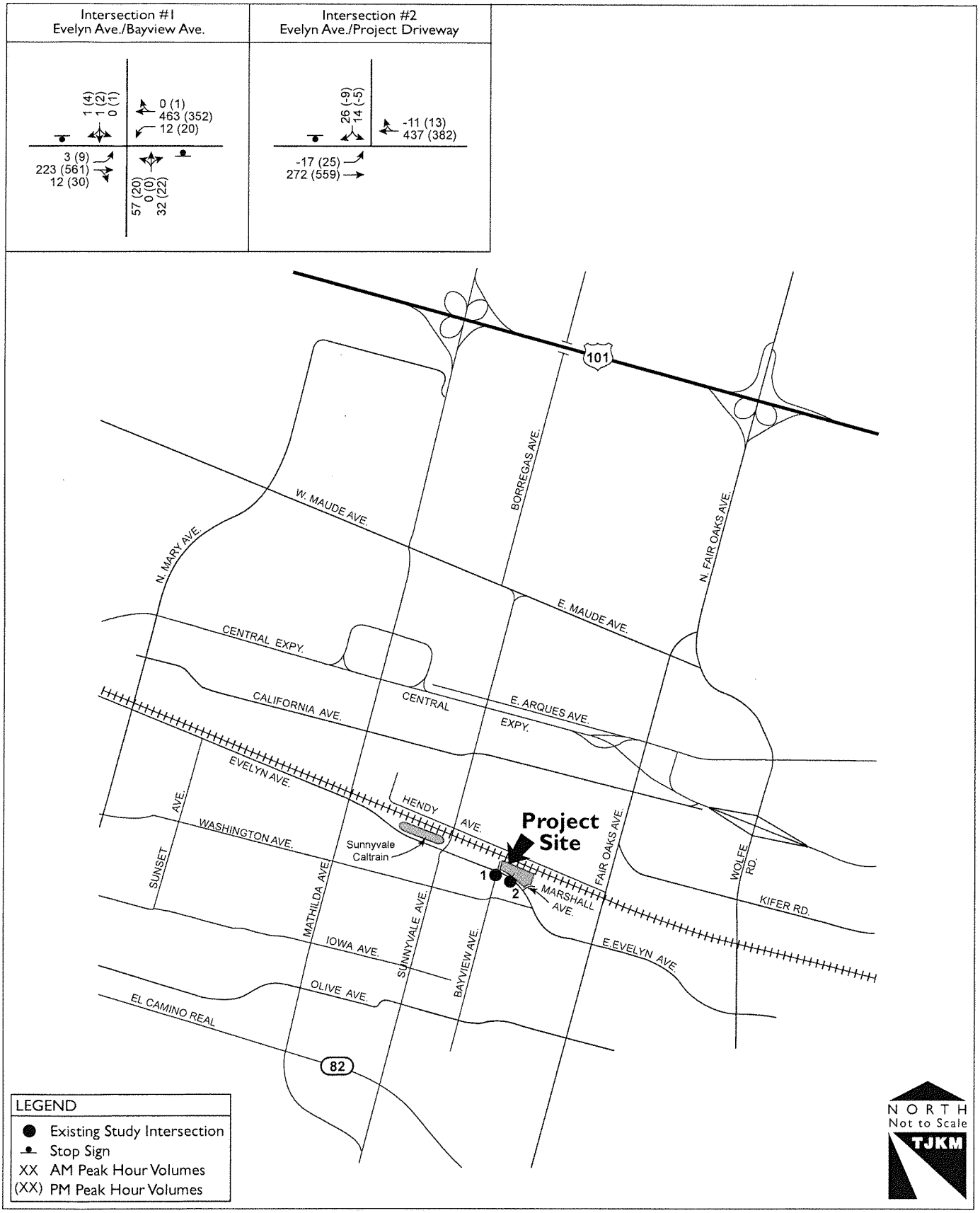
Figure 1



154-042-T3 - 5/16/13 - AK

City of Sunnyvale - Prometheus Queuing Study
Existing plus Project Conditions Volumes, Lane Geometry, and Traffic Controls

Figure 2



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ATTACHMENT K
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Appendix A – LOS Analysis Sheets – Existing and Existing Plus Project Conditions

HCM Unsignalized Intersection Capacity Analysis
1: Evelyn Avenue & Driveway

Existing AM Peak
5/13/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	238	12	9	428	0	57	0	34	0	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	259	13	10	465	0	62	0	37	0	1	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	465			272			758	757	265	787	763	465
vC1, stage 1 conf vol							272	272		485	485	
vC2, stage 2 conf vol							486	485		302	278	
vCu, unblocked vol	465			272			758	757	265	787	763	465
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			88	100	95	100	100	100
cM capacity (veh/h)	1096			1292			501	493	773	485	492	597

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	3	272	10	465	99	2
Volume Left	3	0	10	0	62	0
Volume Right	0	13	0	0	37	1
cSH	1096	1700	1292	1700	577	540
Volume to Capacity	0.00	0.16	0.01	0.27	0.17	0.00
Queue Length 95th (ft)	0	0	1	0	15	0
Control Delay (s)	8.3	0.0	7.8	0.0	12.5	11.7
Lane LOS	A		A		B	B
Approach Delay (s)	0.1		0.2		12.5	11.7
Approach LOS					B	B

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis — Existing PM Peak

1: Evelyn Avenue & Driveway

5/13/2013

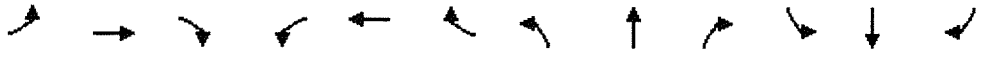
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	539	30	21	361	1	20	0	19	1	2	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	586	33	23	392	1	22	0	21	1	2	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	393			618			1065	1061	602	1065	1077	393
vC1, stage 1 conf vol							622	622		439	439	
vC2, stage 2 conf vol							443	439		626	638	
vCu, unblocked vol	393			618			1065	1061	602	1065	1077	393
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			94	100	96	100	99	99
cM capacity (veh/h)	1165			962			394	401	499	373	387	656

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	10	618	23	393	42	8
Volume Left	10	0	23	0	22	1
Volume Right	0	33	0	1	21	4
cSH	1165	1700	962	1700	439	502
Volume to Capacity	0.01	0.36	0.02	0.23	0.10	0.02
Queue Length 95th (ft)	1	0	2	0	8	1
Control Delay (s)	8.1	0.0	8.8	0.0	14.1	12.3
Lane LOS	A		A		B	B
Approach Delay (s)	0.1		0.5		14.1	12.3
Approach LOS					B	B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1: Evelyn Avenue & Bayview Avenue

Proposed AM Peak
5/13/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	223	12	12	463	0	57	0	32	0	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	242	13	13	503	0	62	0	35	0	1	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	503			255			786	785	249	813	791	503
vC1, stage 1 conf vol							255	255		529	529	
vC2, stage 2 conf vol							531	529		284	262	
vCu, unblocked vol	503			255			786	785	249	813	791	503
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			87	100	96	100	100	100
cM capacity (veh/h)	1061			1310			480	476	790	469	475	568

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	3	255	13	503	97	2
Volume Left	3	0	13	0	62	0
Volume Right	0	13	0	0	35	1
cSH	1061	1700	1310	1700	559	518
Volume to Capacity	0.00	0.15	0.01	0.30	0.17	0.00
Queue Length 95th (ft)	0	0	1	0	16	0
Control Delay (s)	8.4	0.0	7.8	0.0	12.8	12.0
Lane LOS	A		A		B	B
Approach Delay (s)	0.1		0.2		12.8	12.0
Approach LOS					B	B

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
2: Evelyn Avenue & Project Driveway

Proposed AM Peak
5/13/2013

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	272	437	0	14	26
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	296	475	0	15	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	475				771	475
vC1, stage 1 conf vol					475	
vC2, stage 2 conf vol					296	
vCu, unblocked vol	475				771	475
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	95
cM capacity (veh/h)	1087				558	590

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	0	296	475	43
Volume Left	0	0	0	15
Volume Right	0	0	0	28
cSH	1700	1700	1700	578
Volume to Capacity	0.00	0.17	0.28	0.08
Queue Length 95th (ft)	0	0	0	6
Control Delay (s)	0.0	0.0	0.0	11.7
Lane LOS				B
Approach Delay (s)	0.0		0.0	11.7
Approach LOS				B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	33.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis — Proposed PM Peak
1: Evelyn Avenue & Bayview Avenue — 5/13/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	561	30	20	352	1	20	0	22	1	2	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	610	33	22	383	1	22	0	24	1	2	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	384			642			1077	1073	626	1080	1089	383
vC1, stage 1 conf vol							646	646		427	427	
vC2, stage 2 conf vol							432	427		653	662	
vCu, unblocked vol	384			642			1077	1073	626	1080	1089	383
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			94	100	95	100	99	99
cM capacity (veh/h)	1175			942			388	396	484	362	381	664

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	10	642	22	384	46	8
Volume Left	10	0	22	0	22	1
Volume Right	0	33	0	1	24	4
cSH	1175	1700	942	1700	433	499
Volume to Capacity	0.01	0.38	0.02	0.23	0.11	0.02
Queue Length 95th (ft)	1	0	2	0	9	1
Control Delay (s)	8.1	0.0	8.9	0.0	14.3	12.3
Lane LOS	A		A		B	B
Approach Delay (s)	0.1		0.5		14.3	12.3
Approach LOS					B	B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis — Proposed PM Peak
2: Evelyn Avenue & Project Driveway — 5/13/2013

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	25	559	382	13	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	608	415	14	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	429				1084	422
vC1, stage 1 conf vol					422	
vC2, stage 2 conf vol					662	
vCu, unblocked vol	429				1084	422
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	100
cM capacity (veh/h)	1130				438	631

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	27	608	429	0
Volume Left	27	0	0	0
Volume Right	0	0	14	0
cSH	1130	1700	1700	1700
Volume to Capacity	0.02	0.36	0.25	0.00
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	8.3	0.0	0.0	0.0
Lane LOS	A			A
Approach Delay (s)	0.4		0.0	0.0
Approach LOS				A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	32.8%	ICU Level of Service	A
Analysis Period (min)	15		

Attachment L

DRAFT REPORT

Evelyn Avenue Development
Traffic Impact Analysis

Prepared for:

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January 2013

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1.0 Introduction

This report presents the results of potential transportation impacts related to the proposed construction of residential developments at the intersection of Evelyn Avenue and Bayview Avenue in the City of Sunnyvale. City staff did not require a Traffic Study or Traffic Impact Analysis for this project as the proposed developments will not generate 100 or more additional peak hour trips during either the AM or PM peak hour.

