

Project Team

DEVELOPER:

PROMETHEUS REAL ESTATE GROUP

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 SAN MATEO, CA 94403
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 PHONE: 650.931.3448

ARCHITECT/PLANNER:

STUDIO T-SQ. INC

410 12th STREET, #350
 OAKLAND, CA 94607
 CONTACT: CHEK TANG
 PHONE: 510.451.2850

CIVIL ENGINEER:

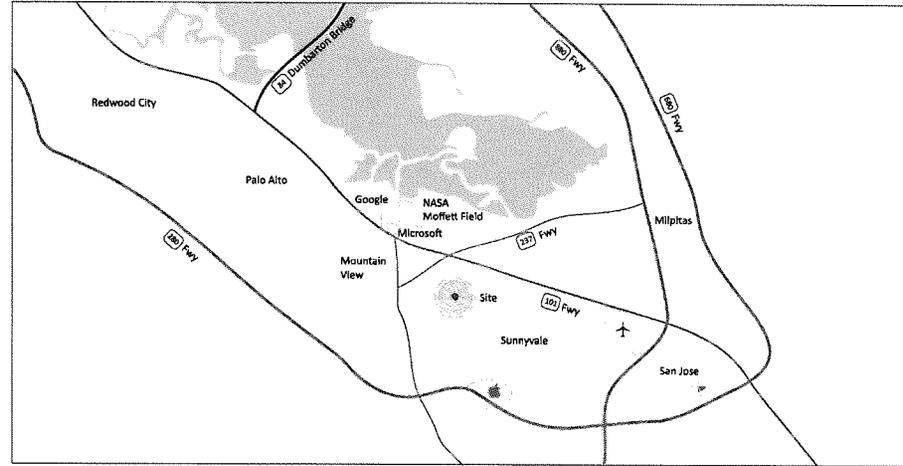
CIVIL ENGINEERING ASSOCIATES, INC

224 AIRPORT PARKWAY, SUITE 525
 SAN JOSE, CA 95110
 CONTACT: JOHN GAYLORD
 PHONE: 408.453.1066

LANDSCAPE ARCHITECT:

THE GUZZARDO PARTNERSHIP, INC.

181 GREENWICH STREET
 SAN FRANCISCO, CA 94111
 CONTACT: PAUL LETTIERI
 PHONE: 415.433.4672 x14



4-Story Apartments (Type V) with Podium Parking

UNITS	Quan.	S.F.	Unit Mix	Rentable S.F.	Parking ratio provided	Parking provided
1A 1-bdrm.	12	805		9,660	1.5	18
1B 1-bdrm.	12	848		10,176	1.5	18
1B_spc 1-bdrm.	15	837		12,555	1.5	23
1C_spc 1-bdrm	3	805		2,415	1.5	5
1D 1-bdrm.	2	810		1,620	1.5	3
1D_spc 1-bdrm.	1	813	67%	813	1.5	2
2A_spc 2-bdrm.	2	1090		2,180	2	4
2B 2-bdrm. corner	10	1219		12,190	2	20
2D 2-bdrm.	10	1093	33%	10,930	2	20
Total units	67			62,539		112

PARKING		Parking provided
Resid. pkg regular	(93 regular pkg stalls, 12 stackers)	105
Resid. pkg accessible	(2% of residential pkg is accessible)	3
Residential pkg	(77 fully secured, 31 night-time-secured)	108
Guest pkg regular		3
Guest pkg accessible	(5% of guest pkg is accessible)	1
Guest parking		4
Auto parking total		112
Bike parking class I		24
Bike parking class II		5
Bike parking		29

DENSITY	
Residential Density	67 units/0.98 acres 68 du/ac

FLOOR AREA CALCULATIONS			
Residential	Gross building S.F.		
Level 1	21,710 sf		
Level 2	21,801 sf		
Level 3	21,512 sf		
Level 4	17,446 sf		
Floor Area Residential	82,469 sf	1.92	FAR
Level A - Subterranean Garage	37,298 sf		

OPEN SPACE	Required per Downtown Specific Plan	Provided
Balconies (min 6ft in any dimension)		3,734 sf
Private Open Space Total	50 sf/du	56 sf/du
Frontyard Area		5,558 sf
Courtyard Area		3,402 sf
Other Open Space Area		7,756 sf
Shared Open Space Total	249 sf/du	16,716 sf
		39% of site
Useable Open Space Total		20,450 sf
		305 sf/du

Project Summary

MULTI-FAMILY RESIDENTIAL ON PODIUM (SUBTERRANEAN PARKING LEVEL)

TYPE V-A (1 HR.) CONSTRUCTION SPRINKLERED (RESIDENTIAL)

TYPE I CONSTRUCTION (PARKING)

2010 CALIFORNIA BUILDING CODE

CURRENT ZONING: SUNNYVALE DOWNTOWN SPECIFIC PLAN / 4
 ASSESSOR'S PARCEL #: 20905019, 20905020, 20905021, AND 20905022
 SITE AREA: 0.98 ACRES
 DENSITY: 68 du/ac
 CURRENT USE: HOTEL, PARKING, RETAIL
 PROPOSED USE: HIGH-DENSITY MULTI-FAMILY RESIDENTIAL
 SURROUNDING USES: RESIDENTIAL, COMMERCIAL
 BUILDING HEIGHT: 35' TO 60'

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- SP-3 Illustrative Plan
- SP-4 Shadow Study

- C-1 Grading and Drainage Plan
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- C-3 Stormwater Management Plan
- C-4 Demolition and Tree Removal Plan

- A-1 Building Plan Garage Level and Level 1
- A-2 Building Plan Level 2 and Level 3
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- A-5 Building Sections A and B
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- L-1 Conceptual Landscape Plan
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 Sunnyvale, CA
 Prometheus Real Estate Group
 1900 South Norfolk St., Suite 150
 San Mateo, California

