



April 17, 2013

City of Sunnyvale Planning Commission

Gustav Larson

Maria Dohadwala

Bo Chang

Glenn Hendricks

Arcadi Kolchak

Russell Melton

Ken Olevson

City of Sunnyvale

456 West Olive Avenue

Sunnyvale, CA 94088

RE: Planning Application for 457 & 475 East Evelyn Avenue

Dear Honorable Chair and Commission Members,

Prometheus Real Estate Group respectfully and formally submits this Project Description Letter and associated materials for the project proposal located at 457 & 475 East Evelyn Avenue which is part of Block 23 of the Downtown Specific Plan. This project application is consistent with the guidelines of the Downtown Specific Plan by proposing a 117 unit residential development. It will allow two single-story, outdated office buildings to convert to much needed rental housing within walking distance of the Sunnyvale Train Station and Transit Center as well as the Sunnyvale Downtown, and is consistent with the uses of numerous neighboring properties within the Downtown Specific Plan. We believe that this request is fully consistent with Sunnyvale's vision and goals of providing housing opportunities near transit and the downtown as this 2.3 acre site sits just two blocks from the Sunnyvale Train Station and Historic Murphy Street. This proposal supports LT-3.4a which states, "locate higher-density housing with easy access to transportation corridors, rail transit stations, bus transit corridor stops, commercial services and jobs."

The surrounding properties and the majority of the neighborhood have converted to higher-density residential in line with the surrounding residential neighborhood and General Plan goal LT-4.4a, which "requires infill development to compliment the character of the residential neighborhood." The current use is no longer in keeping with the surrounding residential uses. We believe this project will continue to complete the residential transformation of the neighborhood and locate higher intensity land uses and developments so that they have easy access to transit services (LT-f.7a). This project will also promote the use of public transit by intensifying land use and activities near transit cores as defined by Downtown Specific Plan Goal C.3.

The proposed residential development at 457 & 475 East Evelyn Avenue will be four stories (per Block 23 of the DSP) of residential units over an underground parking garage (per Block 23 of the DSP) and comprised of one-bedroom, two-bedroom, and three-bedroom units. Per Sunnyvale architecture standards, and similar to the surrounding developments, direct entrances in the form of stoops to street-level residential units will connect the building to Evelyn Avenue. Many of the existing street trees are

proposed to be kept, adding further connection to the neighboring properties. The building form varies throughout the elevation, providing significant articulation and a connection to the recently approved project across Evelyn Avenue. This connection in form and materials allows the building to act as a gateway. The materials proposed are similar to those found throughout the neighborhood.

There will be three courtyards throughout the building each with a different focus. The western most courtyard will be for passive use and include a water feature, planting, and seating options. The central courtyard is intended to be an active use space and include a swimming pool and spa. A community room will make up the western edge of this courtyard and the northern edge will be bounded partially by the gym. Both spaces will open on to the pool area courtyard. A BBQ area with seating will complement the rest of the activities in this central courtyard. The eastern courtyard will consist of seating and socializing spaces defined by areas of planting. All of the project amenities associated with this project will be shared with the recently approved project at 394 East Evelyn Avenue (2012-7460).

A roof deck is also proposed for this project which will allow for additional open space for the residents of the project. The previously approved project at 394 East Evelyn (Hotel Sunnyvale site) included a roof deck. Prometheus Real Estate Group believes the location of the roof deck is better situated at this site as it is across Evelyn Avenue and further away from the existing neighborhood. The Emergency Vehicle Access (EVA), along the sides and back of the project, has been designed in such a way to maximize its pedestrian use, providing further open space to the residents, through the use of textured paving materials and specifically located plants. Prometheus Real Estate Group has worked with the Sunnyvale Fire Department to ensure this design meets all requirements.

Block 23 of the Downtown Specific Plan has an associated density of 36 units per acre. This 2.31 acre site will produce 83 units. In order to reach the proposed 117 units, the project intends to implement the California State Density Bonus Law and the City of Sunnyvale Green Building Density Bonus. By providing 11%, or nine (9) 'very low' income units, the project can attain the 35% State Density Bonus which calculates to thirty (30) additional units. The City of Sunnyvale's 5% Green Building Density Bonus allows an additional four (4) units. (As confirmed by City of Sunnyvale Planning Staff in 3/20/2013 E-mail.)

The purpose of the State Density Bonus Law (DBL) is to encourage cities to offer bonuses and incentives to housing developers that will "contribute significantly to the economic feasibility of lower income housing in proposed housing developments." (Gov. Code § 65917.) The State Density Bonus Law has four distinct primary components: (1) Density Bonuses; (2) Incentives/Concessions; (3) Development Standard Waivers; and (4) Parking Standards. Although interrelated, each component serves a different purpose and is governed by unique standards.

Regarding the first component of the Stated Density Bonus Law, Section 65915(b)(1) of the State Density Bonus Law provides that requests for a density bonus *must* be granted "when an applicant for a housing development seeks and agrees to construct a housing development" that meets one or more of the statute's thresholds. In this case, this project is providing at least 11% of its units for very low income households, entitling this project to a 35% density bonus in addition to the City's independent 5% Green Bonus.

Regarding the second component of the State Density Bonus Law, similar to the density bonus calculations, the number of Incentives and Concessions to which a project applicant is entitled depends upon the percentage of very low, low-, or moderate-income units provided. The project applicant may receive two incentives for projects that include at least 10% for very low income households, as is the case here. (§ 65915(d)(2)(B).) This Project Application is requesting the following as one of its two Incentives/Concessions:

1) Reduced Storage – The request is to reduce the storage requirement for the above mentioned projects to from 300 cubic feet required by Section 19.38.040. of the Sunnyvale Municipal Code to 150 cubic feet for one-bedroom units, 200 cubic feet for two-bedroom units, and 250 cubic feet for three-bedroom units. The reduction in storage space is requested for several reasons. The reduction provides more natural light and larger windows as well as additional architectural variation among of the exterior portions of the building. The sizes mentioned above are also reflective of what is standard usable storage space.

The following summarizes the third component of the State Density Bonus Law, Development Standard Waivers. In addition to, and separate from, requests for incentives, a density bonus applicant may request a waiver or reduction of development standards that would have the effect of physically precluding the construction of the project at the densities or with the incentives permitted under the statute. (§ 65915(e)(1).) The definition of a “development standard” includes a site or construction condition, including, without limitation, local height, setback, floor area ratio, onsite open space, and parking area ratio requirements that would otherwise apply to residential development pursuant to ordinances, general plan elements, specific plans, charters, or other local condition, law, policy, resolution, or regulation. (§ 65915(o)(1).) A request for a development standard waiver neither reduces nor increases the number of incentives to which the developer is otherwise entitled. (§ 65915(e)(2).) Furthermore, there is no limit on the number of waivers that may be issued. The proposed Development Standards Waivers for this project are similar to what was approved at the Hotel Sunnyvale site (2012-7460) across the street at the March 19, 2013 City Council meeting. They are as follows:

- 1) The Lot Coverage of the proposed project will be 49% instead of 45% per the standards of Block 23 of the DSP.
- 2) The average Building Height of the proposed project will be 45’. Portions of the building will be 60’ (Similar to the approved project across Evelyn, 2012-7460). Block 23 of the DSP has a Building Height of 50’.

The fourth component of the State Density Bonus Law concerns the project parking ratio. In addition to the incentives allowed under Section 65915(d), an applicant may request that the city not require a vehicular parking ratio for a density bonus project that exceeds the following: 1 onsite space for 0-1 bedroom; 2 onsite spaces for 2-3 bedrooms; and 2.5 onsite spaces for four or more bedrooms. (§ 65915(p)(1).) This project proposes a parking ratio per the guidelines of the State Density Bonus Law mentioned above which is also similar to the recently approved project across the street at 394 East Evelyn Avenue (2012-7460).

As a brief introduction to our firm, Prometheus owns and/or manages over 18,000 apartment homes on the west coast and is the largest private owner of apartments in the Bay Area. We own over 11,000 of these apartments and the vast majority are located in the Silicon Valley. Prometheus Real Estate Group built its first project in Sunnyvale back in 1968, a 216 unit apartment community called Shadowbrook Apartments. Kensington Apartments on Fair Oaks was developed by Prometheus in the 1980’s. Prometheus still owns and manages both of these properties. This is consistent with Prometheus’ philosophy of developing and managing apartment communities over the very long term. Both projects are managed by our award winning management team. Prometheus prizes both properties and their residents and is in the process of spending millions of dollars to again refurbish Shadowbrook for the benefit of its residents and the Sunnyvale community.

We appreciate your consideration of this request. Please contact myself should you have any questions regarding our proposed plans or our firm.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Jon Moss". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Jon Moss
Executive Vice President & Partner
Prometheus Real Estate Group
1900 South Norfolk Street, Ste. 150
San Mateo, CA 94403

CC:

Hanson Hom
Trudi Ryan
Ryan Kuchenig

March 6, 2013

To: Planning Commission Members:

From: Jeanine Stanek, Sunnyvale Resident, Sunnyvale Historical Society
Archivist

Re: 2012-7460 Ryan/Sunnyvale Hotel Project at Evelyn and Bayview

Johathan Stone, Development Manager, Prometheus Real Estate Group, contacted the Sunnyvale Historical Society to provide with historic information about the Sunnyvale/Ryan Hotel to assist in preparation for a commemorative plaque. The Society was delighted to work with Mr. Stone and very pleased that Prometheus is interested in including something of the past in the new development. We have viewed several designs for such a historic plaque and returned our comments to Mr. Stone.

It is our hope that inclusion of a commemorative plaque will be a part of the approved project. While it may be necessary to remove and replace a 100+ year-old building, it is encouraging that the developer values the history of early Sunnyvale and will commemorate that in some way.

We will be glad to continue to work with Prometheus regarding the content of the commemorative plaque.

(I am sending this as a representative of the Sunnyvale Historical Society, not in my role as a member of the Heritage Preservation Commission.)



Santa Clara County Housing Action Coalition

The Santa Clara County Housing Action Coalition is comprised of a broad range of organizations and individuals who have, as a common goal, the vision of affordable, well-constructed and appropriately located housing

February 19, 2013

Sunnyvale Planning Commission
456 W. Olive
Sunnyvale, CA 94086

Dear Members of the Sunnyvale Planning Commission,

On behalf of the Housing Action Coalition, I am writing to express support for two development proposals by Prometheus at the corner of Evelyn and Bayview.

By way of reference, the Housing Action Coalition includes more than 100 organizations and individuals. Its goal is the production of well-built, appropriately-located homes that are affordable to families and workers in Silicon Valley. Organizations participating in the HAC represent business, labor, environmental organizations and many more.

Sunnyvale has done a great job proactively planning for housing in order to meet the community's housing needs. In this case, Prometheus is proposing to redevelop two parcels near Sunnyvale's up and coming downtown. Given the proximity to transit as well as a plethora of retail and services, this is a wonderful location upon which to intensify. Residents of this area will be fortunate to benefit from a blossoming downtown while having access via transit to the jobs along the Peninsula. And, Prometheus has proven itself to be a quality developer and property manager.

The Coalition is also pleased with the affordability component of this proposal. The Palmer decision and the elimination of redevelopment has left many cities without the tools to provide affordable homes. In this case, we support the use of the State Density Bonus law to add affordable homes to the housing stock of Sunnyvale. We commend the City for making this a priority, thinking creatively and ensuring that affordability is achieved in a way that is palatable to the private sector.

We encourage your support of this proposal and thank you for your consideration of our comments.