1.1 Project Description

Prometheus Real Estate Group, Inc. proposes to redevelop an area near downtown Sunnyvale, at the Evelyn Avenue/Bayview Avenue intersection, from its current hotel and office site to two apartment complexes. The proposed new development at the 457 and 475 East Evelyn Avenue site would be a four-level, 158-unit apartment complex with one- and two-bedroom units, including 261 vehicle and 60 bicycle parking spaces. The proposed development at the Hotel site would be a three- to four-story 67-unit apartment complex with one- and two-bedroom units, including 107 vehicle and 29 bicycle parking spaces.

1.2 Study Area

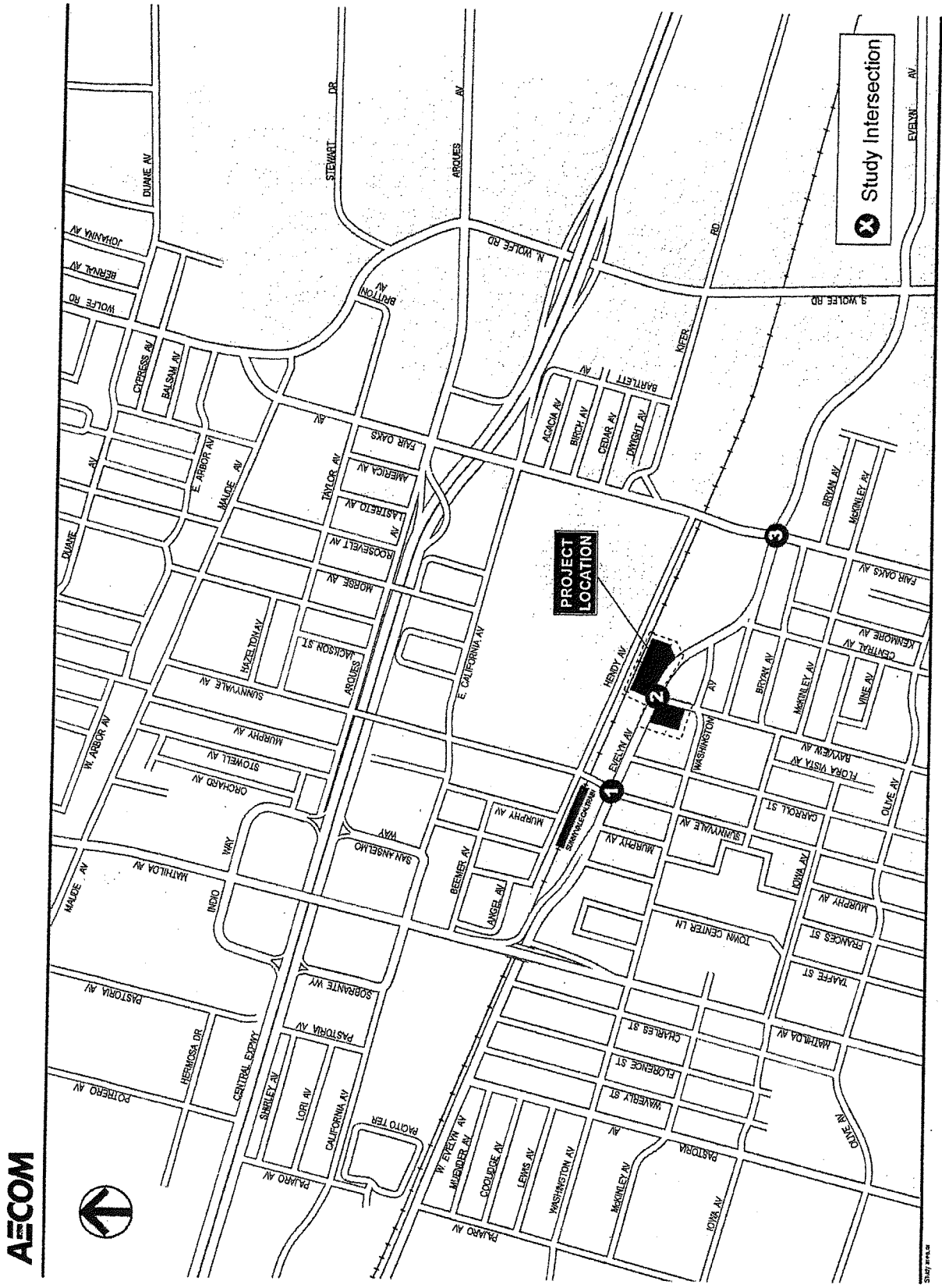
Figure 1 shows the proposed redevelopment locations in relation to the surrounding roadway network. The following intersections were studied for the purpose of analyzing the traffic impacts associated with these proposed redevelopments.

1) Evelyn Avenue/Sunnyvale Avenue
2) Evelyn Avenue/Bayview Avenue
3) Evelyn Avenue/Fair Oaks Avenue

These intersections are also highlighted in Figure 1. Intersections at Sunnyvale Avenue and Fair Oaks Avenue are signalized, while the intersection of Evelyn Avenue / Bayview Avenue is unsignalized.

Figure 2 presents the site layout of the proposed redevelopments. Parking will be underground at both the locations. Access to the Hotel site development will be from Bayview Avenue and access to the 457 and 475 East Evelyn Avenue site development will be from Evelyn Avenue, just east of Bayview Avenue.

Local access to the project site is provided by Evelyn Avenue, Bayview Avenue, Sunnyvale Avenue, and Fair Oaks Avenue. Regional access to the project site is provided by U.S. 101 and Central Expressway. US-101 and Central Expressway can be accessed via ramps at Mathilda Avenue and Fair Oaks Avenue.



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EVELYN AVENUE DEVELOPMENT

Figure 1

STUDY AREA

1.3 Study Scope and Approach

The following four scenarios were evaluated to identify the potential transportation impacts of the project:

- Existing Conditions;
- Existing plus Project Conditions;
- Background Conditions;
- Background plus Project Conditions; and,
- Cumulative plus Project Conditions

Intersection Level of Service (LOS) was analyzed at the study intersections in the vicinity of the project site for the weekday AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM).

2.0 Existing conditions

This section describes the existing conditions in the vicinity of the project in terms of the existing roadways, traffic operations, transit, pedestrian and bicycle facilities.

2.1 Roadway Network

Regional access to the Project site is provided by U. S. 101 and Central Expressway.

U.S. 101 is an eight-lane freeway extending from San Francisco in the north to San Jose in the south. In the vicinity of the Project site, this freeway runs in the east-west direction. Access to the freeway is provided via ramps at Mathilda Avenue and Fair Oaks Avenue.

Central Expressway is an east-west expressway extending from San Antonio Road in the west to Trimble Road in San Jose to the east. In the vicinity of the Project site, Central Expressway has three travel lanes in each direction with Class II bike lane on both sides of the street. Sidewalks are not provided along most of the expressway. Parking is not permitted on either side of the expressway.

Local access to the Project site is provided by Evelyn Avenue, Bayview Avenue, Sunnyvale Avenue, and Fair Oaks Avenue. These roadways are described below.*Evelyn Avenue* is a two-lane undivided to four-lane divided arterial running east-west, parallel to and between US 101 and El Camino Real. Adjacent to the proposed project site it is a two-lane undivided arterial, with median turning lane and Class II bike lane and serves as its primary access. Sidewalks are provided on both sides of the street and parking is permitted on the south side of the street.

Bayview Avenue is a two-lane local street that runs north-south between Old San Francisco Road and Evelyn Avenue. In the vicinity of the Project site, sidewalks are provided generally on both sides of the street and parking is permitted on both sides.

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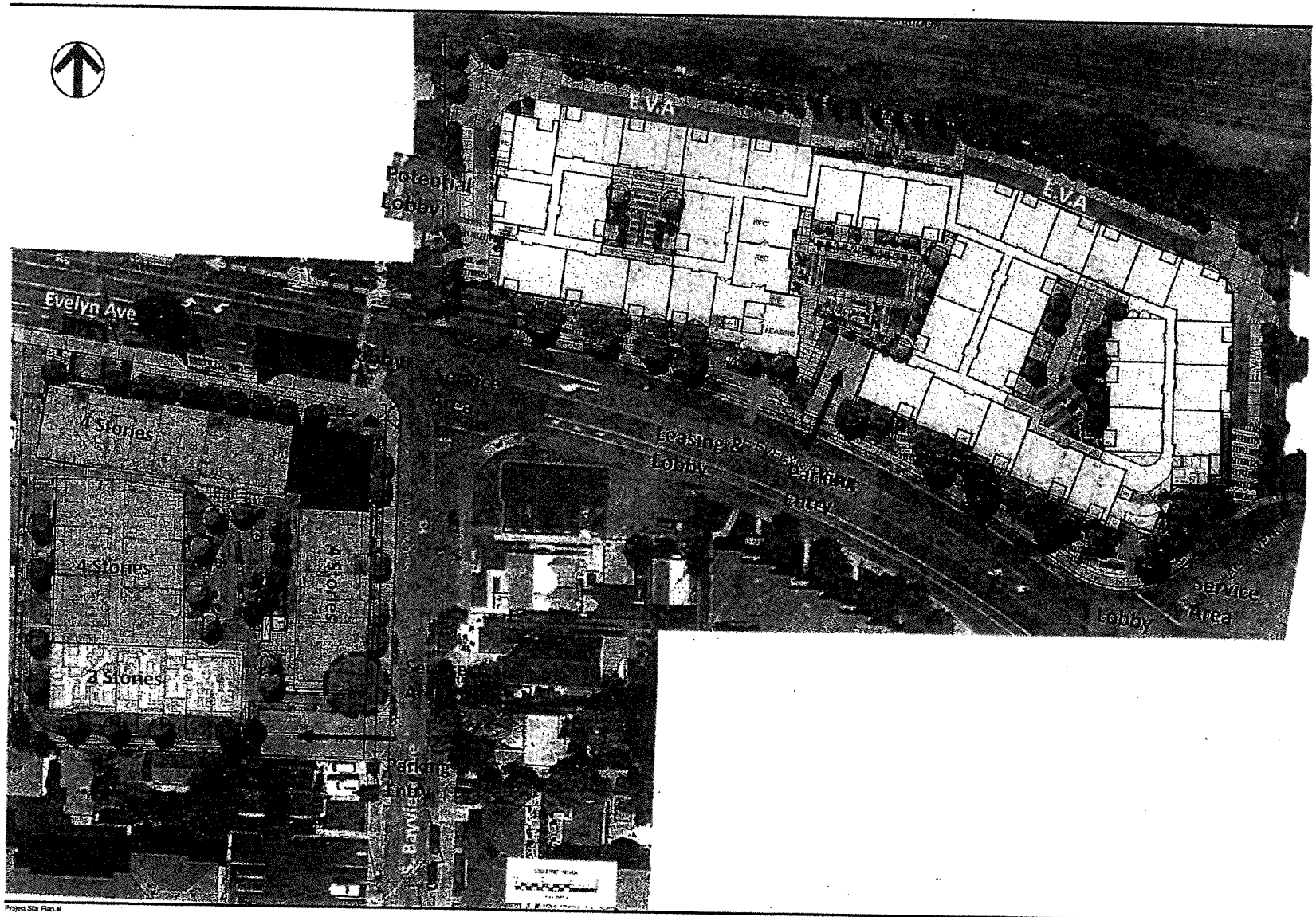