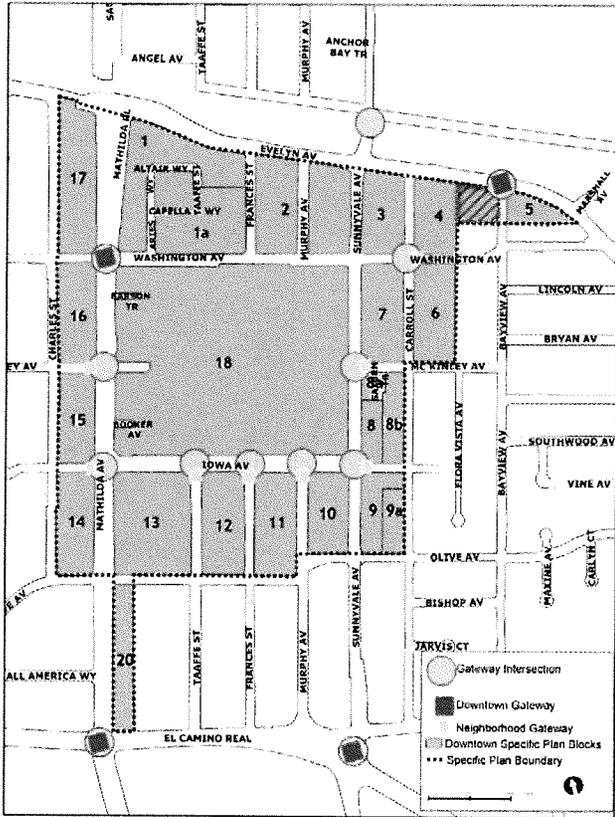
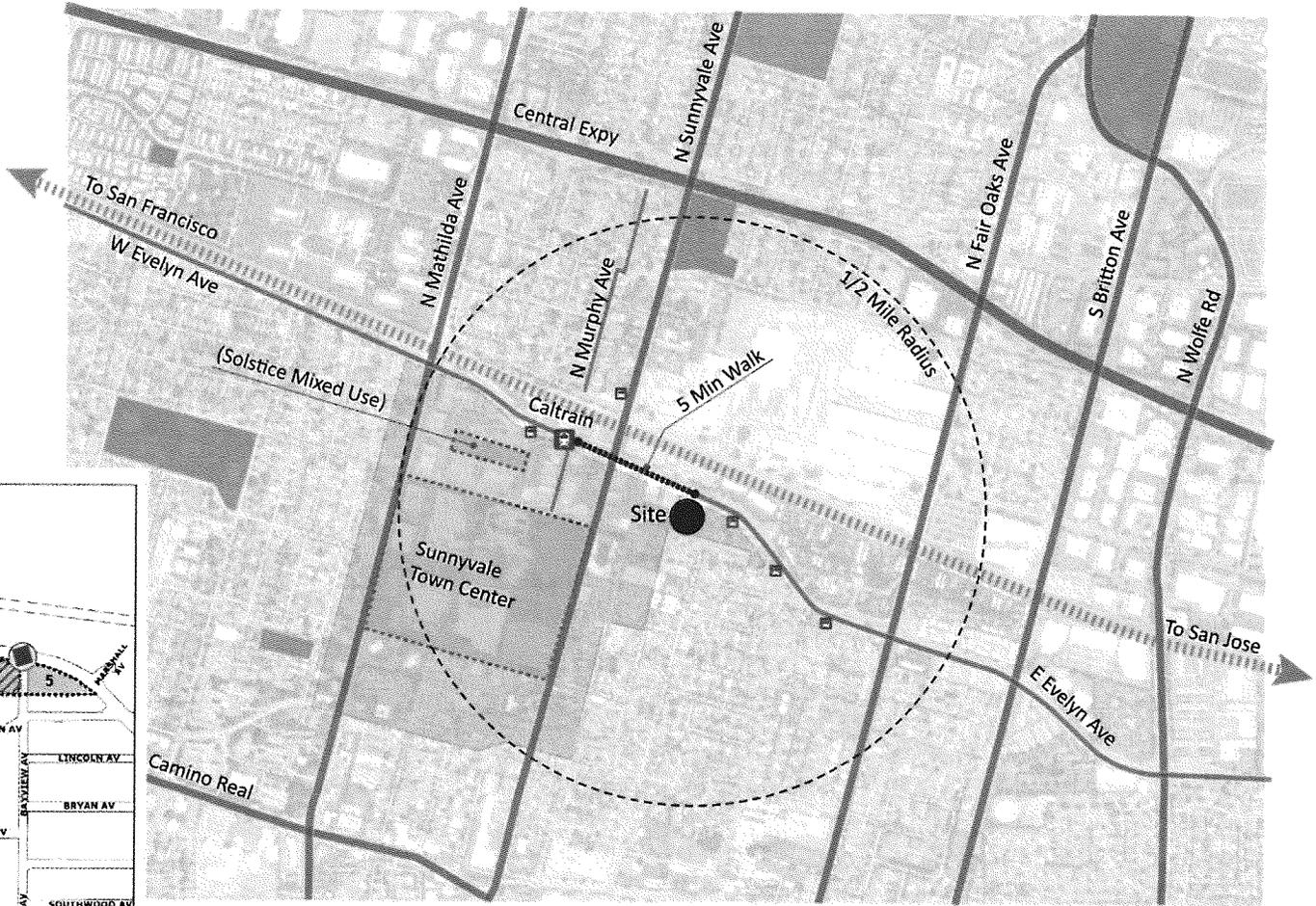
PLANNING APPLICATION SUBMITTAL

REVISION 11-13-2012

Sheet Title:

Job No.: 11034
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- Bus Stops
- Peninsula Corridor
- Parks
- School
- Downtown Specific Plan
- Sunnyvale Caltrain Station



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Sheet Title:
 VICINITY
 MAP

Job No.: 11034
 Date: 11/13/2011
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 G2



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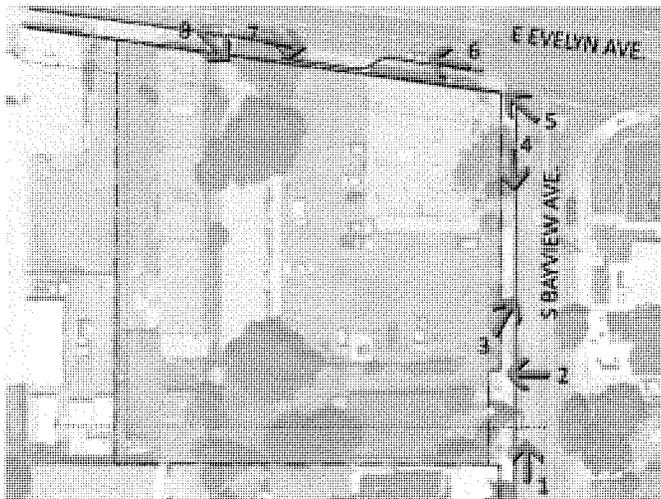
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4



E EVELYN AVE



E EVELYN AVE

S BAYVIEW AVE



S BAYVIEW AVE TOWARD E EVELYN AVE



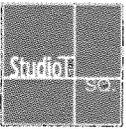
PARKING LOT



S BAYVIEW AVE



VIEW FROM S BAYVIEW AVE



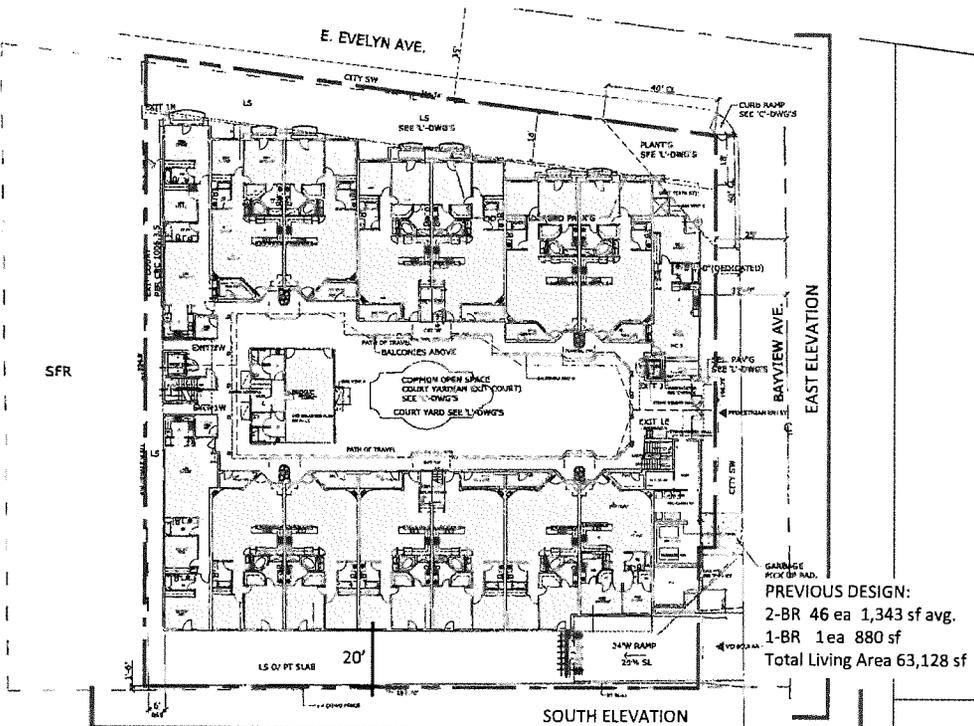
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THE PROMETHEUS HOTEL...
1000 S BAYVIEW AVE...
SUNNYVALE, CA 94086

Sunnyvale Hotel
Sunnyvale, CA
Prometheus Real Estate Group
1000 S Bayview Ave., Suite 150
Sunnyvale, California