Sincerely,



Margaret Bard
Housing Action Coalition
Co-Chair

January 8, 2013

422 E Evelyn Avenue, Unit 101
Sunnyvale, CA 94086

To the City of Sunnyvale Planning/Building Department,

On Wednesday Sept 19, 2012 both Jackie Nicoli and I of the Sterling Place Home Owners Association attended the Prometheus Real Estate open house invitation for: "457 and 475 East Evelyn Avenue and 388 East Evelyn Avenue Re-Development Proposal". At the open house, Prometheus Development Manager Jonathan Stone shared preliminary build plans for the planned apartments at the proposed location.

Both Jackie and I were excited to see the initial plans for apartment development, which would be located directly across the street from our place of residence. However during the open house, we shared concerns regarding the placement of the entrance/exit to the underground parking for the 457/475 East Evelyn Avenue apartments. According to the plans, the entrance/exit would be placed directly across 422 E. Evelyn Ave (See Figure 1 on page 2 of this letter). This may impact our residences in two ways:

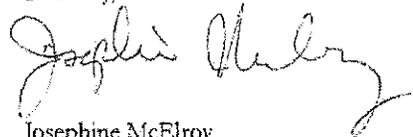
1. Headlights shining on units directly across the street when cars enter/exit (note that this is the only entrance/exit to the underground parking).

2. Overall traffic congestion at that location - The entrance/exit for Sterling Place is also nearby and could create a greater traffic hazard.

According to the plans shared, one possible solution is to place the entrance/exit location at the intersection of Evelyn and S Bayview Avenue, less than a block away. This seems like a more natural place to put an entrance/exit and may help ease the flow of traffic.

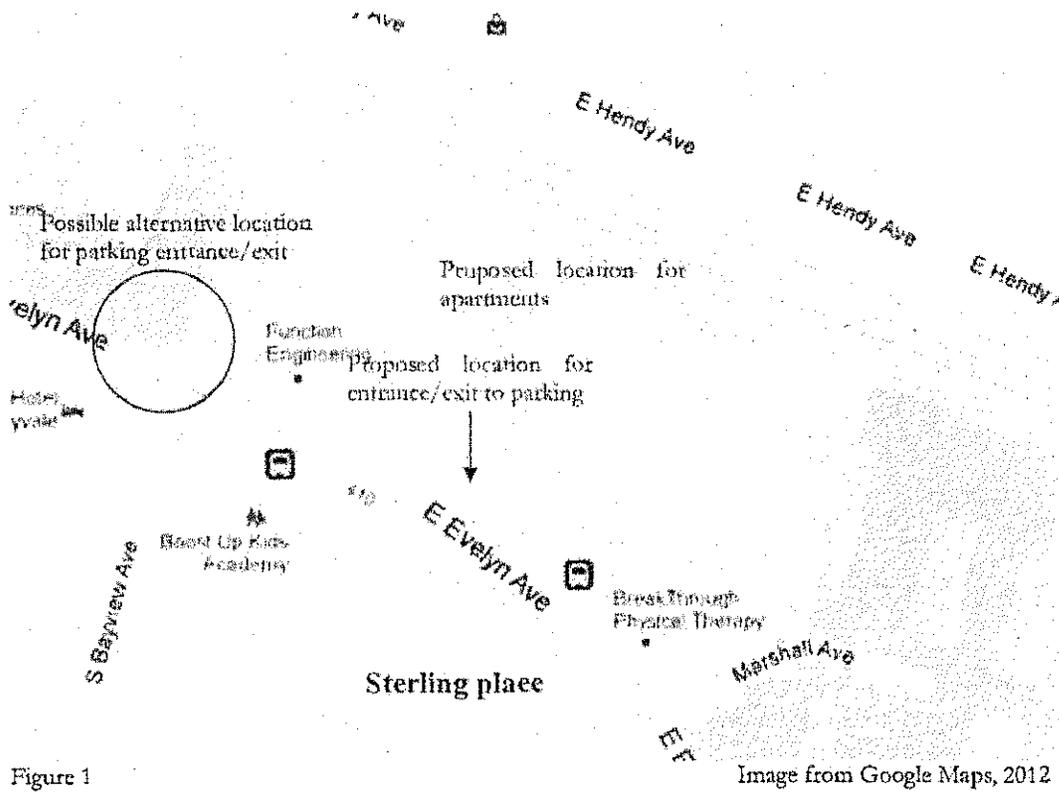
We are excited to see Prometheus further develop the Sunnyvale community. We hope you will consider and address our concerns.

Sincerely,



Josephine McElroy
Sunnyvale residence and
Sterling Place HOA board member

January 8, 2013



On Wed, Feb 13, 2013 at 8:46 AM, Council AnswerPoint <council@sunnyvale.ca.gov> wrote:

----- Forwarded message -----

From: **Thomas J. Carrig** <tcarrig@sunnyvale.ca.us>

Date: Wed, Feb 13, 2013 at 7:37 AM

Subject: Re: [hdnataik] Building E.Evelyn @ S.Bayview

To: enloe@sunnyvale.ca.us

Cc: enloe@sunnyvale.ca.us

, Council City <council@ci.sunnyvale.ca.us>

Hi Enloe,

The plan for the 400 apts. you speak of was a zoning misappropriation.

The zoning for the area was established and then compromised. Planning for the area is zone for one thing and then build the next biggest zoning ordinance. Planning is a stupid name for compromising what was planned.

We started with 38 miles of parking in the Downtown Specific Plan and it just keeps getting more gridlocked.

Have you traveled from Maude to El Camino on Mathilda between 5 - 7 PM ?

Please answer the questions if you can.

What infrastructure are you planning? Stop lights, School, Water, scwage overloads, Environmental impacts, Traffic, etc.

What Municipal codes and zoning codes have you compromised?

The answer to these questions is Smart Growth. The stupid growth is not answering them and making everyone pay for them because they become a problem. Nobody is planning, they are reactionary. There is no vision.

Tommy

This seems like smart growth to me. High rise apartments facing a 4 lane throughway and 2.5 blocks from the train and bus transit center - what could be better?

67 units is not a big deal. We're building over 400 apts right now on Washington by the old post office. If you want a vibrant downtown then people need to live there so they can walk to transit, shopping, and dining.

Enloe

October 15, 2012

City of Sunnyvale
456 West Olive Avenue
Sunnyvale, CA 94088

Dear Mayor Spitaleri and Members of the City Council:

As the owner of Boost Up Kids Academy in Sunnyvale, I support the proposal by Prometheus Real Estate Group to re-develop the Sunnyvale Hotel and the property located across the street at 457 & 475 East Evelyn Avenue to construct 225 new apartment homes. As a business owner in the Sunnyvale Downtown, I encourage this type of re-development as it will provide further support to the businesses of Downtown Sunnyvale and Sunnyvale as a whole.

I understand that this development meets all of the applicable zoning requirements such as density, setbacks and parking. I believe it will also provide more affordable housing opportunities for the employees of many Sunnyvale businesses. It will also provide needed housing for the many technology based jobs that continue to be created in Sunnyvale.

Aside from the obvious economic benefits this development would provide to the city, I believe that creating housing near mass transit and retail is an excellent example of smart transit oriented development.

I encourage the City of Sunnyvale to approve this green, sustainable, pedestrian friendly, transit-oriented development.

Sincerely,



Bhawna Patkar
Boost Up Kids Academy
404 E Evelyn Avenue
Sunnyvale, California 94086

**General Plan Ammendments: Project file 2012-7462, 2012-7400**

RL95060@aol.com

Fri, Mar 8, 2013 at 1:03 PM

To: rkuchenig@sunnyvale.ca.gov

Mr. Kuchenig, Thank you for the opportunity to comment on the Proposed Amendment and projects.

I am an owner of 295-297 Hendy Ave., along with my 101 year-old Aunt Hilda DeMello and my brother, Michael Petite.

I grew up in Sunnyvale, and my family members were Sunnyvale residents as far back as the time when my grandfather worked at Hendy Iron Works, and my great grandmother, grandmother, mother and aunts worked at Libby's fruit cannery. My aunt Hilda and my mother Alice worked at Del Monte "seed house" which has been preserved as a cherished landmark, so my concerns regarding these projects go beyond economic considerations, instead, they go to the desire to maintain the safe, unhurried, small-town atmosphere that has made Sunnyvale such a special place to live and work.

I realize that I can't stop "progress", on the other hand, I am obliged to do my part to influence it for the memory of the people who loved this town and those of us who still call it home.

The proposal to allow 48 dwellings per acre is clearly too dense for Sunnyvale. The effect on downtown and surrounding neighborhoods would negatively alter the very qualities that make Sunnyvale an attractive place to live. This is not downtown San Francisco nor downtown San Jose. Approving the project as proposed would be a huge step in making it so, and that would be a blow to the people of Sunnyvale.

Traffic is a problem. The report on traffic does not adequately consider the impact on travel to and from the central expressway and along Hendy Avenue past 295-297 where members of my family, in their 90's still live.

Streetscape standards along Hendy, opposite the Caltrain Station should be included to mitigate the increased activity posed by the project.

The density should be reduced substantially, by 50%.

Most importantly, the size and quality of the units should be such that they foster a stable, high-quality "home" atmosphere, not big-city short-term rentals.

Sincerely, Ronald F Lang



Re: [hdnata] Re: Prometheus projects

Chuck Nolan
To: planning@ci.sunnyvale.ca.us,

Fri, Mar 8, 2013 at 11:31 AM

G'Day All,

While riding bicycles may be both good for your health, if you don't get run down, and good for the environment, if you ignore the pollution caused by the traffic backups, these bicycle lanes are a significant contributor to traffic congestion on Evelyn and the resulting pollution from waiting vehicles. The signal timing is tragic as well.

While emotional issues may support further deterioration of our transit system in a coercive attempt to force people from their personal cars, as with most attempts to force change the results are tragic. Leadership is sadly lacking, because a well thought out system including complete bicycle transit routes has never been well thought out. Bicycle lanes disrupt traffic and create congestion, but do not provide complete safe paths from residential areas to places of employment. While some may also consider bicycles for shopping, most find that they are not able to safely move the volume and weight of purchased items from the shopping areas to the residential areas.

For a city that was designed around individual personal vehicles, it is not possible to add the isolated bicycle paths that would be required to make this kind of transit safe for the majority.

I do concur with some of the concerns that volume is underestimated, as several major companies have cut back on their work from home policies, forcing more employees to drive to work during peak traffic times, rather than being able to start from home and then hit the road after a delay of several hours.

While Evelyn is already a tragic example of poor and emotional planning, Mathilda seems to be next in line for additional capacity deterioration, resulting in more stalled vehicles adding to both airborne and thermal pollution.

Regretfully,
Chuck

From: Thomas J. Carri
To: SoBernardo@aol.com
Cc: planning@ci.sunnyvale.ca.us;
Sent: Fri, March 8, 2013 8:17:37 AM
Subject: [hdnata] Re: Prometheus projects

ATTACHMENT H
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Hi Eleanor,

I wasn't planning on going to the meeting.

You might want to ask if they are planning on putting a traffic light there and who will be paying for it and how much it will cost.

If they are not planning for a traffic light should they be referred to as the non-planners?

Tommy

On Mar 7, 2013, at 9:00 PM,

Dear Planning Commission Members:

Over the weekend, I will be working on an organized comment on the traffic impact analysis for these projects, but you may not have time to review what I have prepared if I submit this on Monday.

1. I was saying just this morning (REALLY-- in front of a witness) that I believe in the work of traffic engineers. But the numbers for the people coming in these buildings and going out during peak hours is unbelievably low. I lived with my then boyfriend, Chuck Hansen, at the California Apartments near Showers in Mountain View for several years, so I think I have experience in this kind of place. We are to accept that with 158 apartments, the total number of people going into the building per peak hour is 41 in and 29 out. If you accept this, let me know what you are smoking, I want to get some of it too. For recreational use. The number of people per apartment is probably an average of 1.7 (we were 2.0)(and we all know of stories with a greater number than that). So I ask you, with a population of 158 times 1.7 or roughly 270, how many people are coming in and going out again per peak evening hour. I do not know if these numbers are just too old, or not applicable to this size project or what, but they are totally implausible.