Project Site Plan.ai

EVELYN AVENUE DEVELOPMENT

Figure 2

PROJECT SITE PLAN

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Fair Oaks Avenue is a four-lane arterial roadway that runs between El Camino Real and State Route 237 in north Sunnyvale. In the vicinity of the Project site, Fair Oaks Avenue has sidewalks on both sides of the street and parking is not permitted on the street.

Sunnyvale Avenue is a four-lane arterial roadway with a Class II bike lane south of Evelyn Avenue. It is a two-lane residential arterial roadway north of Evelyn Avenue. In the vicinity of the Project site, Sunnyvale Avenue has sidewalks on both sides of the street and parking is not permitted on the street.

2.2 Intersection Operating Conditions

The proposed redevelopment is located in the City of Sunnyvale. The City's General Plan provides policies applicable to the planning and implementation of developments impacting the transportation network within the City. In addition, the Santa Clara County Valley Transportation Authority, which is the Congestion Management Agency (CMA) for the County, also has policies and regulations that are relevant to the project.

Regulatory Considerations

Santa Clara County Valley Transportation Authority (VTA)

The VTA is responsible for ensuring local government conformance with the Congestion Management Program (CMP), a program aimed at reducing regional traffic congestion. The CMP requires that each jurisdiction identify existing and future transportation facilities that will operate below an acceptable service level and provide mitigation where future growth degrades that service level. The VTA has review responsibility for proposed development projects that are expected to generate 100 or more additional peak-hour trips. Even though the proposed developments would not generate and additional 100 peak-hour trips, this traffic study is being prepared in accordance with the CMP's Traffic Impact Analysis (TIA) Guidelines.

City of Sunnyvale General Plan

The 2011 General Plan includes policies and actions related to the maintenance and operation of the transportation system. The following policies and actions from the Transportation Chapter are relevant to the proposed project:

- Policy LT-5.1: Achieve an operating level of service (LOS) "D" or better on the City-wide roadways and intersections, as defined by the functional classification of the street system.
- Policy LT-5.5: Support a variety of transportation modes.
- Policy LT-5.8: Provide a safe and comfortable system of pedestrian and bicycle pathways.

LOS Analysis Methodology

The operating characteristics of intersections are described by the concept of Level of Service (LOS). LOS is a qualitative description of the performance of an intersection based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. The level of service standard defined as acceptable by the City of Sunnyvale is LOS D or better for the City controlled intersections.

Per the Santa Clara County CMA requirements, signalized intersections were evaluated using the 2000 *Highway Capacity Manual* (HCM) methodology. For signalized intersections, the *HCM* methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average delay and LOS are presented for the intersection. Table 1 presents operational characteristics associated with each level of service category and delay thresholds for signalized intersections.

Table 1 Level of Service Description and Thresholds

Level of Service	Average Control Delay (seconds/vehicle)
A	≤ 10.0
B+	> 10.0 and ≤ 12.0
B	> 12.0 and ≤ 18.0
B-	> 18.0 and ≤ 20.0
C+	> 20.0 and ≤ 23.0
C	> 23.0 and ≤ 32.0
C-	> 32.0 and ≤ 35.0
D+	> 35.0 and ≤ 39.0
D	> 39.0 and ≤ 51.0
D-	> 51.0 and ≤ 55.0
E+	> 55.0 and ≤ 60.0
E	> 60.0 and ≤ 75.0
E-	> 75.0 and ≤ 80.0
F	> 80.0

SOURCE: *Traffic Level of Service Analysis Guidelines*, VTA, June 2003 and *Highway Capacity Manual*, Transportation Research Board, 2000.

There is no specific methodology for analyzing unsignalized intersections in the CMP. For this report, the 2000 Highway Capacity Manual (HCM) methodology for unsignalized intersection (supported by TRAFFIX software) was used for the unsignalized intersection LOS calculations.

Table 2 shows the thresholds for the different LOS conditions at unsignalized intersections.

Table 2 Unsignalized Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay (seconds/vehicle)
A	Little or no delay	delay ≤ 10.0
B	Short traffic delays	10.0 < delay ≤ 15.0
C	Average traffic delays	15.0 < delay ≤ 25.0
D	Long traffic delays	25.0 < delay ≤ 35.0
E	Very long traffic delays	35.0 < delay ≤ 50.0
F	Extreme traffic delays with intersection capacity exceeded	delay > 50.0

Source: HCM 2000.

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement, not for the intersection as a whole. For single lane approaches, the control delay is computed as the average of all movements in that lane. The threshold values for unsignalized intersections are different than the threshold for signalized intersections due to different driver expectations of level of performance. Higher delay for the same LOS is acceptable at a signalized intersection compared to an unsignalized intersection because a signalized intersection serves larger traffic volumes and drivers expect to be granted protected right-of-way through the intersection at some point.

2.3 Existing Traffic Operations

Traffic counts were conducted at all study intersections during the AM (7:00-9:00) and PM (4:00-6:00) peak hours. The turning movement counts are presented in Appendix A. Figure 3 and Figure 4 show the intersection geometry and existing traffic volumes respectively. These intersections were analyzed using the TRAFFIX software and the performance of each intersection is presented in Table 3.

Table 3 Intersection Level of Service - Existing Conditions

	Intersection	LOS (AM/PM)	Average Delay (sec)	Critical V/C	Critical Delay (sec)
1	Evelyn Avenue / Sunnyvale Avenue	B	15.8	0.503	15.5
		B	17.9	0.573	18.1
2	Evelyn Avenue / Bayview Avenue	C	22.2	0.313	22.2
		D	25.9	0.194	25.9
3	Evelyn Avenue / Fair Oaks Avenue	C	23.1	0.584	23.2
		C+	20.4	0.686	20.6

LOS and delay reported for worst approach for unsignalized intersections
Source: AECOM, 2012

The results indicate that the current performance of all study intersections is within acceptable levels set out by the City of Sunnyvale and the CMA guidelines. All intersections operate at LOS D or better. Appendix B presents the TRAFFIX output of the analysis.

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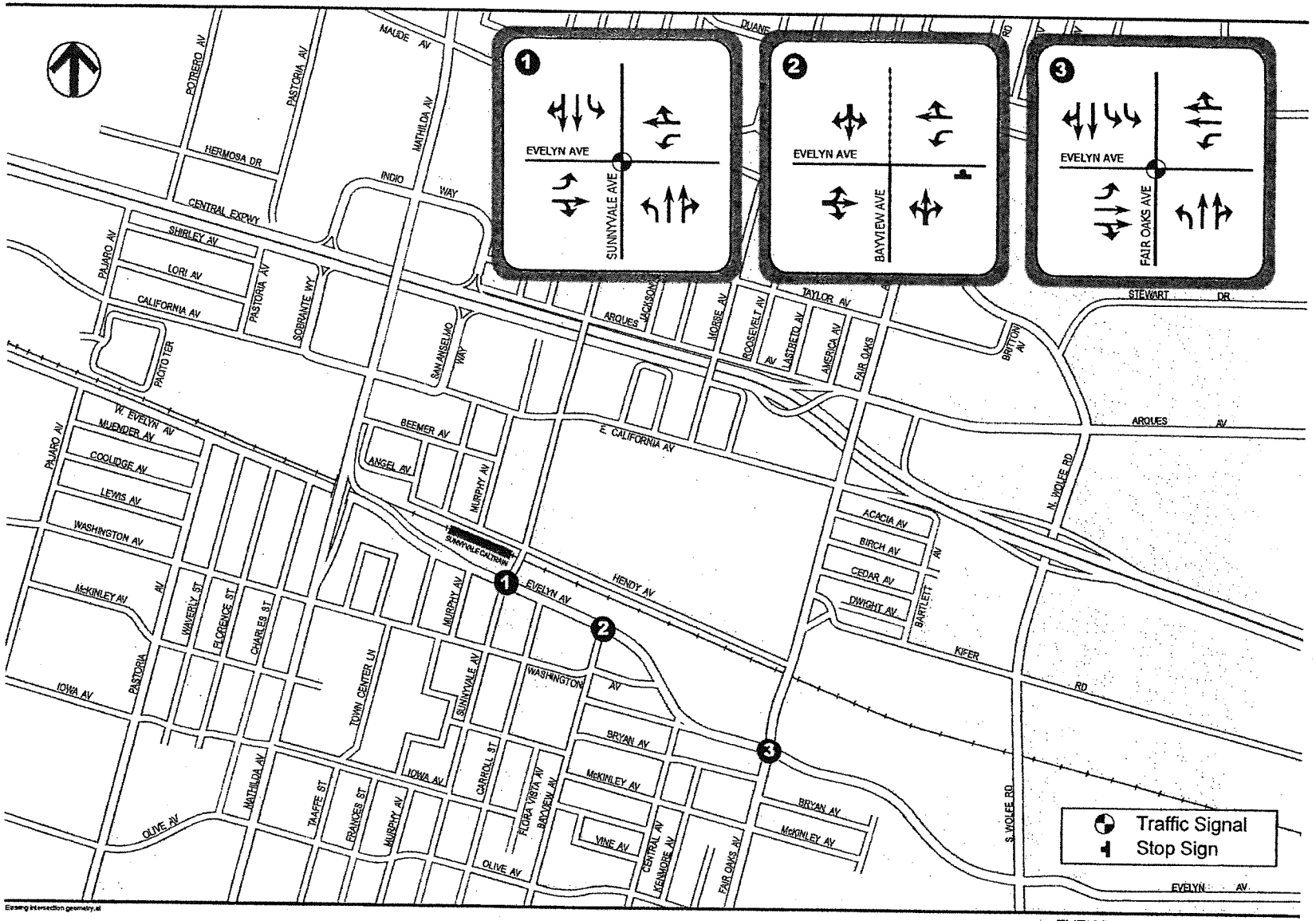