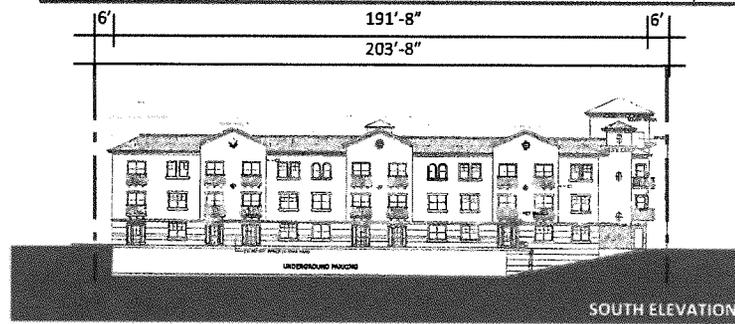
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CONDITION
PHOTOS
Job No.: 11034
Date: 11/13/2012
Scale:
Drawn By:
Sheet No: G3



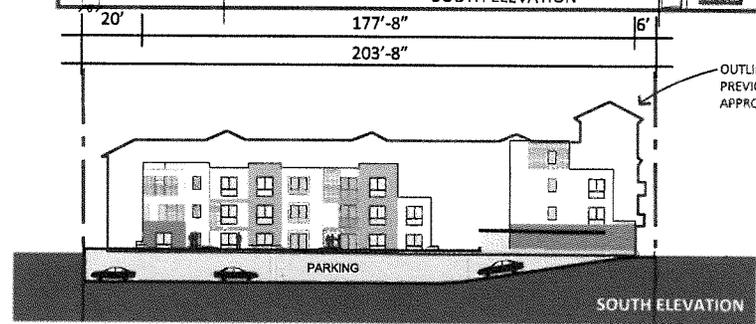
PREVIOUS DESIGN:
 2-BR 46 ea 1,343 sf avg.
 1-BR 1ea 880 sf
 Total Living Area 63,128 sf



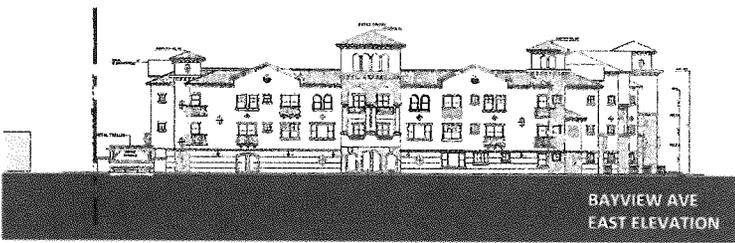
PROPOSED:
 2-BR 22 ea 1,134 sf avg.
 1-BR 45 ea 820 sf avg.
 Total Living Area 62,500 sf



SOUTH ELEVATION



SOUTH ELEVATION



BAYVIEW AVE EAST ELEVATION



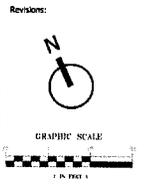
BAYVIEW AVE EAST ELEVATION

PREVIOUSLY APPROVED DESIGN

PROPOSED DESIGN

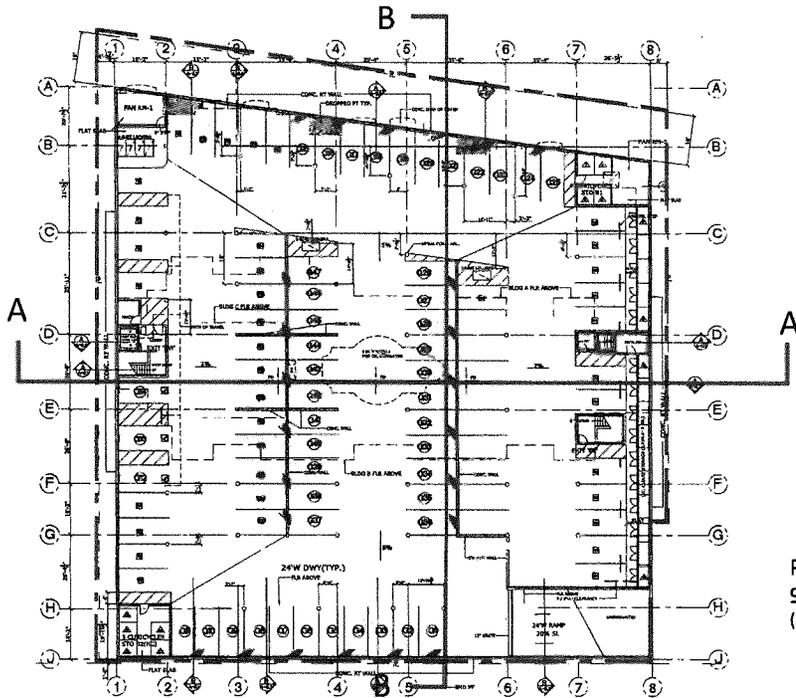
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 PROMETHEUS REAL ESTATE GROUP
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 SAN MATEO, CALIFORNIA

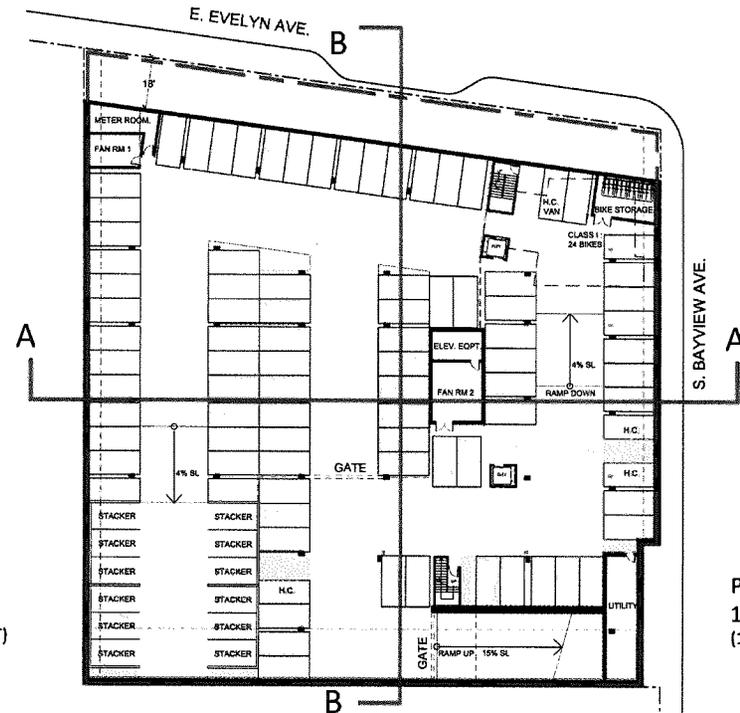


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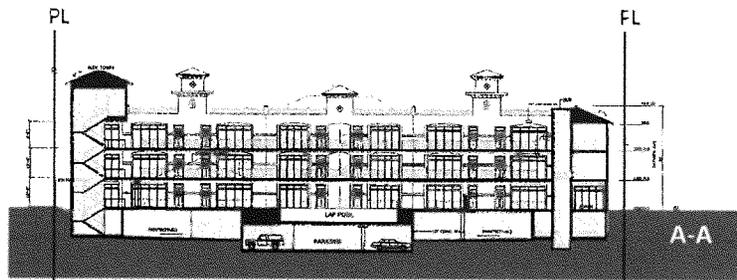
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 Sheet No.: G4



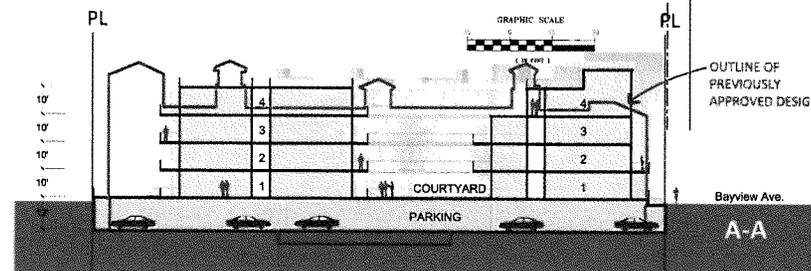
PARKING:
94 SPACES
(2.0 CARS/UNIT)