2. It appears that the traffic going west is thought of as salmon going into the Pacific Ocean to disappear until they are seen again. We need to have as clear or clearer analysis of the traffic going west of Bayview as going anywhere else. The current traffic in the vicinity of Evelyn and Francis at peak hours is horrendous. The traffic on Evelyn backs up to Hollenbeck.

How much of the traffic goes on to Mathilda? Although Mathilda tends to be crowded at evening peak hour (I know -- I used it this evening to get to Trader Joe's from the CalTrain Station), it is a preferred option considering the other alternatives (1) Hollenbeck -- a narrow street between Evelyn and Olive. (2) Mary (right or left) Left not bad -- very wide. Right -- well now, how will that affect the proposed traffic calming and bike lanes, and (3) Bernardo. In many ways the narrowest street of all. I have been taking Bernardo to get to Jazzercise and before recently, the Caltrain station. This is the one street that I do try to stay at the speed limit and be careful. I am scared driving Bernardo between Olive and Evelyn --

just one person stepping out between two parked cars -- seriously hurt someone.

ATTACHMENT H
Page 10 of 10

I need to know how this traffic will impact me in the Caltra other areas west of that.

There are other problems as well. We need to have the increase in traffic volumes clearly shown. Level of service is not sensitive enough as a measure.

Eleanor Hansen

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apartments only. Mr. Kuchenig said that staff cannot offer expedited permit review as the applicant requested in the letter on the dais.

Mr. Kuchenig presented the staff report for 2012-7462. He said staff is recommending modifying condition BP-23.b that a minimum of 28 spaces to a maximum of 84 spaces be required for guest parking.

Chair Larsson asked about the California Density Bonus Law. **Kathryn Berry**, Senior Assistant City Attorney, provided a summary of the California Density Bonus Law.

Vice Chair Dohadwala referred to the Mitigated Negative Declaration (MND) for all three reports and discussed with staff the project descriptions.

Comm. Olevson discussed with staff the proposed changes to the zoning commenting that he approaches zoning changes with great caution. He discussed with staff the amending of the downtown boundaries, streetscape requirements, the current process for changing zoning, and what standards the proposed sites would be subject to. Comm. Olevson referred to page 7 of the report for project 2012-7990 and discussed different sites listed and conformance or compatibility with the zoning. Comm. Olevson commented that in this case the request is to change the zoning for a prospective project, with staff saying it was a directive from Council.

Comm. Melton said that the MND applies to all three projects this evening commenting that depending on which project, that he read the MND from a different view point. He discussed the MND with staff with Ms. Berry saying that the MND could be adopted by City Council, yet Council might not approve a related project. Staff confirmed that if Council does not adopt the MND that Council would not be able to take action on anything related that follows. Comm. Melton asked about the noise component of the MND. Comm. Melton asked about the Balanced Growth Profile in Attachment I of project 2012-7990. **Hanson Hom**, Director of Community Development, provided a summary of the Balanced Growth Profile confirming that it is a long term balancing tool for the City.

Comm. Hendricks outlined the policy piece of the projects with staff confirming that he provided a good summary of the policy specific proposals. Comm. Hendricks discussed the mixed use component with staff and added that the area should be both an on-boarding area for Caltrain and a destination location. He discussed with staff whether the proposed policy changes are where we want to be down the road or do we want to preserve some of the zoning, possibly the office zoning. Mr. Hom commented that staff recommends the flexibility of mixed use zoning, however the Commission could recommend to keep the area zoned for office. Comm. Hendricks asked why the City is not looking at the north side of the tracks also. Mr. Hom said that the areas included in tonight's projects make a logical boundary for the Downtown Specific Plan (DSP).

Comm. Olevson referred to page 15 of report 2012-7990 and asked staff if the increased taxes would support the needs for services that new residential would require. Mr. Kuchenig said no comprehensive analysis has been completed. Comm. Olevson asked about the CEQA (California Environmental Quality Act) analysis. Staff discussed the CEQA analysis and also the density bonuses and how they were calculated. Comm. Olevson asked about park service for the new residents. Mr. Hom discussed the park fees and that City Council would soon be discussing the prioritization of the use of park fees. Mr. Hom discussed some of the potential park upgrades planned for the City.

Comm. Melton asked staff about the noise requirements in the MND and the concern about an alternate methodology being suggested by a consultant as the consultant indicated the noise standards were very stringent. Staff discussed the City noise requirements adding that there are

even stricter standards required by the State in Title 24. Comm. Melton expressed concern about residents not being able to open their windows due to noise.

Comm. Hendricks referred to the MND, page 16 regarding the deficiency in parking standards and the State Density Bonus Law and discussed the parking with staff. Staff said that the applicant does not need to provide stackers. Ms. Berry discussed parking incentives, concessions, State law requirements of developers, and parking calculations.

Vice Chair Dohadwala discussed with staff the definitions of high density, and previous development projects as examples of high density and whether State Density Bonuses were used.

Chair Larsson discussed with staff the project data tables for projects 2012-7460 and 2012-7462 commenting that "stars" are used to indicate deviations from municipal code requirements. Chair Larsson suggested that it would be helpful to use different symbols on the data tables for different deviations such as concessions or waivers. Chair Larsson discussed with staff concerns expressed by neighbors about cut through traffic to the proposed sites. Chair Larsson discussed crosswalks with staff saying there are no crosswalks across Evelyn Ave. and said crosswalks would help create a more pedestrian friendly environment. Staff confirmed that there are no crosswalks currently required in the proposals.

Chair Larsson opened the public hearing.

Jon Moss, with Prometheus Real Estate Group, said he agrees with the staff report and the conclusion. Mr. Moss provided a background of Prometheus Real Estate Group and said their long term strategy for projects and management. Mr. Moss discussed the reasoning for selecting this location, and the value of higher density housing close to transportation corridors. He discussed the green building aspect of the project and that the proposed projects are consistent with other sites in the area. He commented that the success that downtown retail environment only improves with residential and would improve the downtown area. Mr. Moss discussed that the City would be receiving a significant increase in park fees for these projects versus what was required of nearby properties due to changes in park fee calculations. Mr. Moss discussed specific aspects and features of the projects. Mr. Moss discussed design changes that have been made since the August 2012 study session and other changes made to the proposal based on neighborhood and outreach meetings. Mr. Moss discussed the affordable housing units and that they would be built within the new projects. He discussed the outreach they have had and mentioned various groups that are in support of the projects. He mentioned that several of the residents in the Sterling Place development across the street are concerned about headlights shining on their homes as cars come out of garage saying that they are willing to do what needs to be done to mitigate this concern. Mr. Moss discussed traffic and that there are no significant adverse impacts as a result of the projects. Mr. Moss discussed a Historical Plaque to be included on the side of the hotel building that they are volunteering to provide and that they would provide three options for staff and Council's feedback. Mr. Moss discussed parking stackers. **Chek Tang**, architect with Studio T-SQ., Inc. discussed substantial changes made to the plans since the study session. He said that this is a unique opportunity to provide a gateway into the downtown area. He discussed the architecture and said that a goal was to create a pedestrian walkable area with a variety in the massing. He said they tried to be sensitive to the adjacent property.

Comm. Hendricks discussed with Mr. Moss the request to expedite permit review. Comm. Hendricks asked about the recreation facilities in the vicinity across Evelyn Ave. and whether they would be open to including a crosswalk with lights. Comm. Hendricks confirmed with the applicant and staff that both agree on the calculations for the number of units. Comm. Hendricks discussed with the applicant the height of both projects and that they are asking for deviations

on height. Comm. Hendricks discussed the request from the applicant to decrease the size of the storage units. Comm. Hendricks discussed noise mitigation related to building design and materials; that interior noise levels would be measured with the windows closed; and that the developer would provide proper ventilation for closed windows. Comm. Hendricks discussed the setbacks with Mr. Tang.

Comm. Kolchak asked staff about a corner vision triangle deviation.

Comm. Melton asked about the relocation program table in Attachment I of project 2012-7460, expressing concern that it was approved in 2007 and does not seem to be adjusted for inflation. Mr. Hom confirmed that the table in Attachment I is still current and that residents from about six units would be affected by the project.

Comm. Hendricks discussed with staff the vision triangle and that the DSP allows more flexibility.

Chair Larsson discussed with Mr. Moss that the affordable housing units would be located on the proposed project sites.

Josie MacElroy, a neighbor residing in Sterling Place which is across the street from the proposed sites, said the applicant has been good to communicate with her. She said she is concerned about the driveway location across the street from her home, the effect on traffic and the headlights of vehicles coming out of the driveway shining on her home and several other units. She said she would like the driveways to be located elsewhere. She said in general she is excited to see the additional units. She said mitigation for headlights has been discussed however it will not eliminate the problem and she is concerned it will impact the value of their homes.

Madhavi Dalmia, a neighbor residing in Sterling Place, said she thinks this is a good project, however she has concerns. She asked what benefit will this development be to the current residents of Sunnyvale? She said she is concerned about an increase in traffic congestion with these developments combined with other nearby approved complexes that will eventually be occupied. She said she is also concerned about street parking and extra strain on infrastructure and urged the Commission to not recommend approval at this time until impacts can be further studied.

Mark Sabin, a Sunnyvale resident, commented about jobs, the average salaries of jobs in this area, and the housing costs in Sunnyvale. He said a person with a job in the average salary range cannot afford the average price of a home in Sunnyvale which puts more pressure on the rental units. He spoke in favor of these projects and said they would help meet a critical need by increasing rental housing stock for this community. He said it is also good that these projects are close to public transit.

Jackie Nicoli, a neighbor residing at Sterling Place said her biggest concern is the ingress and egress of the driveway for the project across the street and that she would like to see the driveway at the ends of the project rather than in the middle. She said she agrees with Ms. MacElroy that this project will impact their homes.

Bcna Chang with the Silicon Valley Leadership Group, spoke in support of the project saying there is a need for housing in the area. She said she is supportive of the developer using the State Density Bonus and said it is a great way of ensuring affordable housing.

Suchit Jhunjunwala, a Sunnyvale resident, expressed his concern of the effect of the projects on the Caltrain commute. He said he rides Caltrain every day and usually stands on the train.

He said there are other apartments in the area that are still under construction that will also probably increase ridership. He said he would like to see more train cars added. Comm. Melton discussed with Mr. Jhunjhunwala that maybe the City needs to reach out to Caltrain and see if more trains cars could be added. Chair Larsson asked staff if the City is engaged with Caltrain and could ask about increasing capacity. Mr. Hom discussed the City's communication to Caltrain which includes information about development and said that hopefully with electrification the distance between trains can be reduced.

Edward Jones, a Sunnyvale resident, said he noticed that the City has approved a lot of permits to build condominiums and apartments, commenting that nothing has been built for entertainment for kids. He said he would like to see movie theaters again and a focus on entertainment for kids. He also commented that no one is talking to anyone about development on the other side of the train tracks to see what we think and that area is just as close to the transit. Chair Larsson confirmed with Mr. Jones that when he says "kids" he is talking about teenagers.

Chair Larsson asked staff about movie theatres. Mr. Hom said that a multi-screen theater and other entertainment has been approved for the downtown area however with the Towncenter project stalled in legal issues no building has occurred yet.

Kristin Munday, a property owner west of the hotel site, asked about information on prioritizing park fees. She said that she has been in touch with the applicant with questions about the project and that they have been very accommodating.

Mr. Moss responded to some of the comments from members of the public discussing the driveway location, vehicle headlight mitigation measures, Caltrain ridership increase capacity issues, and infrastructures in place for the project.