EVELYN AVENUE DEVELOPMENT

Figure 3

EXISTING INTERSECTION GEOMETRY

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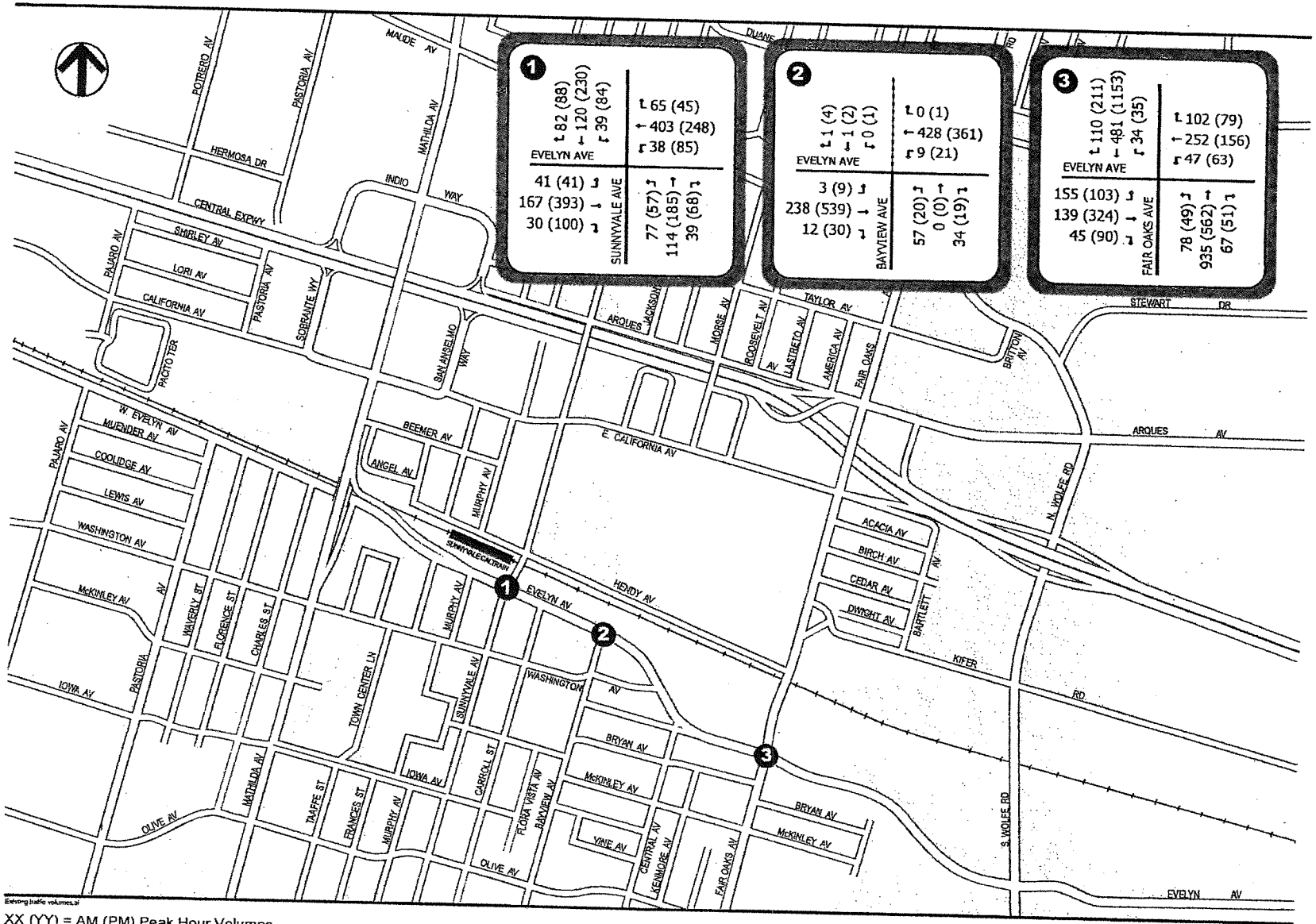

XX (YY) = AM (PM) Peak Hour Volumes

EVELYN AVENUE DEVELOPMENT

Figure 4

EXISTING TRAFFIC VOLUMES

2.4 Transit Network

Santa Clara Valley Transportation Authority (VTA) operates local bus service in the area. The following transit facilities operate in the vicinity of the project site and are also indicated on Figure 5:

Route 304 is a limited stop bus route that provides service between South San Jose and Sunnyvale Transit Center. The route primarily operates on weekdays only, from 5:30 AM to 9:00 AM and 3:30 PM to 7:00 PM, with headway of 30-45 minutes.

Route 26 bus service operates from Sunnyvale/Lockheed Martin Transit Center to Eastridge Transit Center. This route operates between 5:00 AM and 11:30 PM on weekdays and between 6:30 AM to 11:00 PM on weekends, with headway of 30 minutes.

Route 32 bus service operates from Santa Clara Transit Center to San Antonio Transit Center. On weekdays, the route operates between 5:30 AM to 7:30 PM with headway of 30 minutes. On Saturdays, the route operates between 9:00 AM to 6:00 PM with headway of 60 minutes.

Route 53 provides service between Sunnyvale Transit Center and West Valley College. The route operates on weekdays only, between 6:30 AM and 7:00 PM with headway of 60 minutes.

Route 54 provides service between De Anza College in Cupertino and Sunnyvale/Lockheed Martin Transit Center. On weekdays, the route operates between 5:30 AM and 9:00 PM with headway of 30 minutes. On weekends, the route operates from 7:30 AM to 8:00 PM with headway of 60 minutes.

Route 55 provides service between Great America in Santa Clara and the De Anza College in Cupertino. The route operates on weekdays from 5:30 AM to 11:00 PM with headway of 15-20 minutes during peak hours. On weekends, the route operates from 8:00 AM to 9:30 PM with headway of 30 minutes.

Caltrain is a commuter rail service between San Francisco and Gilroy. The nearest station is the Sunnyvale Caltrain Station located to the west of the Project site. Caltrain station is within a 5 minute walking distance from the Project site.

Mountain View – Winchester Light Rail provides service between Winchester Road in the City of Campbell and the City of Mountain View. The nearest Light Rail station to the project site is located on Middlefield Road east of Ellis Street (Middlefield LRT Station). Line 32 connects the Project site to the Light Rail station.

2.5 Existing Pedestrian and Bicycle Facilities

Pedestrian Facilities: Generally, favorable conditions exist for pedestrians in the vicinity of the project site. Sidewalks are provided along both sides of Evelyn Avenue and Bayview Avenue. Also crosswalks are provided on all the four sides at the signalized intersection of Evelyn Avenue at Sunnyvale and Fair Oaks avenues, which provide safe and convenient access to the nearby bus stops.

Bicycle Facilities: Class II bike lanes are available along Evelyn Avenue and Sunnyvale Avenue, south of Evelyn Avenue.

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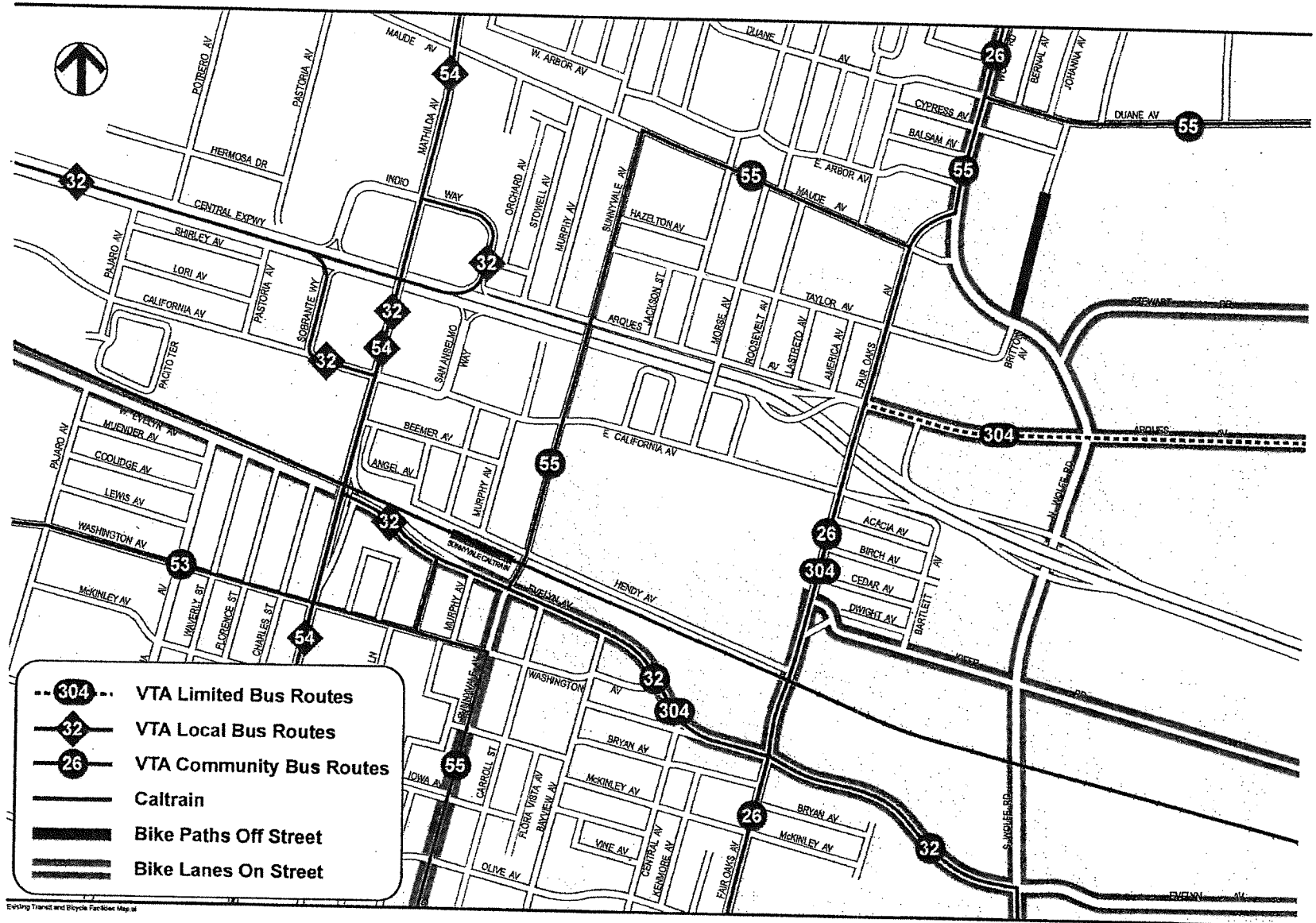