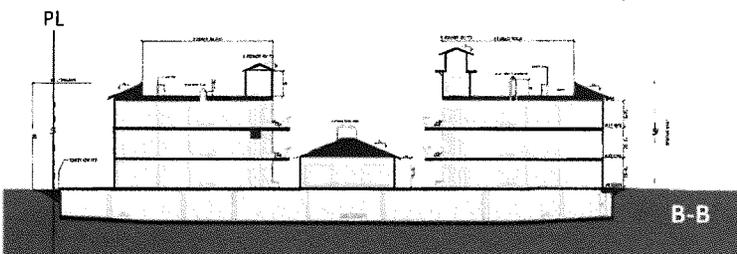
PARKING:
112 SPACES
(1.67 CARS/UNIT)



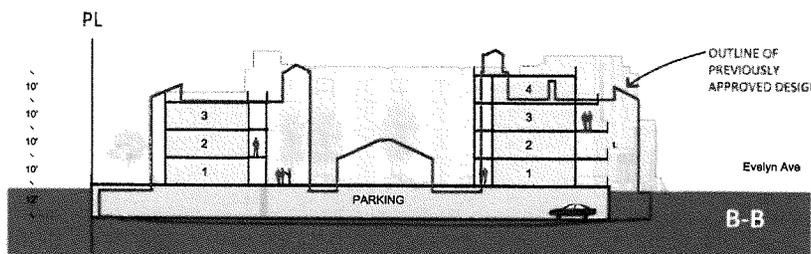
A-A



A-A



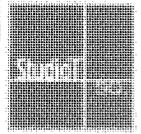
B-B



B-B

PREVIOUSLY APPROVED DESIGN

PROPOSED DESIGN



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SUNNYSIDE HOTEL
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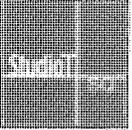
Revisions:



Sheet Title:
Previously Approved Design

Job No.: 11034
Date: 11/13/2012
Scale: Scale 1" = 20'-0"
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Revisions:

Sheet Title:
**NEIGHBORHOOD
CONTEXT**

Job No.: 11094
Date: 11/17/2012
Scale:
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Sheet No.: SP-1

Attachment D
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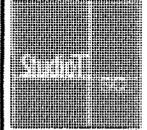
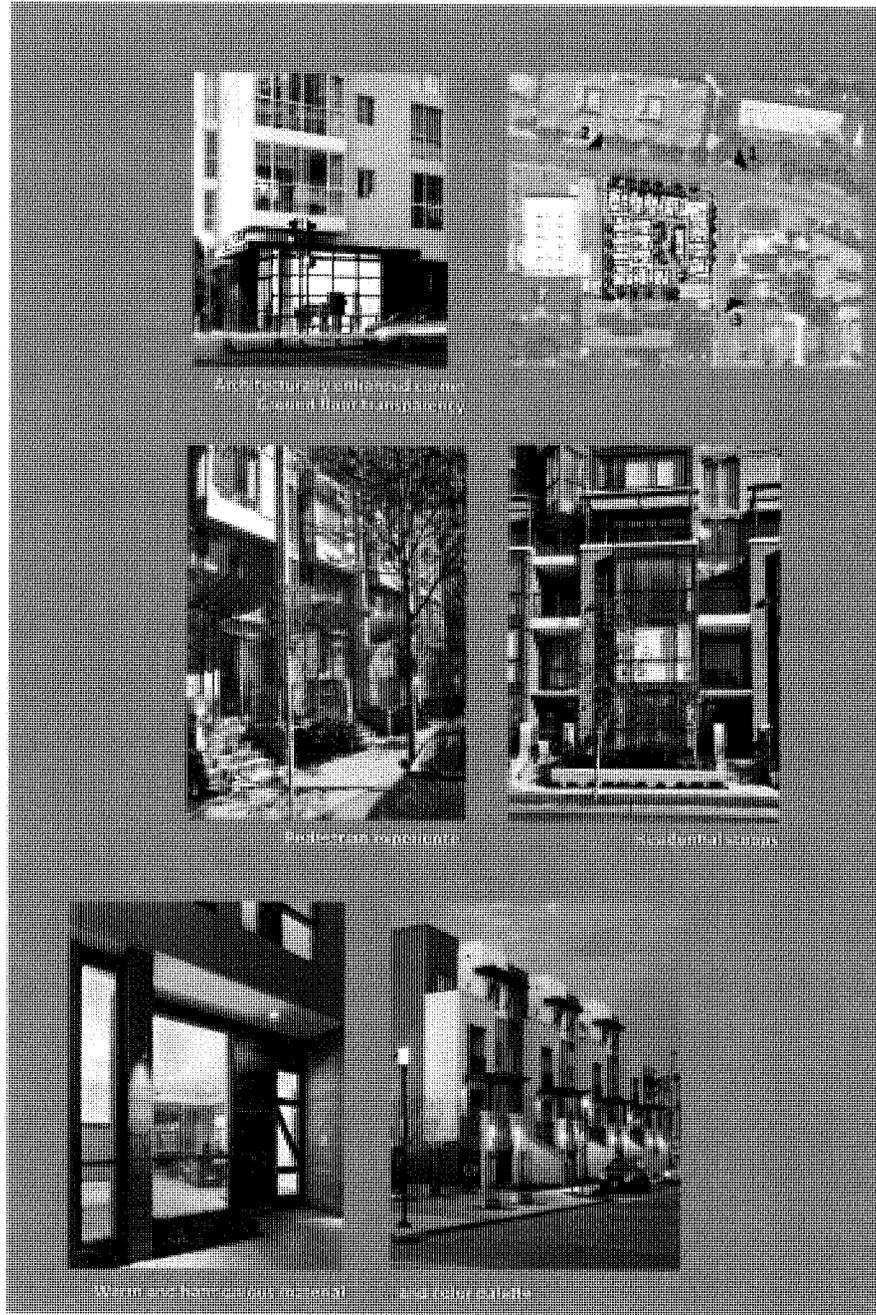
1 Iconic building corner with transparent lobby on ground floor



2 Pedestrian-scaled streetscape with residential stoop entries and warm materials



3 Building mass stepping down to the south to respect neighborhood scale



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Revisions:

Sheet Title:
STREET VIEWS

Job No.: 11834
Date: 11/13/2012
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SP-2



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Revisions:

Sheet Title:
**ILLUSTRATIVE
 PLAN**

Job No.: 11034
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SP 3



Dec. 21 - 10 AM



Jun. 20 - 10 AM



Dec. 21 - 12 PM



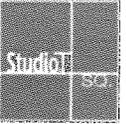
Jun. 20 - 12 PM



Dec. 21 - 3 PM



Jun. 20 - 3 PM



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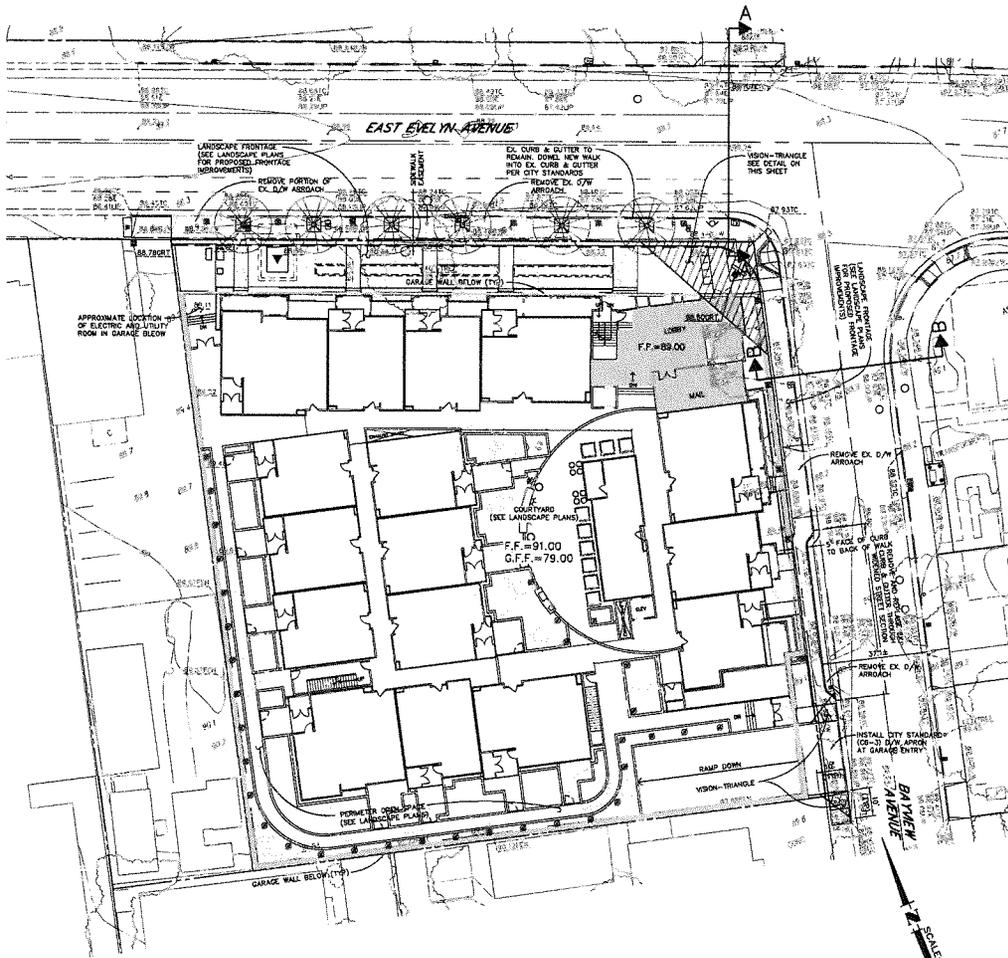
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Sunnyvale, CA

Prometheus Real Estate Group
5900 South Norfolk St., Suite 150
San Pedro, California

Sheet Title:
SHADOW
STUDY

Job No.: 11034
Date: 11/13/2012
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Sheet No: SP4

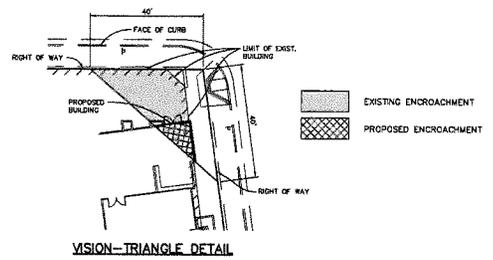


ABBREVIATIONS

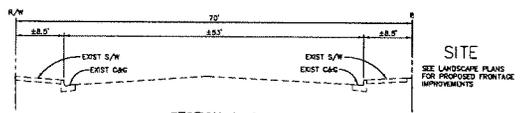
AC	ASPHALT CONCRETE
B/W	BACK OF WALK
CB	CATCH BASIN
C.L.	CENTERLINE
C.L.F.	CHAIN LINK FENCE
CO	CLEARCUT
EP	EDGE OF PAVEMENT
EX	EXISTING
FEN.	FENCE
F	FLOWLINE
F.F.	FINISHED FLOOR
FH	FIRE HYDRANT
ON	ON
ORT.	ORBIT
HC	HANDICAP
IRV	IRV
JT	JOINT TRENCH
INVERT	INVERT
IRV	IRRIGATION VALVE
MP	MANHOLE
PP	POWER POLE
E	PROPERTY LINE
R.O.W.	RIGHT OF WAY
SAN.	SANITARY
SERV.	SERVICE
SE.W.	SEWER
STD.	STANDARD
STM.	STORM
TC	TOP OF CURB
TS	TOP OF STEPMALL
WM	WATER METER
WV	WATER VALVE

LEGEND

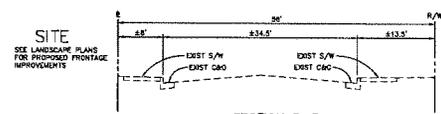
TO BE CONSTRUCTED	EXISTING	DESCRIPTION
---	---	PROPERTY LINE
---	---	CENTER LINE
---	---	EXISTING EDGE OF PAVEMENT
---	---	CURB, GUTTER, SIDEWALK & DRIVEWAY
---	---	HAND-CAP RAMP
---	---	DIRECTION OF FLOW & GRADIENT
---	---	CATCH BASIN
---	---	FIRE HYDRANT
---	---	ELECTRIER
---	---	SANITARY SEWER AND MANHOLE
---	---	STORM SEWER AND MANHOLE
---	---	GAS MAIN
---	---	WATER MAIN



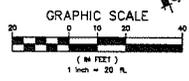
NOTE
 VISION TRIANGLE - THE EXISTING HOTEL BUILDING AT THE CORNER OF E. EVELYN AND BAYVIEW EXTENDS INTO THE CURRENT SITE TRIANGLE. THE PROPOSED DEVELOPMENT ENCROACHES INTO THE SITE TRIANGLE BUT SUBSTANTIALLY REDUCES THE IMPACT FROM THE CURRENT CONDITION.



**SECTION A-A
EAST EVELYN AVENUE**



**SECTION B-B
BAYVIEW AVENUE**



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 SAN MATEO, CALIFORNIA

Revisions:

Sheet Title:
**SPECIAL DEVELOPMENT
 PERMIT - GRADING AND
 DRAINAGE PLAN**

Job No.: 12-105
 Date: 11/17/2012
 Scale: 1"=20'
 Drawn By: T.N.