Comm. Melton asked the applicant further about the details regarding vehicle headlights on the Sterling Place residences. **Jonathan Stone**, with Prometheus, commented that part of the concern is the varying angles of the light as vehicles come up out of the parking area further discussing mitigation options. Comm. Melton asked the applicant, hypothetically, about doubling the relocation plan numbers. Mr. Moss said they had not thought about that. Comm. Melton discussed the height of the projects with the applicant. Comm. Melton asked about noise and the MND expressing his concerns about the noise for these projects with the applicant saying that they are required to conform to the City's acoustical requirements. Mr. Hom clarified that the Housing Element was adopted as part of the consolidation of the General Plan, and that the noise and air quality requirements in the Housing Element could possibly be from 20 years ago.

Comm. Olevson asked about the spacing of the trees on the project with the landscape architect, **Zach Tanner**, saying that trees should be, on the average, 30 feet apart. Comm. Olevson asked the applicant who pays to keep the apartment's ventilation running all the time if the residents are to keep the windows closed. Mr. Moss said the tenant would pay for this, which would be disclosed at the time of the lease.

Comm. Hendricks asked about possibly removing three paragraphs from the MND regarding noise. Ms. Berry said that the MND is a disclosure document, and removing paragraphs would be not be disclosing so staff would have concern about any removal. Staff said, bottom line, the must meet the restrictions on noise. Ms. Berry commented that noise contours for City are higher around the train station, as it is difficult to mitigate piercing noise.

Comm. Melton commented about rewriting the noise page and that it will need to be clear to potential residents that windows will need to be closed at all times.

Vice Chair Dohadwala asked further about noise. She commented anyone renting near a train station should expect higher exterior and interior noise and may not want to rent there if the noise is a concern for them. Mr. Moss added that newer construction materials can help reduce noise levels.

Comm. Hendricks confirmed with the applicant and staff the unit counts. Staff said that condition GC-9 for project 2012-7460 should be modified to be 67 units. Comm. Hendricks confirmed with staff the numbers for guest parking with staff saying that condition BP-23.b on 2012-7460 should be modified to be a minimum of 12 spaces to a maximum of 35 spaces; and on project 2012-7462 the numbers should be a minimum of 28 spaces to a maximum of 84 spaces. Comm. Hendricks asked whether a condition could be added requiring a crosswalk with flashing lights on Evelyn Ave. assuming the Traffic staff approves. Mr. Hom said Planning staff would need to confer with traffic staff. Mr. Moss said he would like to know the cost of the crosswalks; however, they are willing to study it.

Vice Chair Dohadwala addressed some of concerns from the members of the public including traffic congestion in the downtown, and increased ridership on Caltrain. Vice Chair Dohadwala commented that the goal of much of the policy for the downtown area is to develop higher density housing and office space. Mr. Hom commented that the way this development benefits the City, is that state requires communities to plan for a certain number of housing units in their Housing element and tonight's projects work towards that housing effort. Staff said for more information regarding the downtown efforts; please see the dedicated webpage on the City website at Downtown.InSunnyvale.com

Comm. Olevson commented about the parking requirements confirming with staff that State law trumps our City parking requirements.

Chair Larsson asked about the driveway issue with Mr. Stone commenting that Public Works staff determined that have the driveway in the center would be best. Chair Larsson discussed the use of parking stackers with Mr. Moss.

Comm. Hendricks asked further about adding a condition to reconsider the location of the driveway with Mr. Moss saying he would prefer to implement mitigation measure for the headlight concerns as this issue has been reviewed extensively with staff. Staff said they are fairly confident that the Traffic Division would say to leave the location of the driveway as proposed.

Chair Larsson closed the public hearing.

Comm. Melton asked staff about providing a condition regarding headlight mitigation with staff suggesting options and saying the condition could be worded to include that the applicant be required to work with City staff and the neighbors on a mitigation measure.

Chair Larsson commented that tonight's motions would be provided to Council as a recommendation next week. Chair Larsson discussed with staff the affordable housing units.

Comm. Hendricks moved on Project 2012-7990 for Alternative 1:

1. **Adopt the Mitigated Negative Declaration (Attachment J) 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 (Attachment K).
- B) Adopt a Resolution to amend the General Plan and Downtown Specific Plan (Attachment L) 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;
 - b. Change the General Plan land use designation of 470 Marshall from Commercial General Business to Medium Density Residential;
 - c. Establish new DSP Blocks 21, 22 and 23 with requirements specifying land use, density and development standards; and,
 - d. Establish streetscape standards for Evelyn Avenue between Sunnyvale Avenue and Marshall Avenue.
- C) Adopt a Resolution to amend the General Plan for 470 Marshall Avenue from Commercial General Business to Residential Medium Density (Attachment M).
- 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 (Attachment N).
- E) Introduce an ordinance to rezone eight properties on the north side of Evelyn in accordance with Downtown Specific Plan designations (Attachment O).
- F) Introduce an ordinance to rezone 470 Marshall from Commercial Service (C-4) to Medium Density Residential/Planning Development (R-3/PD) (Attachment P).
- G) Authorize staff to revise the DSP document maps and text administratively to reflect the amendments.

Comm. Olevson seconded the motion.

Comm. Hendricks said being able to try and have additional density near the downtown and the railroad is a good direction to go. He said unfortunately the original proposal with the higher density darkened the project and the density levels had to become more consistent with the area. He said he thinks this proposal is a good direction, and though he would like to preserve some of the office space that he would defer to wisdom and go with the mixed use. He commented that he would have liked to have seen the properties to the north of the train use space in context with public transit.

Comm. Olevson said he would be supporting the motion. He said he approaches changing zoning with great trepidation, however it makes sense to include these sites in the DSP. He said he thinks the proposals make good sense for Sunnyvale.

Comm. Melton said he would be supporting the motion and he thinks logical arguments have been provided. He said he echoes Comm. Olevson's concerns about rezoning. He thanked the members of the public who came to speak. He said he still has concerns about the noise portion of the MND and said that he advised that it be looked at. He said he agrees with Vice Chair Dohadwala that residents choosing to live by a train station can expect noise.

Vice Chair Dohadwala said she would be supporting the motion and confers with staff's findings. She said she wanted to better understand densities on the parcels. She said she agrees with Comm. Olevson's statement that the parcels being added look like they belong in the DSP.

Comm. Kolchak said he would be supporting the motion and echoes some of Comm. Hendricks' comments.

Chair Larsson said he would be supporting the motion and that this development would help make this Caltrain station more of a destination station, especially when more entertainment finally happens in the Downtown. He said this is a good location for more housing and making this development more residential helps protect the existing neighborhood (single family residential).

ACTION: Comm. Hendricks made a motion on 2012-7990 for Alternative 1 to recommend to City Council to adopt the Mitigated Negative Declaration (Attachment J) 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 (Attachment K).
- B) Adopt a Resolution to amend the General Plan and Downtown Specific Plan (Attachment L) 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;
 - b. Change the General Plan land use designation of 470 Marshall from Commercial General Business to Medium Density Residential;
 - c. Establish new DSP Blocks 21, 22 and 23 with requirements specifying land use, density and development standards; and,
 - d. Establish streetscape standards for Evelyn Avenue between Sunnyvale Avenue and Marshall Avenue.
- C) Adopt a Resolution to amend the General Plan for 470 Marshall Avenue from Commercial General Business to Residential Medium Density (Attachment M).
- 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 (Attachment N).
- E) Introduce an ordinance to rezone eight properties on the north side of Evelyn in accordance with Downtown Specific Plan designations (Attachment G).
- F) Introduce an ordinance to rezone 470 Marshall from Commercial Service (C-4) to Medium Density Residential/Planning Development (R-3/PD) (Attachment P).
- G) Authorize staff to revise the DSP document maps and text administratively to reflect the amendments.

Comm. Olevson seconded. Motion carried 7-0.

APPEAL OPTIONS: This recommendation will be forwarded to City Council for consideration at the March 19, 2013 City Council meeting.

4. **File #:** 2012-7480
Location: 388 – 394 E. Evelyn Avenue & 151-153 S. Bayview Avenue (APNs: 209-05-019, 020, 021, & 022):
Proposed Project: Special Development Permit to allow a 67-unit apartment building.
 Vesting Tentative Map to merge four lots into one lot.
Applicant/Owner: Prometheus Real Estate Group / Des Nolan
Environmental Review: Mitigated Negative Declarations
Staff Contact: Ryan Kuchenig, (408) 730-7431, rkuchenig@sunnyvale.ca.gov
Notes: *Continued from February 25, 2013. Scheduled to be considered by City Council on March 19, 2013.*

Comm. Melton moved for Alternative 2 on project 2012-7460 to adopt the Mitigated Negative Declaration and approve the Special Development Permit, and Vesting Tentative Map with modified conditions: to modify the relocation bonus in Attachment I doubling the numbers across the board. The motion died for lack of a second.

Comm. Hendricks moved for Alternative 2 on project 2012-7460 to adopt the Mitigated Negative Declaration and approve the Special Development Permit, and Vesting Tentative Map with modified conditions: to modify condition BP-23.b that “a minimum of 12 spaces to a maximum of 35 spaces be required for guest parking”; to modify condition GC-9 that the Total Unit Count be 67 units. **Comm. Chang** seconded the motion and offered a Friendly Amendment that the motion include that the applicant provide to City Council for consideration which of the three designs of the proposed historical plaque be included on the hotel. The Friendly Amendment was acceptable to the maker of the motion. **Comm. Kolchak** offered a Friendly Amendment regarding the possibility of adding a crosswalk as discussed, with staff offering the following wording: That a condition be added that, “The applicant is required to work with staff to evaluate a pedestrian crossing on Evelyn Ave. between Sunnyvale Ave. and Fair Oaks Ave. and that the applicant be required to contribute a fair share of a crosswalk improvement that has been identified by staff to be effective.” The Friendly Amendment was acceptable to the maker and the seconder.

Comm. Hendricks said overall, this is a good project and a nice entryway for the downtown on Evelyn. He said the architecture was covered at length in the previous study session. He said these will be quality units and integrate well with the concept of the downtown, and the train station.

Comm. Chang said he could make the findings. He said this will be a nice gateway to downtown, and thanked the applicant for including the historical plaque on the hotel.

Chair Larsson confirmed with staff the four modifications in the motion and asked if there was anything missed from the discussion. Mr. Kuchenig said staff had suggested a modification to the conditions regarding the lockable storage units.

Comm. Melton said he would support the motion. He said this is a good quality project and that he could make the findings for the Special Development Permit and cannot make the findings for the Tentative Map which is what is desired. He said it would be interesting to see the parking stackers as a possible way how to handle parking in the future.

Comm. Olevson said he thinks this is going to be a great project. He said it makes a nice transition from the downtown to the area with lesser density homes.

Comm. Kolchak said he would be supporting the motion. He said this is a quality project with nice architecture. He said he highly recommends the applicant work with staff to include the crosswalk as a safety measure for the public.

Comm. Hendricks said he could make the findings for the Special Development Permit, and cannot make the findings for the Tentative Map piece (which is what is desired). He requested that the applicant make sure the lettering on the historical plaque is easy to read. He confirmed with staff that the applicant is not required to provide the parking stackers.

Vice Chair Dohadwala said she would be supporting the motion. She said she can make findings, that this is a good project, and a good addition and entryway to the downtown.

Chair Larsson said he would be supporting the motion. He said this is a great project with quality architecture and that this was a complex project. Chair Larsson commended those involved, thanked the applicant for their outreach to the public, and thanked the members of the public for their input and for staying for the long meeting.