EVELYN AVENUE DEVELOPMENT

Figure 5

EXISTING TRANSIT AND BICYCLE FACILITIES MAP

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3.0 Background conditions

Following is the list of approved projects (as obtained from the City of Sunnyvale) in the vicinity of the proposed Project:

- 2502 Town Center Lane
- 704 Town and Country
- 425 N. Fair Oaks Avenue
- 660 S. Fair Oaks Avenue

Background condition volumes were developed by adding the trips generated by the above projects to the existing traffic volumes. Background condition volumes for the AM and PM peak hours are presented in Figure 6.Based on the background traffic volumes presented in Figure 6, intersection analysis has been performed at all the study intersections. Table 4 presents the results of the analysis. LOS calculation sheets are presented in the Appendix C.

Table 4 Intersection Level of Service - Background Conditions

	Intersection	LOS (AM/PM)	Average Delay (sec)	Critical V/C	Critical Delay (sec)
1	Evelyn Avenue / Sunnyvale Avenue	B	17.1	0.535	16.7
		B-	19.1	0.626	20.5
2	Evelyn Avenue / Bayview Avenue	C	22.2	0.313	22.2
		D	25.9	0.194	25.9
3	Evelyn Avenue / Fair Oaks Avenue	C	23.1	0.584	23.2
		C+	20.4	0.686	20.6

LOS and delay reported for worst approach for unsignalized intersections
Source: AECOM, 2012

It can be noted from Table 4 that all the study intersections continue to operate at acceptable conditions (LOS D or better) under this scenario.

4.0 Project Travel Demand

Travel demand refers to the new vehicular traffic that would be generated by a proposed project. This section provides an estimate of the travel demand generated by the proposed residential development.

4.1 Trip Generation

The Project proposes construction of two residential apartment buildings near the intersection of Evelyn Avenue and Bayview Avenue with a four-story, 158-unit apartment complex (one-bedroom and two-bedroom units) at the 457 and 475 East Evelyn Avenue site and a three- to four-story, 67-unit apartment complex (one- and two-bedroom units) at the Sunnyvale Hotel site.

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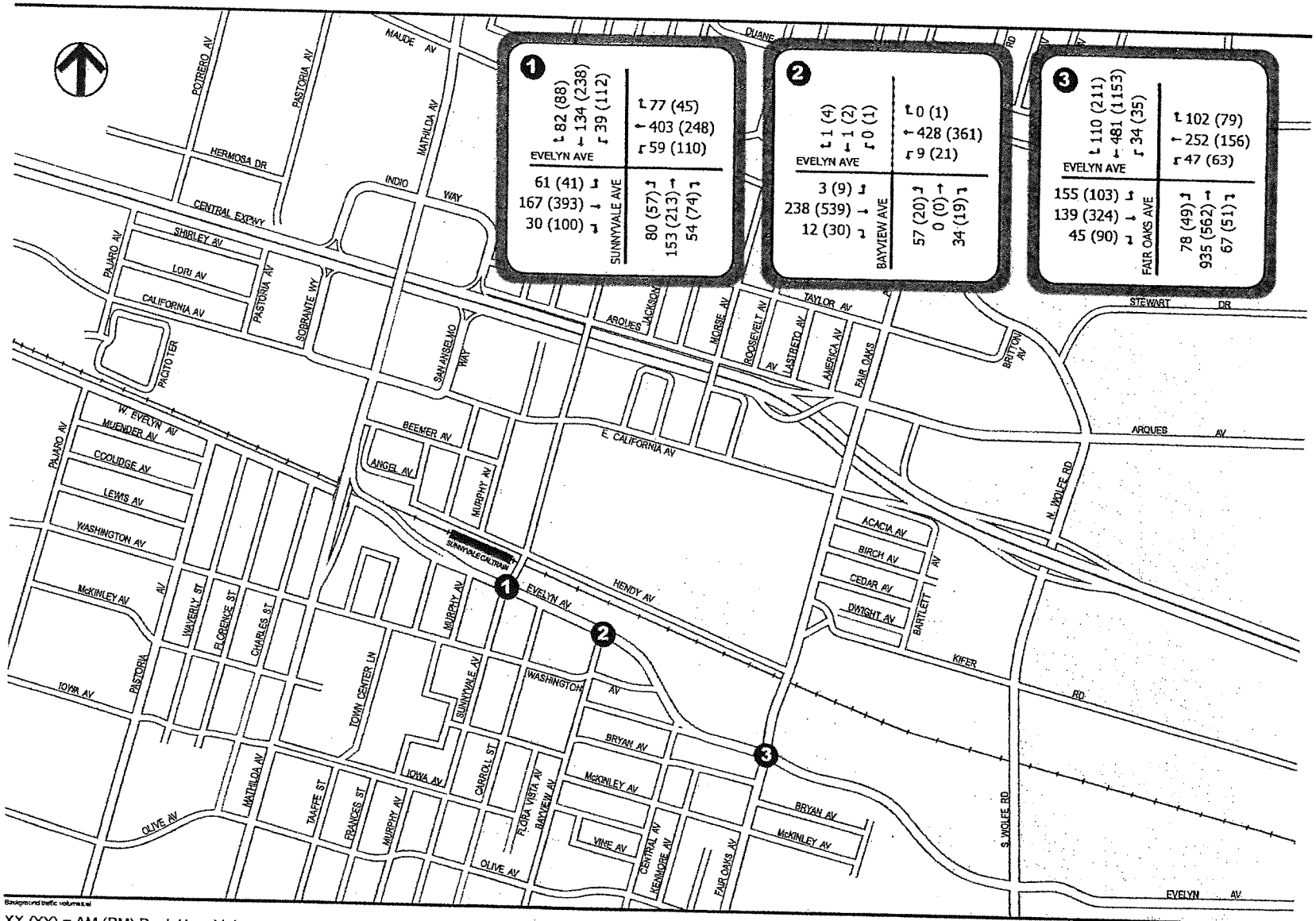

XX (YY) = AM (PM) Peak Hour Volumes

EVELYN AVENUE DEVELOPMENT

Figure 6

BACKGROUND TRAFFIC VOLUMES

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Project trip generation was based on the rates presented in Institute of Transportation Engineer's (ITE) Trip Generation Manual, 8th Edition. ITE Land Use Code 223 was used for the mid-rise apartment building. ITE Land Use Codes 710, 320, 210 and 918 were used for the existing land uses that consists office building, a motel, a duplex and retail land use. Table 5 presents the trips generated by the proposed Project and the existing land use. The difference of trips generated by the proposed project and the existing land use provides the net new trips generated, also provided in Table 5.

As the Project is located within 2,000 feet of a CalTrain station (Evelyn Station), VTA allows a trip reduction of 9 percent towards transit usage for residential developments. This reduction **has not been applied**, to evaluate the worst case traffic conditions.

Table 5 Project Trip Generation

Land Use	ITE Code	Units / Area No. / SQFT	AM Peak Hour				PM Peak Hour			
			Rate	Total	In	Out	Rate	Total	In	Out
Proposed Land Use										
Residential (457-475 East Evelyn)	223	158	0.35	55	16	39	0.44	70	41	29
Residential (Hotel Site)	223	67	0.35	24	7	17	0.44	29	17	12
Existing Land Use										
General Office Building (457-475 East Evelyn Site)	710	30,352	1.55	47	41	6	1349	45	8	37
Motel (Hotel Site)	320	34	0.44	15	6	9	0.53	18	10	8
Duplex (Hotel Site)	210	2	0.77	2	1	1	1.02	2	1	1
Retail (Hotel Site)	918	3,900	1.21	5	5	0	1.93	8	3	5
Net New Trips generated	-	-	-	**10**	**-30**	**40**	-	**26**	**36**	**-10**

4.2 Trip Distribution

Project trip distribution is illustrated on Figure 7. Based on the trip generation presented in Table 5 and trip distribution presented in Figure 7, Project trips at each intersection were determined. Project trips for the AM and PM peak hours at each of the study intersections are also presented in Figure 7.