Sheet No.:
C 1

Attachment D
 Page 10 of 31

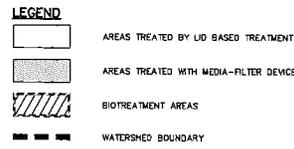
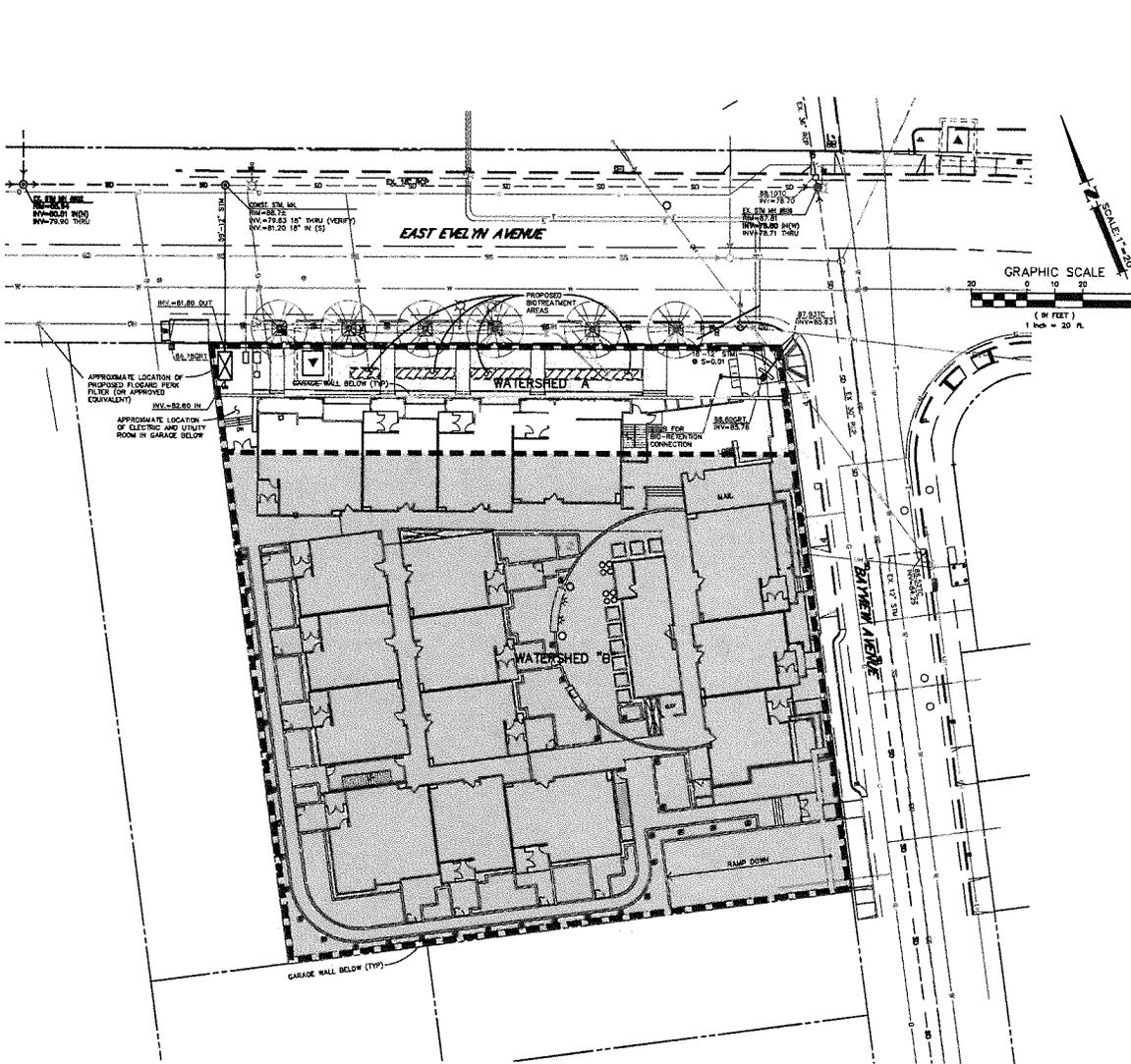


Revisions:

Sheet Title:
SPECIAL DEVELOPMENT
PERMIT - STORMWATER
MANAGEMENT PLAN

Job No.: 12-005
Date: 11/13/2012
Scale: 1"=20'
Drawn By: Y.N.

Sheet No.: C3



SITE INFORMATION AND NOTES

1. PROPERTY INFORMATION
380-384 EAST EVELYN AVENUE & 151 S BAYMEAD AVE
SUNNYVALE, CA 94086
APN No. 209-05-019, 020, 021 & 022
SITE AREA = 42,865 S.F. (0.98 AC)
2. EXISTING ONSITE IMPERVIOUS AREA = 36,724 S.F. (0.84 AC)
3. EXISTING ONSITE PERVIOUS AREA = 6,141 S.F. (0.14 AC)
4. PROPOSED ONSITE IMPERVIOUS AREA = 35,045 S.F. (0.80 AC)
5. PROPOSED ONSITE PERVIOUS AREA = 7,820 S.F. (0.18 AC)
6. THE PROJECT IS LOCATED WITHIN THE PURPLE AREA OF THE HMP APPLICABILITY MAP WHICH INDICATES AREAS THAT EXTEND TO HARDENED CHANNELS. THE HMP STANDARD AND ASSOCIATED REQUIREMENTS DO NOT APPLY TO PROJECTS IN THESE AREAS.
7. RECEIVING SYSTEM FOR THE STORM WATER: CITY OF SUNNYVALE PUBLIC STORM DRAIN SYSTEM WHICH ULTIMATELY FEEDS TO SAN FRANCISCO BAY.

NPDES "SPECIAL PROJECTS" TREATMENT CREDIT CALCULATIONS

- THE PROJECT HAS ALL OF THE FOLLOWING CHARACTERISTICS:
- AT LEAST 50% OF THE PROJECT AREA IS WITHIN 1/2 MILE OF AN EXISTING OR PLANNED TRANSIT HUB OR 100' WITHIN A PLANNED PRIORITY DEVELOPMENT AREA (PROXIMITY TO SUNNYVALE CALTRAIN STATION - 0.2 MILES).
 - THE PROJECT IS CHARACTERIZED AS A NON-AUTO-RELATED USE.
 - MINIMUM DENSITY OF 25 DWELLING UNITS PER ACRE (FOR RESIDENTIAL PROJECTS)

CATEGORY	IMPERVIOUS AREA (CREATED/REPLACED) (SQUARE FEET)	SITE COVERAGE (%)	PROJECT DENSITY OR FAR	DENSITY CRITERIA	ALLOWABLE CREDIT (%)	APPLIED CREDIT (%)
C	35,165	82%	65 DU/AC	LOCATION CREDIT (SELECT ONE):		
				WITHIN 1/4 MILE OF TRANSIT HUB	50%	50%
				WITHIN 1/2 MILE OF TRANSIT HUB	25%	
				WITHIN A PLANNED PDA	25%	
				DENSITY CREDIT (SELECT ONE):		
				RES ≥ 30 DU/AC OR FAR ≥ 2:1	10%	
				RES ≥ 50 DU/AC OR FAR ≥ 4:1	20%	20%
				RES ≥ 100 DU/AC OR FAR ≥ 6:1	30%	
				≥ 10% AT-GRADE SURFACE PARKING	10%	
				NO SURFACE PARKING	20%	20%
TOTAL TOU CREDIT =					50%	

BASED UPON THE MUNICIPAL REGIONAL PERMIT AMENDED PROVISION C.3.a.11 AND THE ABOVE ANALYSIS, THE PROJECT MAY BE CLASSIFIED AS A "SPECIAL PROJECT" AND IS ELIGIBLE FOR A 50% LID TREATMENT REDUCTION CREDIT. 10% OF THE PROJECT WILL BE REQUIRED TO BE TREATED BASED ON LID BASED SOLUTIONS AND THE REMAINING 50% MAY BE TREATED USING STAND-ALONE NON-LID TREATMENT MEASURES.

WATERSHED A - LID BASED TREATMENT
= 8,000 S.F. (INCLUDES >10% OF SITE PROPOSED IMPERVIOUS SURFACE)

WATERSHED B
CDS TYPE BBS UNIT SIZING CALCULATIONS
= 42,865 - 8,000 = 34,865 S.F. (REMAINDER OF SITE)

ASSUMPTIONS:

1. 0.20 INCHES/HOUR STORM RAINFALL RATE
2. BIOTREATMENT AREAS WITH AMENDED SOIL WITH A PERCOLATION RATE OF 5 INCHES/HOUR. SOIL SHALL BE PER BASMAA LOW IMPACT DEVELOPMENT SOIL SPECIFICATIONS

RAINFALL RATE = 0.20 INCHES/HOUR
PERCOLATION RATE = 5 INCHES/HOUR

AREA OF TREATMENT = 8,000 x 4% = 320 S.F. OF LID BMP REQUIRED

NOTE: FINAL TREATMENT CALCULATIONS WILL BE BASED ON THE COMBINED FLOW AND VOLUME DESIGN BASIS. THE 4% ANALYSIS HAS BEEN PROVIDED TO ENSURE PROPER SITE PLANNING.