ACTION: Comm. Hendricks made a motion on 2012-7460 for Alternative 2 to recommend to City Council: to modify condition BP-23.b that "a minimum of 12 spaces to a maximum of 35 spaces be required for guest parking"; to modify condition GC-9 that the Total Unit Count be 67 units; that the motion include that the applicant provide to City Council for consideration which of the three designs of the proposed historical plaque be included on the hotel; and that a condition be added that, "The applicant is required to work with staff to evaluate a pedestrian crossing on Evelyn Ave. between Sunnyvale Ave. and Fair Oaks Ave. and that the applicant be required to contribute a fair share of a crosswalk improvement that has been identified by staff to be effective." Comm. Chang seconded. Motion carried 7-0.

APPEAL OPTIONS: This recommendation will be forwarded to City Council for consideration at the March 19, 2013 City Council meeting.

5. **File #:** 2012-7462
Location: 457 - 475 E. Evelyn Avenue (APNs: 209-04-053 & 054):
Proposed Project: Special Development Permit to allow a 158-unit apartment building.
Vesting Tentative Map to merge two lots into one lot.
Applicant/Owner: Prometheus Real Estate Group / Evelyn Ave. Associates
Environmental Review: Mitigated Negative Declarations
Staff Contact: Ryan Kuchenig, (408) 730-7431,
rkuchenig@sunnyvale.ca.gov
Notes: *Continued from February 25, 2013. Scheduled to be considered by City Council on March 19, 2013.*

Comm. Melton moved for Alternative 2 to adopt the Mitigated Negative Declaration and approve the Special Development Permit, and Vesting Tentative Maps proposed with modified conditions: to modify the conditions to include measures that mitigate impacts of headlights from the center driveway to the adjacent property (Sterling Place). Hanson Hom, Director of Community Development, suggested that whatever measures are agreed upon that the language should include that the measures be installed prior to approval of occupancy. Comm. Hendricks seconded the motion and offered two Friendly Amendments: to modify condition BP-23.b that "a minimum of 28 spaces to a maximum of 64 spaces be required for guest parking"; and that a condition with the same language regarding a crosswalk from project 2012-7460 be added that, "The applicant is required to work with staff to evaluate a pedestrian crossing on Evelyn Ave. between Sunnyvale Ave. and Fair Oaks Ave. and that the applicant be required to contribute a fair share of a crosswalk improvement that has been identified by staff to be effective." The Friendly Amendments were acceptable to the maker of the motion. Comm. Chang offered a Friendly Amendment that a condition be added that a 200 cubic foot lockable storage unit be required for each one bedroom unit (rather than the 300 required). The Friendly Amendment was acceptable to the maker and the seconder of the motion.

Comm. Melton said that this is a high quality project and thanked the efforts of all involved including the members of the public in attendance. He said he could make the findings for the Special Development Permit and not make the findings for the Tentative Map which is the desired outcome.

Comm. Hendricks said he would be supporting the motion. He said overall this is a good project. He said he thinks this project started with a bad cloud over it due to the super high density efforts; however this is better with the affordable housing units on the site. He said he hopes the concerns with the headlights are eliminated rather than just mitigated.

Comm. Olevson said he would be supporting the motion. He said he especially likes that the project adds another gateway in the City. He said initially he was against the height and density being proposed, however after the discussion, he said he can support the project.

Comm. Kolchak said he would be supporting the motion. He said he appreciates tonight's discussion, that he hopes the neighbor's concerns about the headlights are well-mitigated, and that he thinks this is a nice gateway project.

Chair Larsson said he echoes the comments of Comm. Hendricks about the affordable housing units and said that he is glad this in a transit oriented area.

ACTION: Comm. Melton made a motion on 2012-7462 for Alternative 2 to recommend to City Council to adopt the Mitigated Negative Declaration and approve the Special Development Permit, and Vesting Tentative Maps proposed with modified conditions: to modify the conditions to include measures that mitigate impacts of headlights from the center driveway to the neighboring property (Sterling Place) and that the measures be installed prior to approval of occupancy; to modify condition BP-23.b that "a minimum of 28 spaces to a maximum of 84 spaces be required for guest parking"; that a condition (with the same language regarding a crosswalk from project 2012-7460) be added that, "The applicant is required to work with staff to evaluate a pedestrian crossing on Evolyn Ave. between Sunnyvale Ave. and Fair Oaks Ave. and that the applicant be required to contribute a fair share of a crosswalk improvement that has been identified by staff to be effective"; and that a condition be added that a 200 cubic foot lockable storage unit be required for each one bedroom unit. Comm. Hendricks seconded. Motion carried 7-0.

APPEAL OPTIONS: This recommendation will be forwarded to City Council for consideration at the March 19, 2013 City Council meeting.

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 Horn 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

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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 CO₂ 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.

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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

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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.

CITY COUNCIL
MARCH 19, 2013

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.

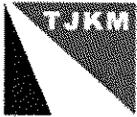
Applicant Jon Moss responded to questions and comments.

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.



Transportation
Consultants

Vision That Moves Your Community

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.

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916.449.9095

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TJKM
 Transportation
 Consultants

Mr. Jack Withous
 May 17, 2013
 Page 2

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,

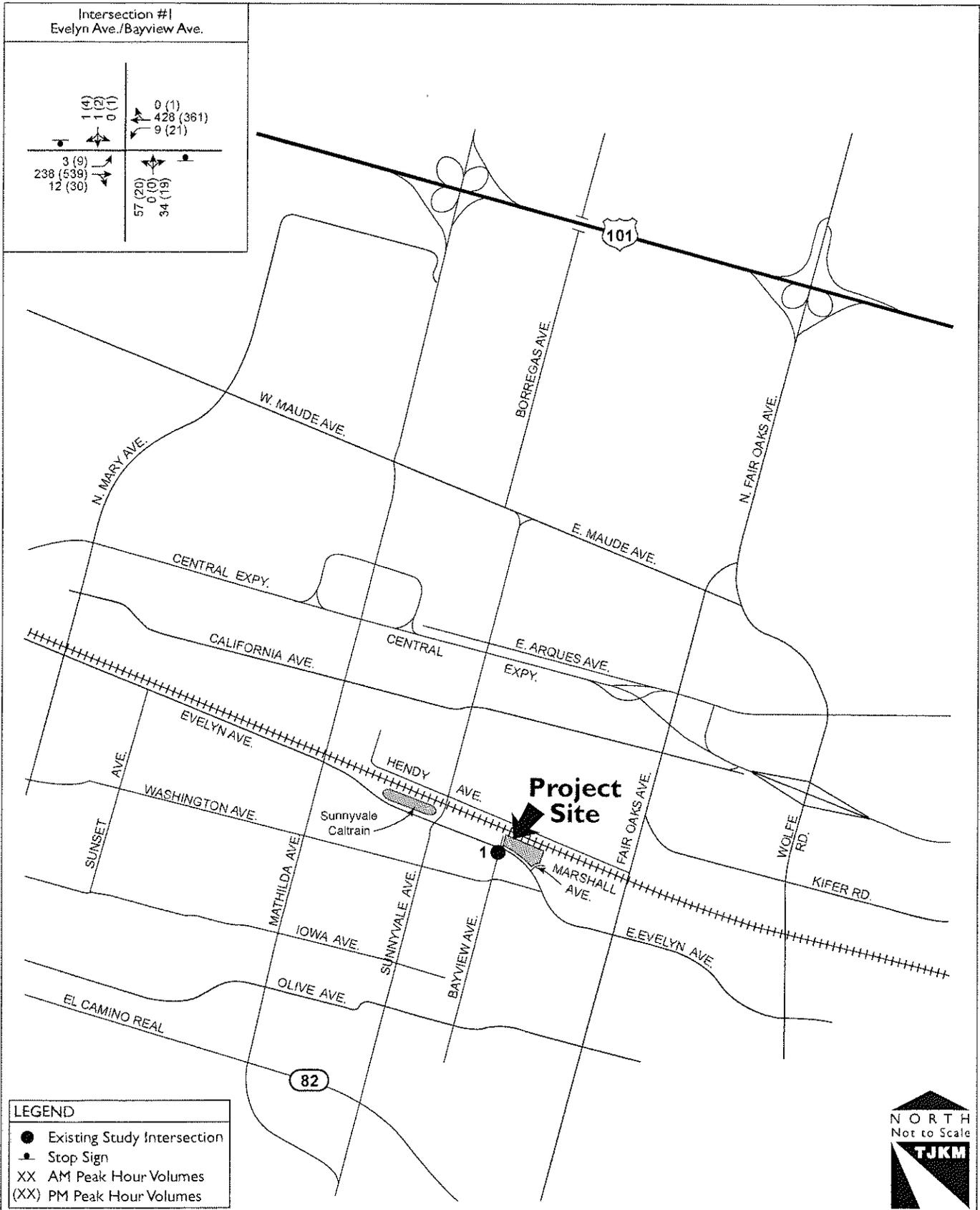


Andrew R. Kluter, P.E.
Project Manager

ARK/TC

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

Figure
 1

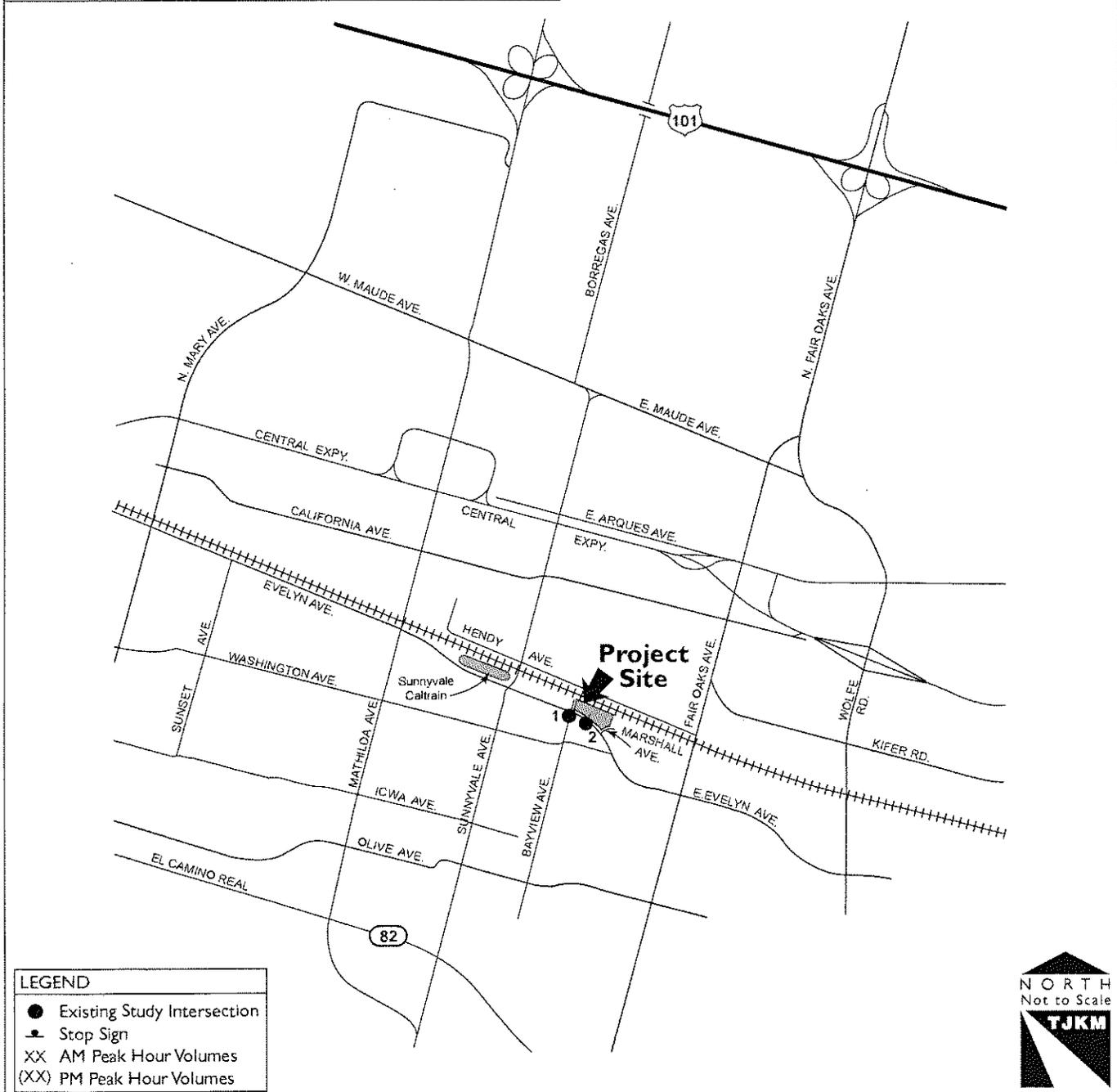


City of Sunnyvale - Prometheus Queuing Study

Existing plus Project Conditions Volumes, Lane Geometry, and Traffic Controls

Figure 2

Intersection #1 Evelyn Ave./Bayview Ave.	Intersection #2 Evelyn Ave./Project Driveway