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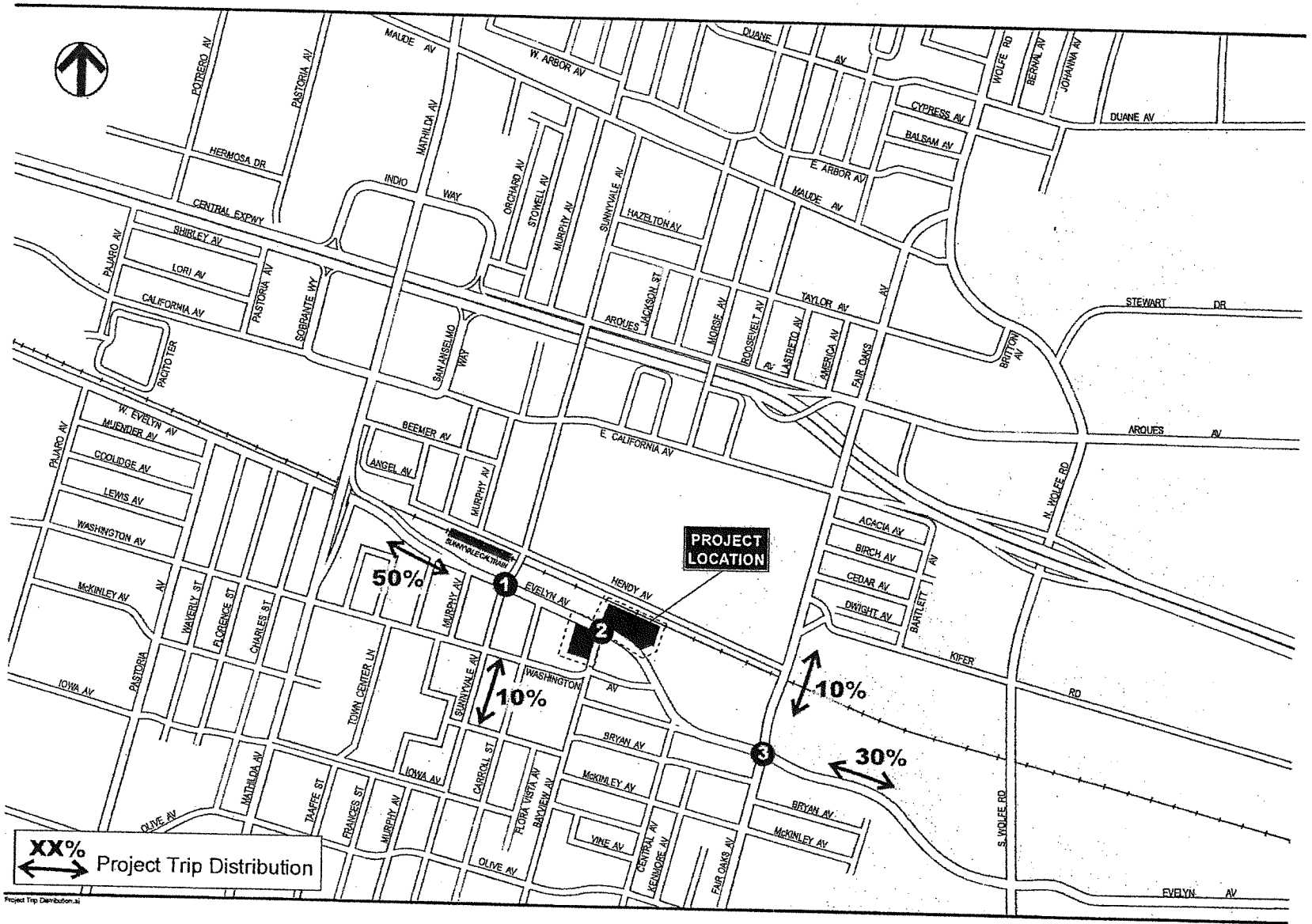


EVELYN AVENUE DEVELOPMENT

Figure 7

PROJECT TRIP DISTRIBUTION

5.0 Impact analysis

This section presents the assessment of traffic impacts due to the proposed Project. The transportation conditions were assessed for background and future year 2014 Cumulative Conditions.

5.1 Intersection Analysis Significance Criteria

A traffic impact would be considered to be significant in this analysis when the Project results will:

- Cause a local intersection to deteriorate below Level of Service (LOS) D; or
- Cause a local intersection already operating at LOS E or F to deteriorate in the average control delay for the critical movements by four seconds or more, and the critical volume/capacity ratio (V/C) value to increase by 0.01 or more; or
- Impede the development or function of planned pedestrian or bicycle facilities; or
- Create an operational safety hazards.

5.2 Existing plus project conditions

The project trips presented in Figure 7 were added to the existing traffic volumes presented in Figure 4 to obtain existing plus project traffic volumes. These traffic volumes were used to perform intersection level of service analysis for the existing plus project conditions. Table 6 presents the results of this analysis. LOS calculation sheets are presented in Appendix B.

Table 6 Intersection Level of Service - Existing plus Project Conditions

No	Intersection	Existing Conditions				Existing + Project Conditions			
		LOS (AM/PM)	Average Delay (sec)	Critical V/C	Critical Delay (sec)	LOS (AM/PM)	Average Delay (sec)	Critical V/C	Critical Delay (sec)
1	Evelyn Avenue / Sunnyvale Avenue	B	15.8	0.503	15.5	B	15.8	0.518	15.4
		B	17.9	0.573	18.1	B-	18.2	0.595	18.4
2	Evelyn Avenue / Bayview Avenue	C	22.2	0.313	22.2	C	20.4	0.304	20.4
		D	25.9	0.194	25.9	C	23.6	0.193	23.6
3	Evelyn Avenue / Fair Oaks Avenue	C	23.1	0.584	23.2	C	23.3	0.589	23.4
		C+	20.4	0.686	20.6	C+	20.7	0.691	20.8

LOS and delay reported for worst approach for unsignalized intersections
Source: AECOM, 2012

It can be noted from Table 6 that all the study intersections continue to operate at acceptable conditions (LOS D or better) under this scenario.

5.3 Background plus project conditions

The project trips presented in Figure 7 were added to the background traffic volumes presented in Figure 6 to obtain background plus project traffic volumes. These traffic volumes were used to perform intersection level of service analysis for the background plus project conditions. Table 7 presents the results of this analysis. LOS calculation sheets are presented in Appendix C.

Table 7 Intersection Level of Service - Background plus Project Conditions

No	Intersection	Background Conditions				Background + Project Conditions			
		LOS (AM/PM)	Average Delay (sec)	Critical V/C	Critical Delay (sec)	LOS (AM/PM)	Average Delay (sec)	Critical V/C	Critical Delay (sec)
1	Evelyn Avenue / Sunnyvale Avenue	B	17	0.528	16.6	B	17.1	0.549	16.7
		B	19	0.62	20.3	B-	19.4	0.648	21
2	Evelyn Avenue / Bayview Avenue	C	22.2	0.313	22.2	C	20.4	0.304	20.4
		D	25.9	0.194	25.9	C	23.6	0.193	23.6
3	Evelyn Avenue / Fair Oaks Avenue	C	23.2	0.601	23.4	C	23.3	0.589	23.4
		C	20.9	0.715	21.4	C+	20.7	0.691	20.8

LOS and delay reported for worst approach for unsignalized intersections
Source: AECOM, 2012

It can be noted from Table 7 that all the study intersections continue to operate at acceptable conditions (LOS D or better) under this scenario.

5.4 2014 cumulative plus project conditions

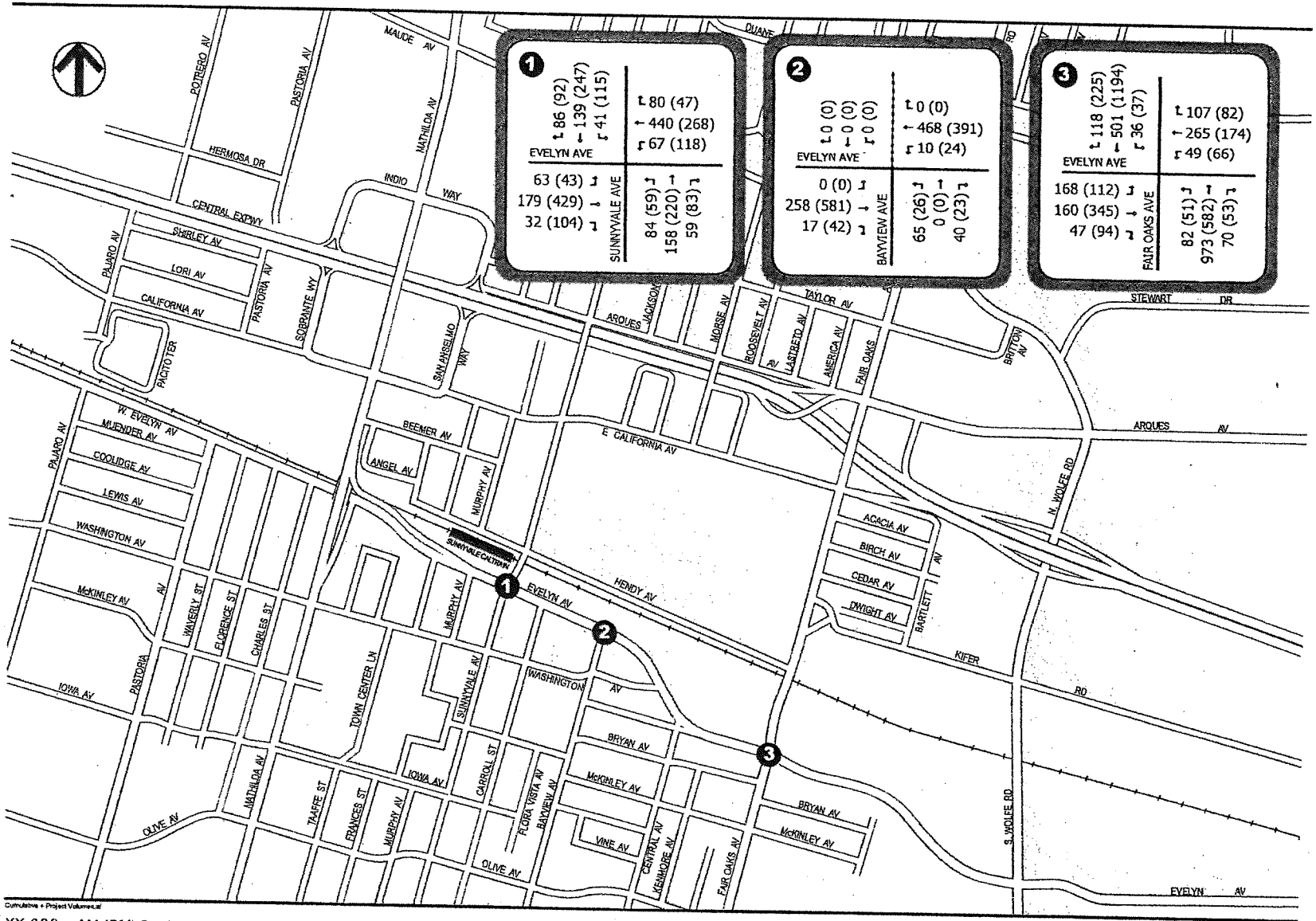
The 2014 Cumulative plus project condition volumes were developed by increasing the traffic volumes from the background conditions by the growth factors indicated in Table 8 for the next two years and then adding the project generated traffic to it. With City Council approval, this project is anticipated to be constructed and occupied in 2014.