ASSUMPTIONS:

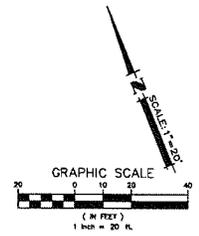
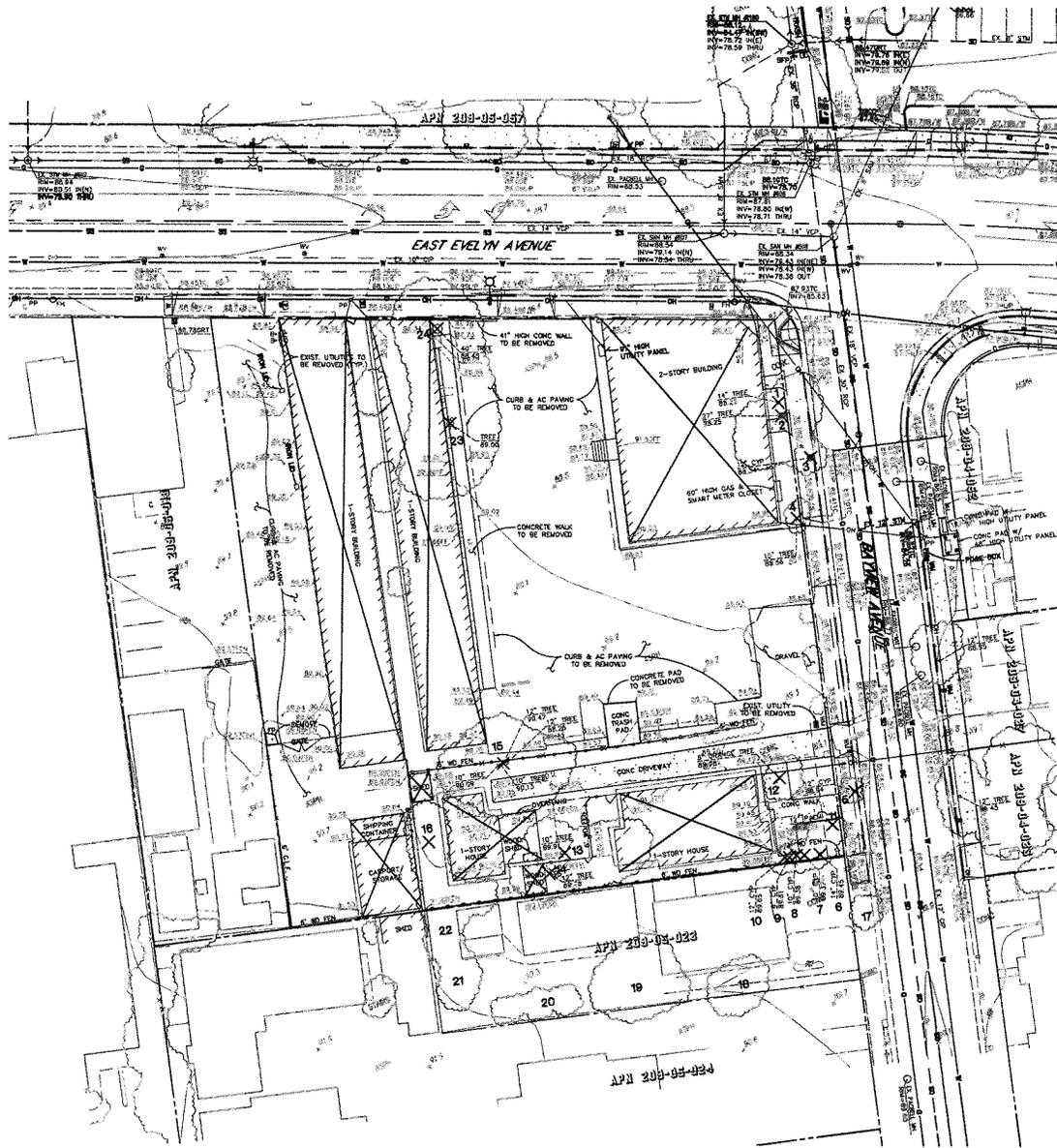
RATIONAL METHOD: Q = C_iI_aA
Q = DISCHARGE FLOW (CFS)
C = RUNOFF COEFFICIENT (NON-DIMENSIONAL)
I = RAINFALL INTENSITY (0.2 INCHES/HR) PER THE CALIFORNIA STORMWATER BMP HANDBOOK FOR NEW DEVELOPMENT - UNIFORM INTENSITY APPROACH
A = CATCHMENT AREA (ACRES)

SITE-SPECIFIC RUNOFF COEFFICIENT AND CATCHMENT AREA SIZE 2-YEAR EVENT

C = 0.70 (ASSUMED - FINAL DESIGN WILL INCORPORATE COMPOSITE C CALCULATIONS)
A = 0.89 ACRES STORM TREATMENT AREA
Q = 0.112 TOTAL CFS (#50 GPM)

SELECTION OF STRUCTURAL STORM WATER TREATMENT DEVICE: KRISTAR FLOODGARD / PERK FILTER OR EQUAL AS APPROVED BY CITY OF SUNNYVALE

UTILIZE 12" CARTRIDGE FILTER
EACH FILTER CAN TREAT UP TO 12 GPM
50 GPM/12" = 4.17 = 5 FILTERS
USE 5 FILTERS IN 4'x8' (INSIDE DIMENSIONS) VAULT



LEGEND

-  EXISTING TREE TO BE REMOVED
-  EXISTING TREE TO REMAIN

NOTES

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL EXISTING ITEMS TO BE REMOVED PRIOR TO FURNISHING PROPOSAL FOR DEMOLITION.
2. IT SHALL BE THE DEVELOPER'S RESPONSIBILITY TO OBTAIN ALL NECESSARY PERMITS FOR DEMOLITION.
3. CONTRACTOR SHALL CONTACT BAY AREA AIR QUALITY CONTROL FOR THE "J" NUMBER AND FURNISH IT TO THE DEVELOPER.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE FOR THE TERMINATION OF ALL UTILITIES THAT SERVICE THE SITE.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DUST CONTROL AND CLEANUP AS REQUIRED BY THE CITY OF SUNNYVALE.
6. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE LEAD SURVEY AND ASBESTOS SURVEY FROM THE DEVELOPER AND COMPLETE ALL NECESSARY RECOMMENDATIONS PER SAID REPORTS.
7. PERMETER FENCING SHALL REMAIN, EXCEPT AS NOTED.
8. ALL EXISTING STRUCTURES TO BE REMOVED.
9. ALL TREE INFORMATION SHOWN PER BARRIE D. COATE AND ASSOCIATES TREE SURVEY AT 392 + 394 EVELYN AVENUE AND 151 + 153 BAYVIEW AVENUE DATED MAY 9, 2012.
10. ALL ONSITE TREES TO BE REMOVED UNLESS NOTED OTHERWISE.

StudioT SC
 : Architecture
 : Planning
 : Urban Design
 : 410 120 Street #350,
 : Oakland, California 94612
 : (510) 461-2800

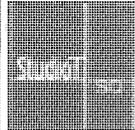
Civil Engineering Associates
 Civil Engineers - Planners - Surveyors
 724 Airport Parkway
 Suite 335
 San Jose, CA 95110
 T: (408) 433-3868

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 SUNNYVALE, CALIFORNIA
PROMETHEUS REAL ESTATE GROUP
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Revised:

Sheet Title:
**SPECIAL DEVELOPMENT
 PERMIT-DEMOLITION
 AND TREE REMOVAL**
 Job No.: 12-105
 Date: 11/13/2012
 Scale: 1"=20'
 Drawn By: Y.N.
 Sheet No.: C4