LEGEND	
●	Existing Study Intersection
⬇	Stop Sign
XX	AM Peak Hour Volumes
(XX)	PM Peak Hour Volumes



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Mr. Jack Withaus
May 17, 2013
Page 6

ATTACHMENT K
Page 6 of 12

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

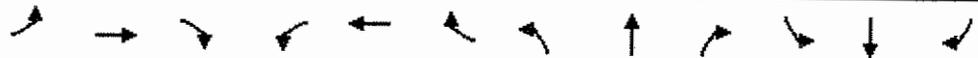
HCM Unsignalized Intersection Capacity Analysis
1: Evelyn Avenue & Driveway

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	02	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
 1: Evelyn Avenue & Driveway Existing PM Peak
 5/13/2013



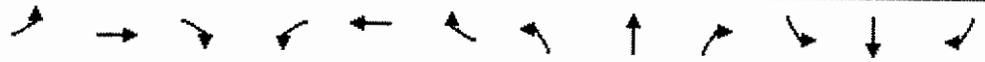
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↖		↙	↖			↕			↕	
Volume (veh/h)	9	539	30	21	361	1	20	0	19	1	2	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (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	3	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



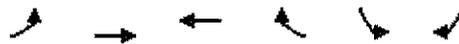
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑		↙	↑			↕			↕	
Volume (veh/h)	3	223	12	12	463	0	57	0	32	0	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (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	735	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 Tctal	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



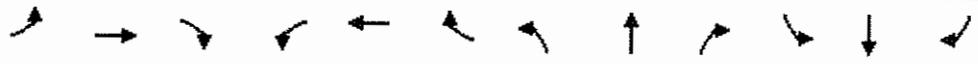
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↘	↙
Volume (veh/h)	0	272	437	0	14	26
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	296	475	0	15	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
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
 1: Evelyn Avenue & Bayview Avenue

Proposed PM Peak
 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 vcl	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
 2: Evelyn Avenue & Project Driveway

Proposed PM Peak
 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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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.

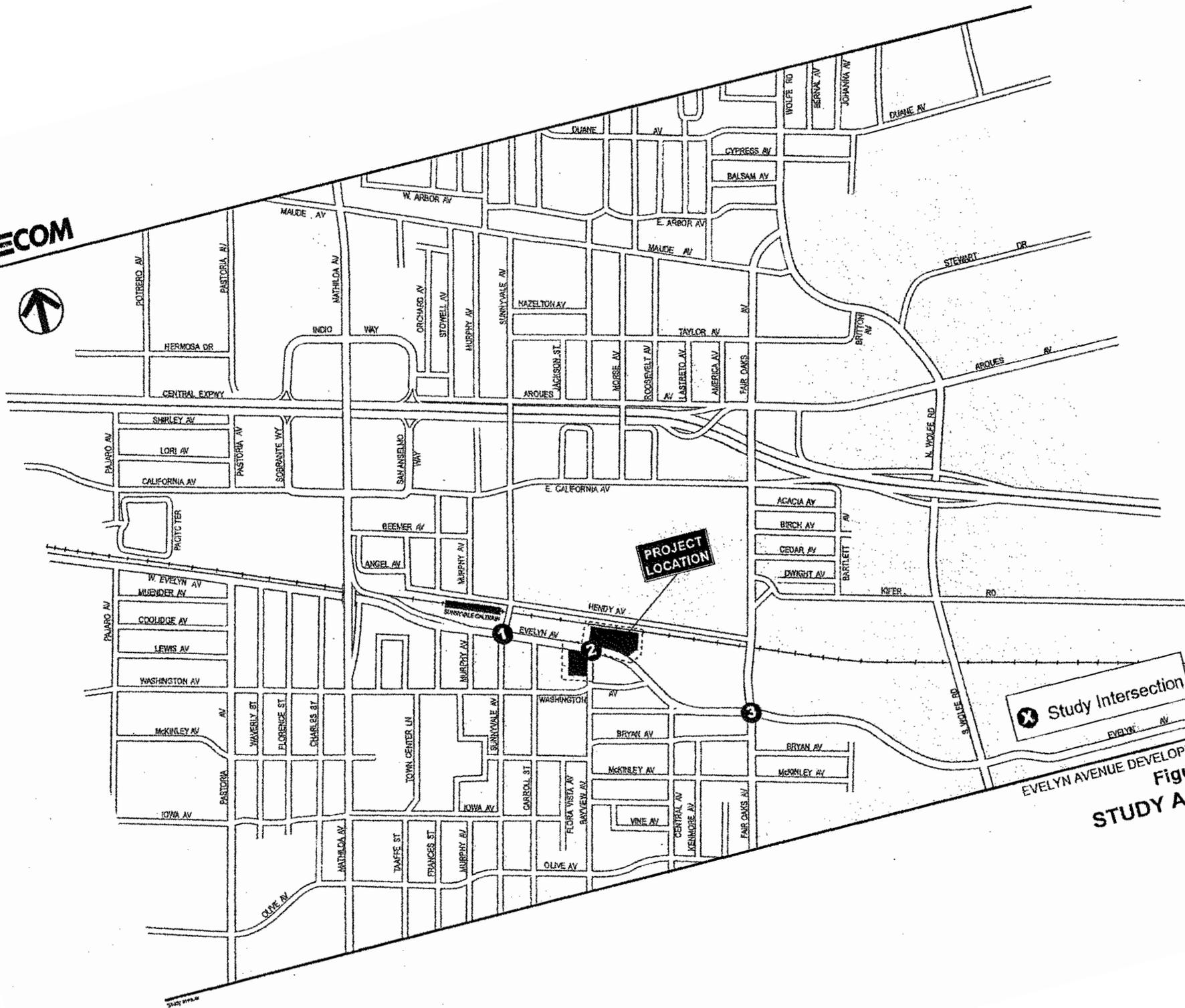
- 1) Evelyn Avenue/Sunnyvale Avenue
- 2) Evelyn Avenue/Bayview Avenue
- 3) Evelyn Avenue/Fair Oaks Avenue

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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 Study Intersection

EVELYN AVENUE DEVELOPMENT
Figure 1
STUDY AREA

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1.5 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

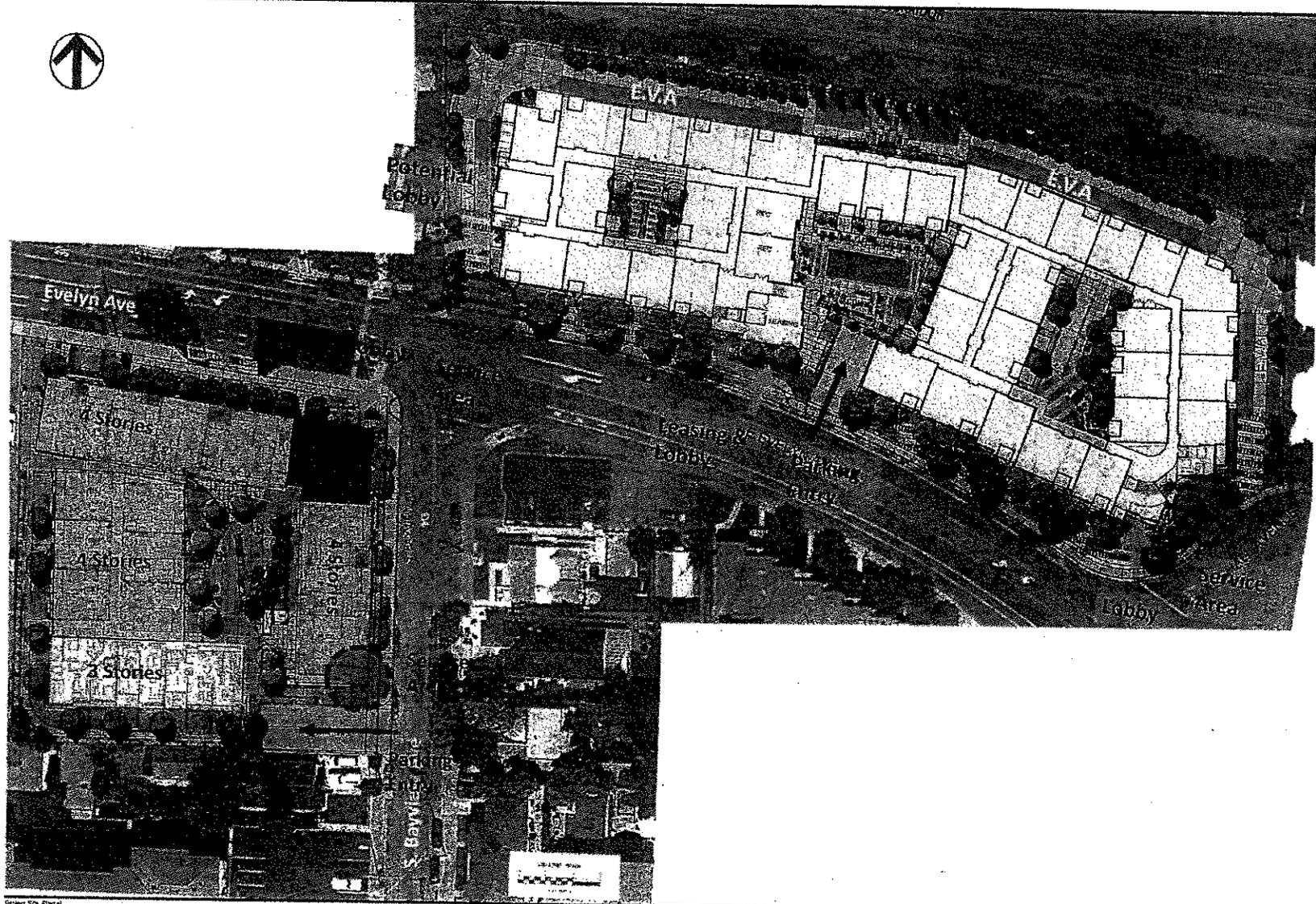
Regional access to the Project site is provided by U. S. 101 and Central Expressway.

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.



Project Site Plan

EVELYN AVENUE DEVELOPMENT
Figure 2
PROJECT SITE PLAN

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 an 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.