Table 8 Growth Factors

Roadway Classification	AM Peak Hour	PM Peak Hour
Arterial	2.00%	1.75%
Collector	2.28%	2.34%
Local	0.50%	0.50%
Source: City of Sunnyvale, 2008; Fehr & Peers, 2008		

The Cumulative plus project volumes are illustrated in Figure 8. Based on the volumes presented in Figure 8, level of service analysis was performed at all the study intersections. Table 9 presents the results of analysis. LOS calculations are presented in the Appendix D.

AECOM



XX (YY) = AM (PM) Peak Hour Volumes

EVELYN AVENUE DEVELOPMENT

Figure 8

CUMULATIVE PLUS PROJECT VOLUMES

ATTACHMENT 7
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Table 9 Intersection Level of Service – Cumulative plus Project Conditions

No	Intersection	2014 Cumulative Conditions				2014 Cumulative + Project Conditions			
		LOS (AM/PM)	Average Delay (sec)	Critical V/C	Critical Delay (sec)	LOS (AM/PM)	Average Delay (sec)	Critical V/C	Critical Delay (sec)
1	Evelyn Avenue / Sunnyvale Avenue	B	17.3	0.557	17.1	B	17.4	0.571	17.1
		B-	19.6	0.647	21.1	B-	19.9	0.669	21.6
2	Evelyn Avenue / Bayview Avenue	C	24.5	0.345	24.5	C	21.8	0.327	21.8
		D	28.7	0.224	28.7	D	25.3	0.213	25.3
3	Evelyn Avenue / Fair Oaks Avenue	C	23.5	0.609	23.7	C	23.7	0.614	24
		C+	21	0.712	21.4	C+	21.3	0.717	21.6

LOS and delay reported for worst approach for unsignalized intersections
Source: AECOM, 2012

It can be noted from Table 9 that all the intersections continue to operate at acceptable conditions (LOS D or better) under cumulative plus project conditions during both peak hours. Therefore, the proposed developments would not have an adverse traffic impact on streets serving the area.

5.5 Neighborhood Concerns

At recent meetings for this project some residents have raised a concern about increased traffic on Bayview Avenue from this project and the previously approved redevelopment of the medical buildings on the southern section of Bayview Avenue at Old San Francisco Road. The Sunnyvale Hotel site has previously been approved for a development of 48 2-bedroom apartment units. This development proposes 45 1-bedroom apartment units and 22 2-bedroom apartment units.

Bayview Avenue between Evelyn Avenue and Old San Francisco Road is a local residential street with primarily single-family homes. The curb-to-curb roadway width of most of Bayview Avenue varies from 32' to 36' with parking allowed on both sides of the street. The peak hour traffic volume for the AM and PM peak hours on Bayview Avenue between Evelyn Avenue and Washington Avenue is 202 vehicles total. Based on traffic studies performed throughout the area, the sum of the peak hour traffic volumes is approximately 18% of the total average daily traffic (ADT) (AM peak hour traffic is 9% of the average daily traffic and PM peak hour traffic is 9% of the average daily traffic). Therefore, the ADT on Bayview Avenue between Evelyn Avenue and Washington Avenue is approximately 1122 vehicles per day.

The Institute of Transportation Engineers (ITE) Trip Generation Manual indicates the daily trip generation rate for an apartment building is 6.65 trips per unit (the daily trip rate for a single family detached home is 9.52 trips per unit). Therefore, the Sunnyvale Hotel site is expected to generate 446 daily trips. As indicated on Figure 7, it is estimated that 10% of the trips from this development would use Sunnyvale Avenue south of Evelyn Avenue. If all of the trips from the Sunnyvale Hotel site used Bayview Avenue, traffic on Bayview Avenue could increase by approximately 45 trips per day. Assuming the majority of the trips occur over an 18-hour period of the day, there would be 2.5 additional trips per hour on Bayview Avenue between Evelyn Avenue and Washington Avenue.

While it is possible some of the vehicles may travel beyond Washington Avenue, an increase of less than 3 vehicles per hour on any block of Bayview Avenue would not be noticeable.

Residents from the portion of the development on the north side of Evelyn Avenue (between Evelyn Avenue and the railroad tracks) are not expected to use Bayview Avenue because the parking driveway access is offset from the Evelyn Avenue/Bayview Avenue intersection. Accessing Evelyn Avenue from the driveway to this portion of the development, then maneuvering into the left turn lane at Bayview Avenue and waiting for a gap in traffic to access Bayview Avenue would be inconvenient and at times difficult. Accessing Evelyn Avenue and traveling to Sunnyvale Avenue and Fair Oaks Avenue where traffic signals make access to these major roadways easier and more convenient is more logical.

If traffic volumes or speed increases to an unacceptable level along any section of Bayview Avenue, the City has neighborhood traffic calming measures, such as radar feedback signs and speed humps, which could be installed to discourage through traffic from using Bayview Avenue.

Appendices A-D are available at

One Stop Permit Center

City Hall - 456 W. Olive Avenue

Attachment M

APPEAL OPTIONS: This action is final unless appealed to City Council no later than June 25, 2013.

4.	**File #:**	**2013-7313**
	Location:	**457-475 E. Evelyn Ave.** (APN: 209-04-053 & 054)
	Proposed Project:	**Special Development Permit** to allow a 117-unit apartment building (revised proposal). **Vesting Tentative Map** to create one lot pursuant to a lot line adjustment.
	Applicant/Owner	Prometheus Real Estate / Preg Evelyn Properties, LP
	Environmental Review:	Mitigated Negative Declaration
	Staff Contact:	Ryan Kuchenig, (408) 730-7431, rkuchenig@sunnyvale.ca.gov

Chair Larsson disclosed that he had spoken with the project applicant.

Ms. Ryan presented the staff report and explained the history of this site and recent City Council actions. The Planning Commission considered a different project in March, which needed review by the City Council because the applicant submitted a companion request to modify the General Plan and the zoning on the property. The Council approved a lower density than the applicant requested and referred the project back to the Planning Commission for redesign. Since the City Council action, a queuing analysis has been conducted exploring various options for locating the driveway and evaluating the projected traffic impact of each alternative. The applicant is requesting some deviations which are enabled through the State Density Bonus.

Comm. Melton commented that the total number of dwelling units approved by the Council is less and asked what impact this has on the number of bedrooms. He also asked why the Planning Commission is being requested to approve the Negative Declaration when the City Council approved it. Ms. Ryan said that the current project is a few less bedrooms because of the reduced size of the project. She explained that the City Council approved the current project's Negative Declaration which, by necessity, is a different document than the original project approved by the Planning Commission because it was redesigned.

Comm. Hendricks asked if it was in the purview of the Planning Commission to require that the applicant pay the full share of a crosswalk improvement and if a stacker is counted as two spots. Ms. Ryan clarified that the Planning Commission is not requiring a crosswalk, but rather a crosswalk study, so the applicant pays only if warranted. She confirmed that a stacker counts as two spaces.

Chair Larsson asked about what factors will be considered in evaluating whether a crosswalk is warranted. Ms. Ryan said factors such as the number and speed of vehicles, and potential pedestrians that would use the crosswalk. She noted that it's important to base the decision on this information because if it is put in prematurely and it is not needed, it will be ignored which could result in safety problems.

Chair Larsson opened the public hearing.

Johnathan Moss, the applicant from Prometheus Real Estate Group, gave an overview of the project. He highlighted several of the project's key features including the project's location near Caltrains and to downtown retail, and it has nine affordable units for very low income families.

He also described his outreach efforts to the community. He clarified that the project proposed in March included 220 bedrooms, and the current project includes 263 bedrooms. He said some residents from Sterling Place are concerned about the impact of the head lamps from the cars that exit the project's parking garage.

Chek Tang, Architect for the project, said that the architectural elements and the overall design of the current project are intact compared with the March project, however the project program has been reduced.

Comm. Melton asked what Mr. Moss's thoughts were about moving the driveway. Mr. Moss replied that he worked with staff to develop a study which was done to investigate various options for locating the driveway and described those options. He expressed the view that the current location of the driveway, in the center of the project, is the safest from a traffic standpoint and that landscaping can help mitigate the impact of car headlights on the units at Sterling Place.

Comm. Hendricks commented that the City Council did not approve the higher level of density and asked Mr. Moss's opinion about what the Council's intent was. Mr. Moss said he wasn't sure what the Council's rationale was, however, some Councilmembers emphasized that they were more concerned about the number of units, rather than the number of bedrooms. He expressed the view that the project is meeting the Council's intent.

Comm. Hendricks and Mr. Moss discussed more details regarding options for locating the driveway. Ms. Ryan said that she discussed the location of the driveway with the Assistant Director of Public Works, and if the driveway was moved 15 to 20 feet to the west there would be no impact on Bayview. Mr. Moss said it would be possible to move the location of the driveway, but at this point in time significant redesign would have to occur.

Chair Larsson commented that the condition of approval states that if the driveway remains where it is, the applicant will work with the Home Owners Association (HOA) across the street and asked about the status of those discussions. Jonathan Stone from Prometheus, recounted communications with the neighbors regarding this issue and gave more details about landscaping options to mitigate the headlight issue.

Andy Frazer spoke in favor of adding an in-pavement lighted crosswalk to the project and advocated that more of these kinds of crosswalks would benefit the whole City, particularly in school areas, at busy intersections and along El Camino Real. He suggested that the City establish a policy that requires in-pavement lighted crosswalks to be put in at all large developments.

Comm. Hendricks clarified that if it is determined that a crosswalk should be located at the current project it would be an in-pavement lighted crosswalk.

Sandra Escobar, Silicon Valley Leadership Group, and Housing Action Condition, expressed support for the project. She said that the affordable housing portion of the project will benefit labor and its proximity to downtown will help retail sales.