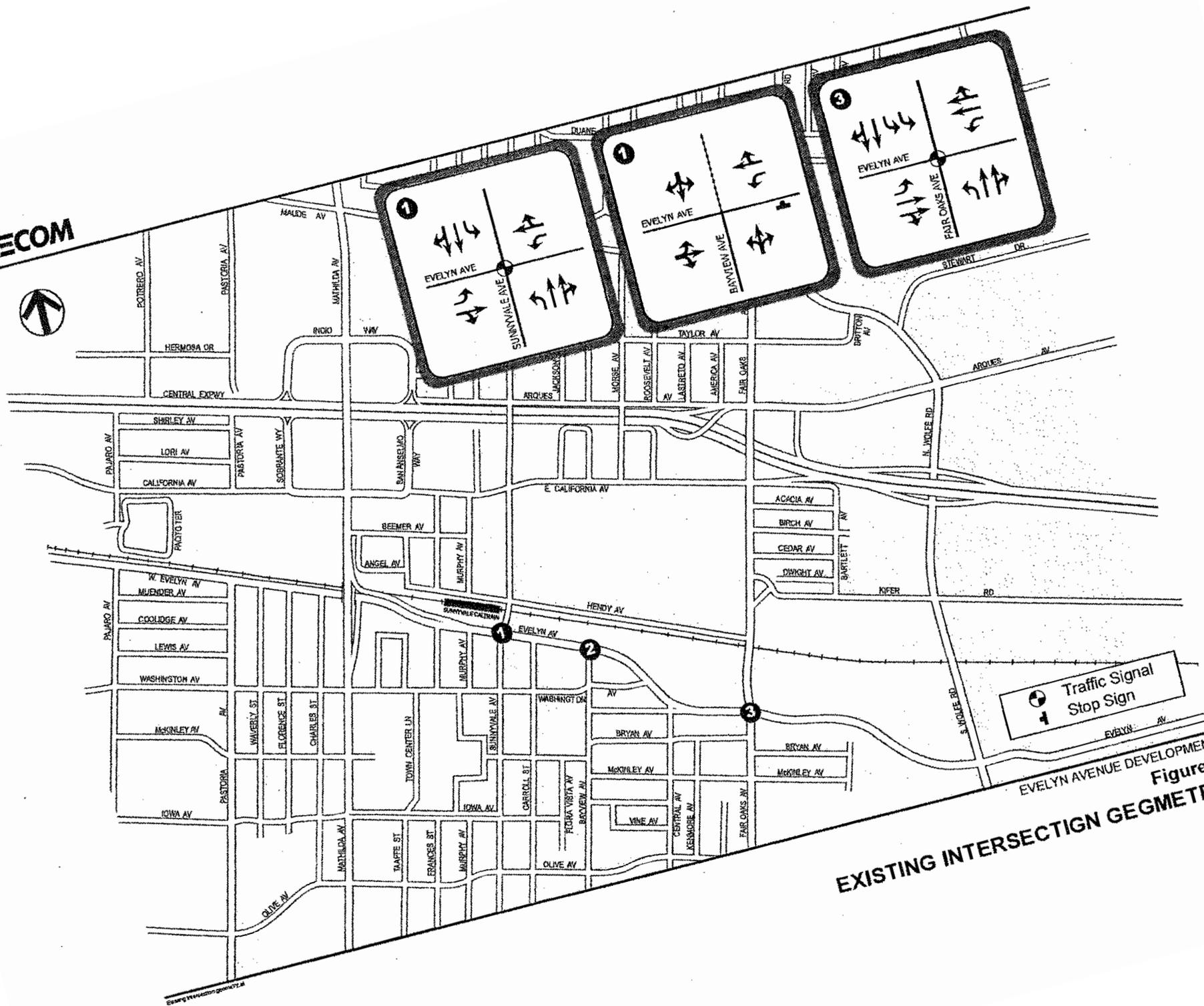
Table 3 Intersection Level of Service - Existing Conditions

	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	0.564	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.

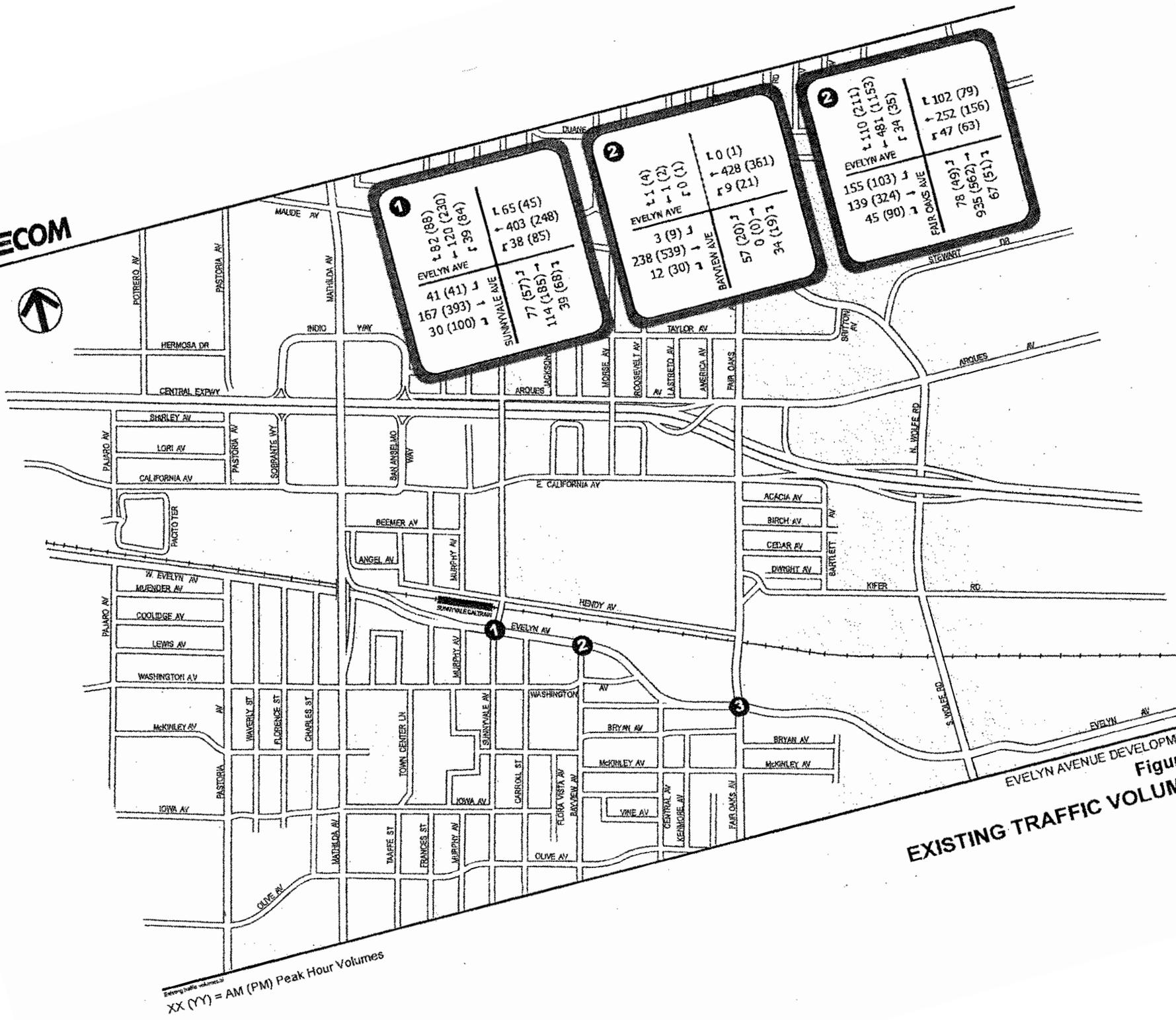
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EXISTING INTERSECTION GEOMETRY
 EVELYN AVENUE DEVELOPMENT
 Figure 3

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AECOM



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.

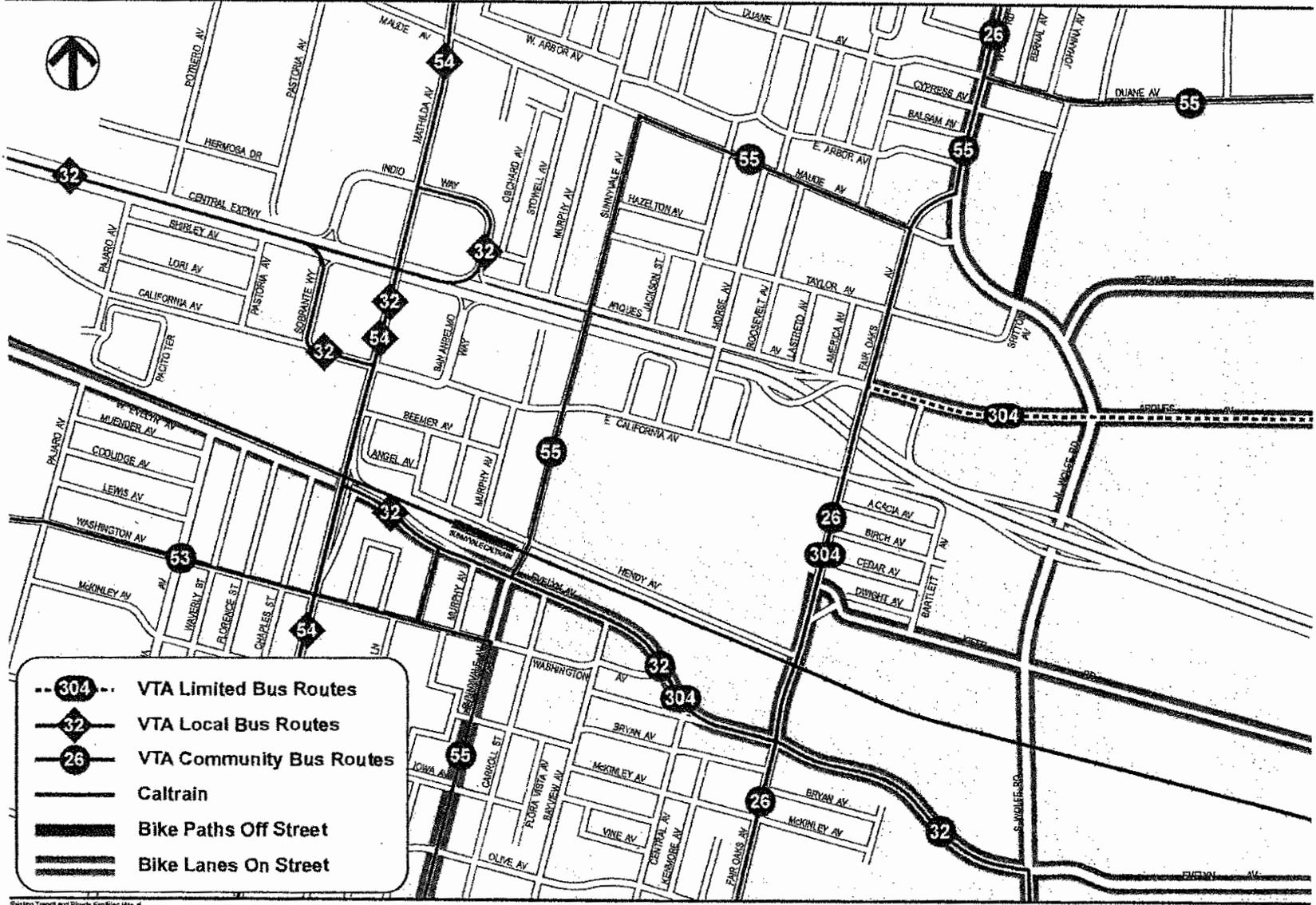
Caltrain is a commuter rail service between San Francisco and Gilroy. The nearest station is the Sunnyvale Caltrain Station located to the west of the Project site. Caltrain station is within a 5 minute walking distance from the Project site.

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.



- 304 -- VTA Limited Bus Routes
- 32 VTA Local Bus Routes
- 26 VTA Community Bus Routes
- Caltrain
- Bike Paths Off Street
- Bike Lanes On Street

EVELYN AVENUE DEVELOPMENT

Figure 5
EXISTING TRANSIT AND BICYCLE FACILITIES MAP

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.