Josie McElroy, a resident of Sterling Place, said that she lives in the unit that would be affected by headlights. She expressed the view that the proposed landscaping is mitigation, but will not alleviate the problem. She does not want to be boxed in by foliage and requested that the driveway be moved 15 feet to the left where there are no residences.

Comm. Hendricks asked about whether a hedge might work better than trees, and if the sweep of the headlights from cars turning would impact her unit if the driveway was moved to the left. Ms. McElroy responded that the because of the incline and where it levels off she thinks that the sweep of the headlights would hit the bottom of the unit below her windows. She emphasized that moving the driveway 15 feet is a "win-win" solution.

Mark Sabin expressed his support for the project. He noted that the project's density and location near downtown and transit will result in less traffic and therefore contribute to lowering greenhouse gas transmissions.

Jackie Nicoli, President of Sterling Place HOA, commented that the proposed landscaping in front of the unit impacted by headlights would block the visibility of drivers pulling out of Sterling Place, so landscaping is not a very good solution.

Mr. Moss commented further about the issue of the lights and elaborated on different possibilities for the location and type of landscaping.

Vice Chair Dohadwala asked about pushing the ramp more inside the building and changing its angle. **Mr. Tang** responded that there is no building over the ramp, but a trellis could be installed to help block headlights angling up the slope, however when cars emerge to the street the lights will still shine horizontally.

Chair Larsson closed the public hearing.

Comm. Melton asked Ms. Ryan if the City Council provided guidance to the Planning Commission regarding density and asked if the Council addressed the headlight issue: Ms. Ryan responded that the City Council's action was to reduce density, but it gave no direction on the size of the units. The Council did not discuss the project's design, because it was referred back to the Planning Commission for modification.

Vice Chair Dohadwala asked if there is anything in the code addressing the relationship of FAR to density, since the density has changed but the massing is still the same as the original project. Ms. Ryan suggested that it may be more helpful to view the project as if there were no predecessor and determine if it meets density standards and if there are reasons to make deviations from some of the requirements.

Comm. Melton moved to adopt the Mitigated Negative Declaration and approve the Special Development Permit and Vesting Tentative Map with conditions.

Comm. Hendricks seconded the motion.

Comm. Melton said he supports the project and is on board with the affordable housing, the quality of design and the fact that it is a gateway to downtown. He said he thinks that the project meets the intent of the City Council. He thanked the speakers for coming and providing their comments. He commented that, at this point in the project, he is not comfortable with changing the design so that the driveway is moved. He thinks that the mitigation of using the foliage has a very high probably of success. He concluded that he can make the findings as recommended by staff.

Comm. Hendricks supports the project and commented that it is almost identical to the original project. He said that nothing new came up at this meeting that would change his evaluation of the project. He urged the staff, applicant and homeowner to work closely together on the headlight issue.

Vice Chair Dohadwala commented that the massing for the new project is the same as for old project. She said the applicant is making the effort to mitigate the angle of the headlights and their impact on the neighbors across the street through a trellis and horizontal foliage. She stated that she could make the findings recommended by staff.

Comm. Kolchak said he supports the motion and commented that no new information was presented on the project. He expressed hope that the applicant and neighbors would spend a lot of time working together to find the best mitigation possible for the headlight issue.

Chair Larsson said he supports the motion and can make the findings and not make the findings for the tentative map. He thinks the height of the project will protect the neighbors from the noise from the Caltrains tracks. He acknowledged a letter on the dais from Kira Od, who lives in the neighborhood and supports the project. He further commented that this project, compared with the hotel across the street, shows that density, the number of bedrooms and the FAR of a project may go up or down, but the project's overall impact on the neighborhood is caused by multiple variables. He understands that the mitigation for the headlight issue isn't preferred by the neighbor who will be most impacted, but there are a number of options to consider. He concluded by saying that the project is a great gateway to the downtown and its location near transit is a benefit.

ACTION: Comm. Melton made a motion on 2013-7313 to adopt the Mitigated Negative Declaration and approve the Special Development Permit, and Vesting Tentative Map with conditions. Comm Hendricks seconded. Motion carried 5-0, with Comm. Chang and Comm. Olevson absent.

APPEAL OPTIONS: This action is final unless appealed by June 25.

5. Standing Item Potential Study Issues

Comm. Melton suggested two Study Items: 1) review Single Family Design Techniques for 35% second to first floor ratio in predominately one story neighborhoods; and 2) consider whether earthy neutral paint tones are detrimental to the aesthetics of the community.

NON-AGENDA ITEMS AND COMMENTS

COMMISSIONERS ORAL COMMENTS

Comm. Melton bought up the Large Family Day Care on Cordilleras Avenue and recalled that the Council required a one-year review by the Planning Commission. Trudi Ryan, Planning Officer, said she didn't think it has been a year yet, but will check the conditions.

Staff Oral Comments

Ms. Ryan commented that there is currently pending a study on Large Family Day Care standards.

City Council Meeting Report

Ms. Ryan said that there has been no City Council meeting since the last Planning Commission meeting. The next Council meeting is tomorrow night. There will be a public hearing on the 2013-14 Budget and a public hearing on the annual review of Fees and Charges. The Council will also consider Board and Commission appointments.

ATTACHMENT M
Page 5 of 5

Other Staff Oral Report - None

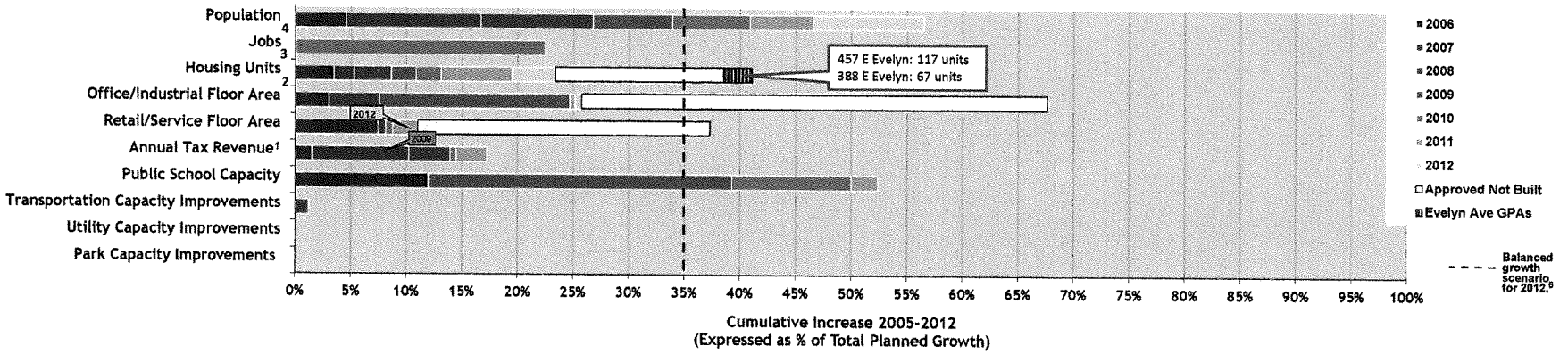
INFORMATION ONLY ITEMS - None

ADJOURNMENT - With no further business, the Commission meeting adjourned at 11:44 p.m.

Attachment N

2012 BALANCED GROWTH PROFILE INCLUDING PENDING AND APPROVED BUT NOT YET BUILT NONRESIDENTIAL FLOOR AREA AND HOUSING UNITS IN 2012

Balanced Growth Indices	Base Year 2005	GOAL FOR 2025	Total Planned Growth Net Increase 2005 to 2025	2007 Actual	2008 Actual	2009 Actual	2010 Actual	2011 Actual	2012 Actual	2012 Increment Increase (actual since 2011)	2012 Increment (% of Total Planned Growth)	*2012 Approved Projects NOT BUILT*	*388 and 457 E Evelyn Ave General Plan Amendments*
Park Capacity Improvements		n/a	n/a	n/a	n/a	n/a	n/a	n/a	*pending*	*pending*	-	*n/a*	*n/a*
Utility Capacity Improvements		n/a	n/a	n/a	n/a	n/a	n/a	n/a	*pending*	*pending*	-	*n/a*	*n/a*
Transportation Capacity Improvements		46,884,000	46,884,000	547,970	547,970	0	0	0	*pending*	*pending*	-	*n/a*	*n/a*
Public School Capacity	5,373	6,729	1,356	5,535	5,535	5,905	6,051	6,083	*pending*	*pending*	-	*n/a*	*n/a*
Annual Tax Revenue[1]	72,271,030	174,748,212	102,477,182	82,731,078	86,536,989	80,080,423	80,640,616	83,447,216	*pending*	*pending*	-	*n/a*	*n/a*
Retail/Service Floor Area	5,784,000	7,500,000	2,200,000	5,962,662	5,962,662	5,962,662	5,976,840	6,027,052	*6,005,338*	*50,212*	*-1%*	*577,306*	*-25,176*
Office/Industrial Floor Area [2]	30,100,000	37,700,000	7,600,000	30,327,927	30,673,881	31,973,881	31,979,928	32,009,556	*32,058,721*	*29,628*	*1%*	*3,181,294*	*n/a*
Housing Units [3]	54,800	61,900	7,100	55,174	55,414	55,570	55,730	56,183	*56,462*	*453*	*4%*	*1,071*	***184***
Jobs[4]	73,630	92,650	19,020	n/a	n/a	n/a	77,890	n/a	*pending*	*pending*	-	*n/a*	*n/a*
Population	132,725	150,725	18,000	135,721	137,538	138,826	140,081	141,099	*142,896*	*1,797*	*10%*	*n/a*	*n/a*



Notes

[1]FY 2004/2005 is the base year for the Balanced Growth Index. All revenues are converted to FY 2004/2005 dollars for comparison purposes.

[2]This index only represents net new floor area, and does not reflect tenant improvements to existing floor area.

[3]The number of housing units has been corrected for the base year of 2005 and the subsequent years.

[4]Data has been modified resulting in a decrease in base year, projections, and current year estimates. There is a significant challenge in finding reliable estimates of Sunnyvale jobs. This version of the Balanced Growth Profile provides Association of Bay Area Governments (ABAG) data from most recent publications while staff explores a more reliable annual estimate of jobs. Data for 2011 or 2012 is not yet available.

[5]In a "balanced growth scenario" each profiled item would increase 5% each year. Cumulative "balanced growth" to the end of 2012 would be 35%.