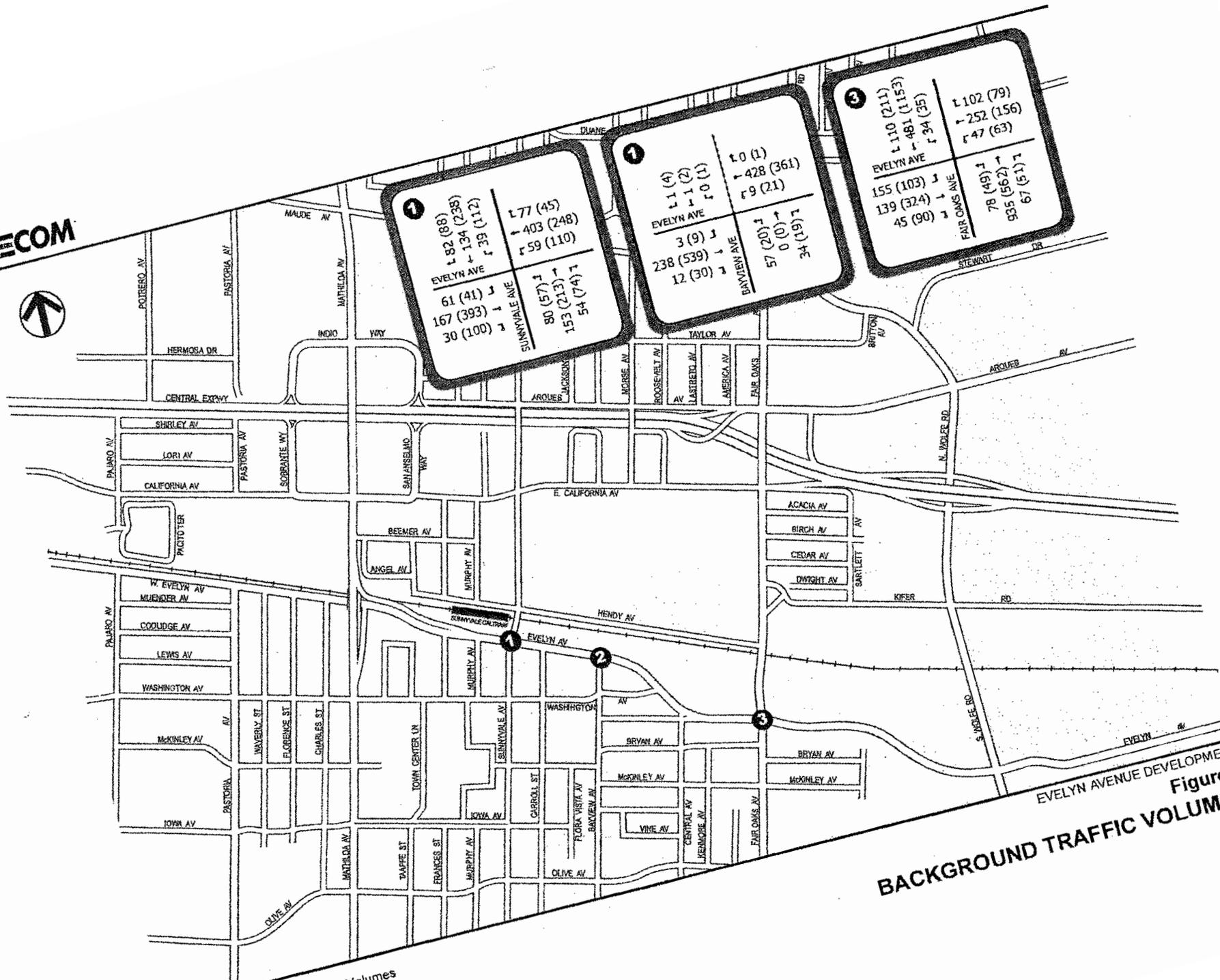
4.0 Project Travel Demand

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 476 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

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.

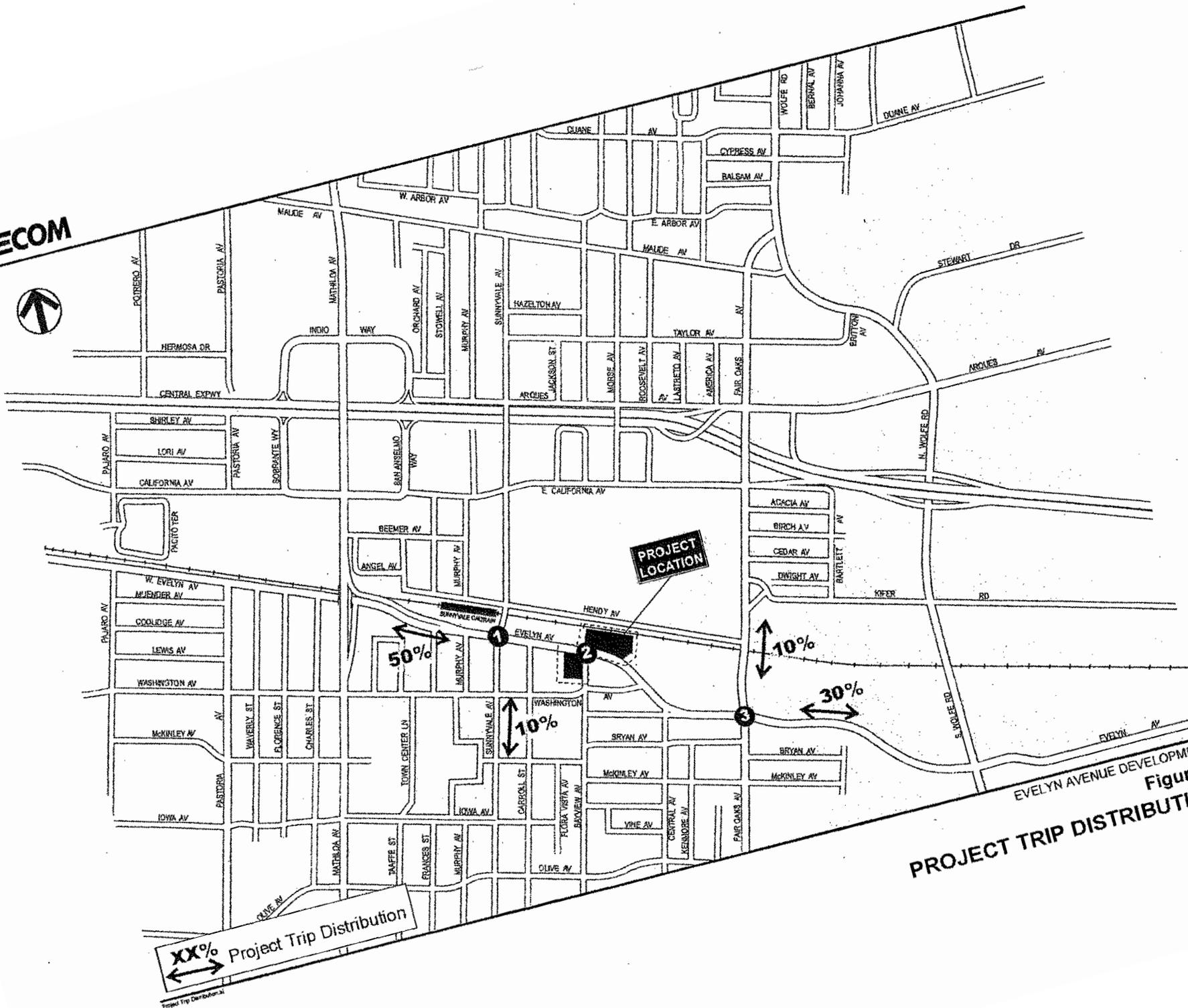
Table 5 Project Trip Generation

Land Use	ITE Code	Units / Area	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

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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	28.3	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 8 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.

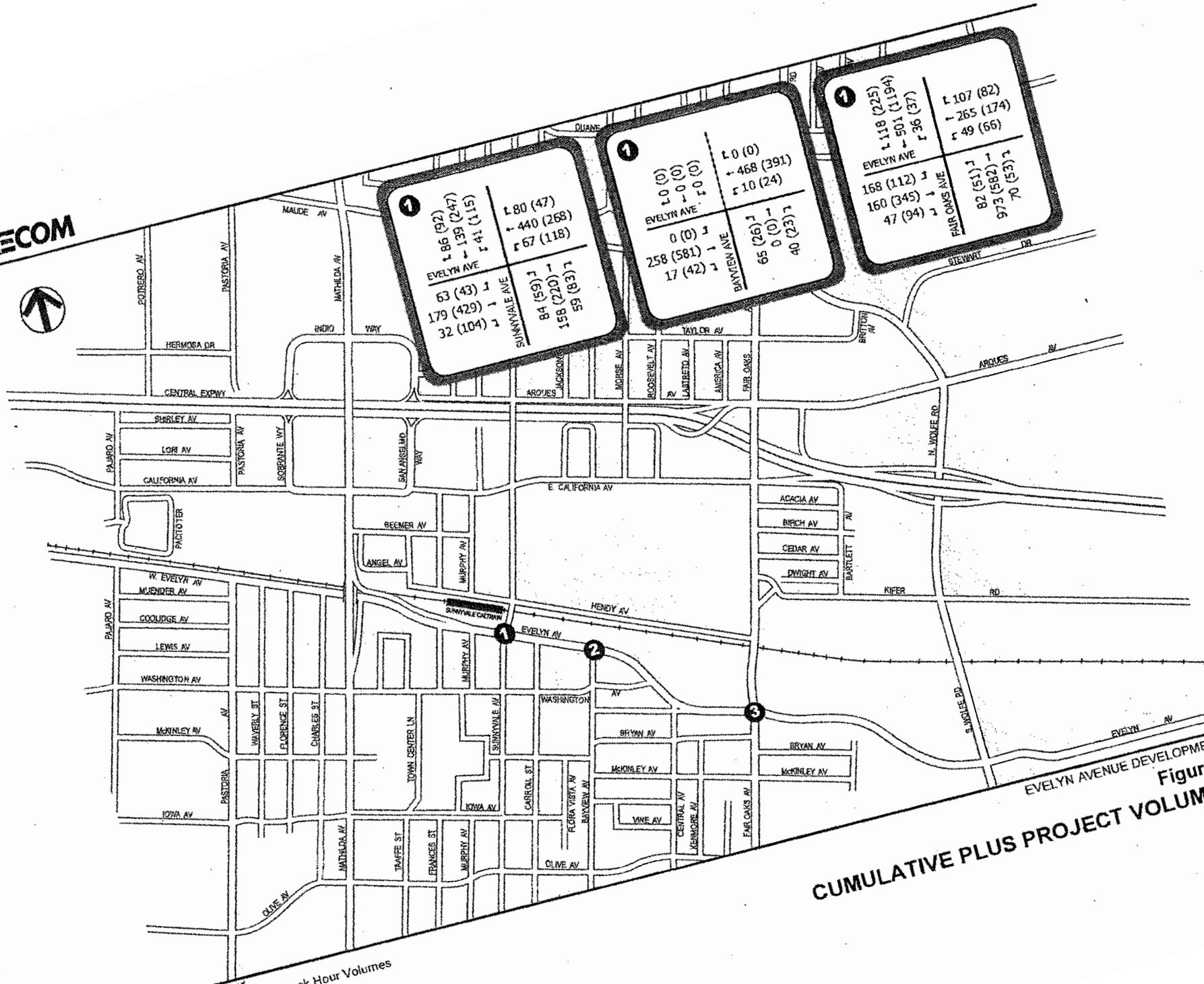
Table 8 Growth Factors

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.

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Cumulative - Project Volumes of
 XX (YY) = AM (PM) Peak Hour Volumes

Figure 8
CUMULATIVE PLUS PROJECT VOLUMES

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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 448 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