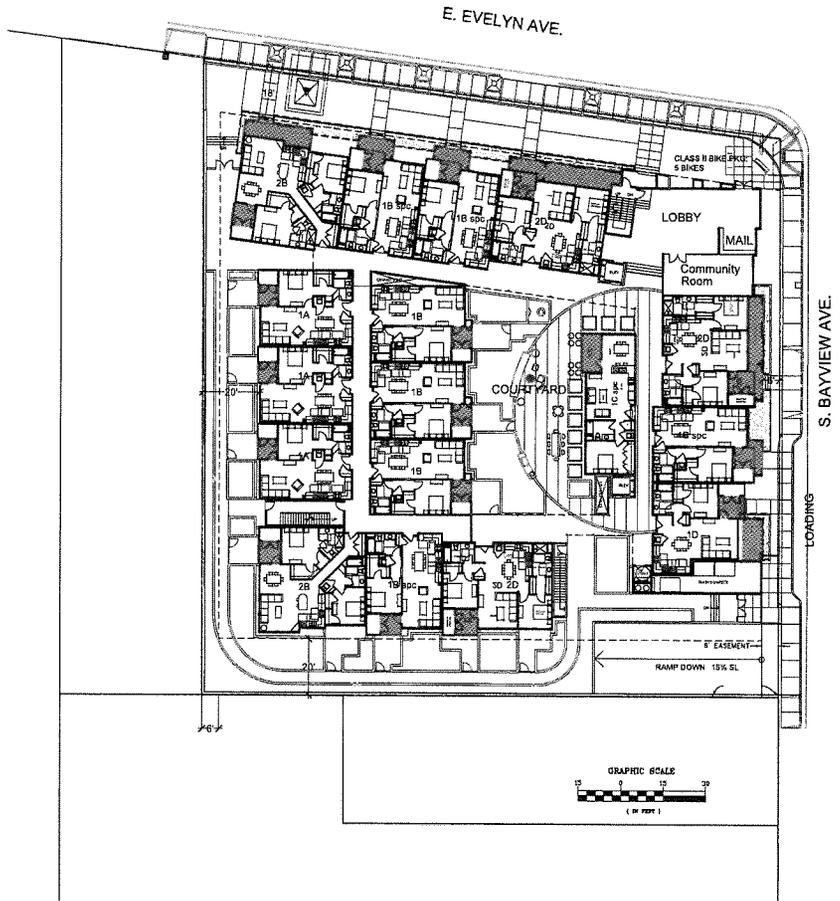
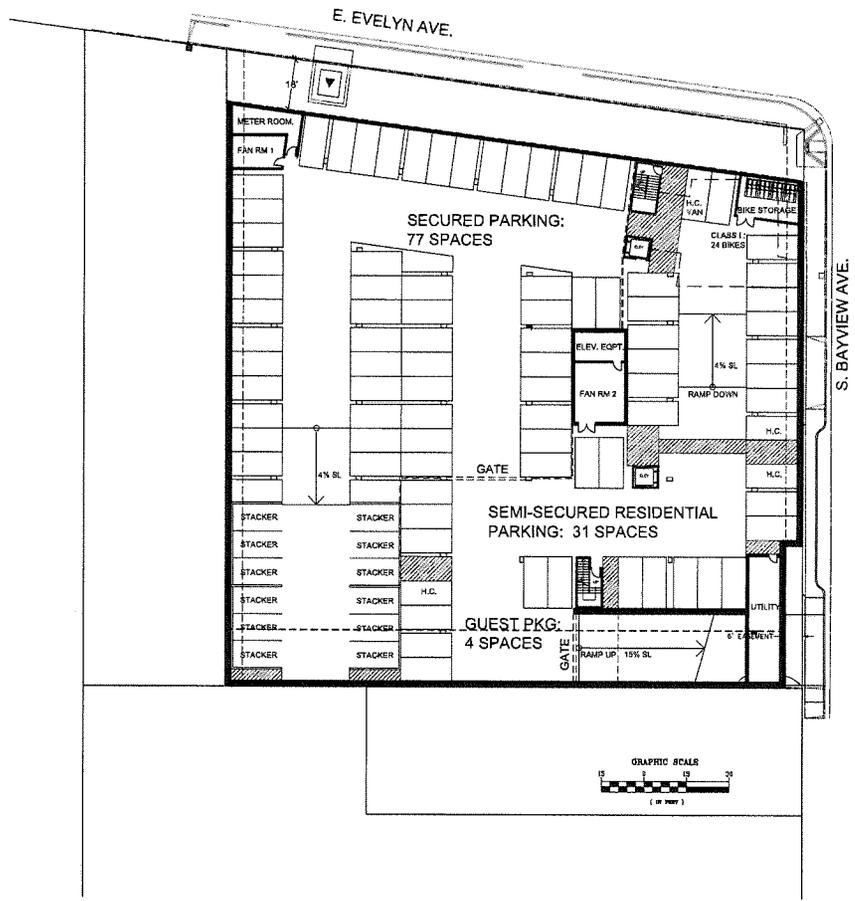
Attachment D
 Page 13 of 31



Architecture
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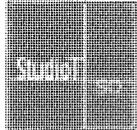
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 SAN MATEO, CALIFORNIA

Revisions:

Sheet Title:
 GARAGE LEVEL
 & LEVEL 1

Job No.: 11034
 Date: 11/13/2012
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 Drawn By:

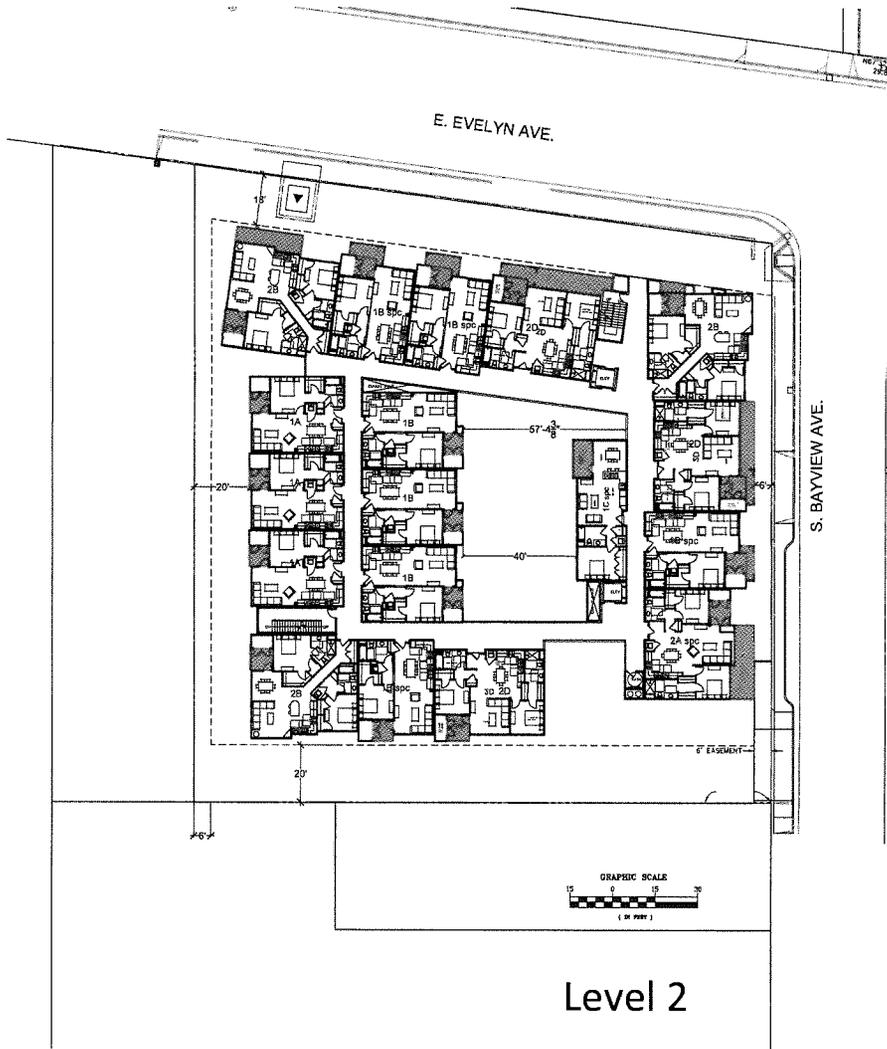
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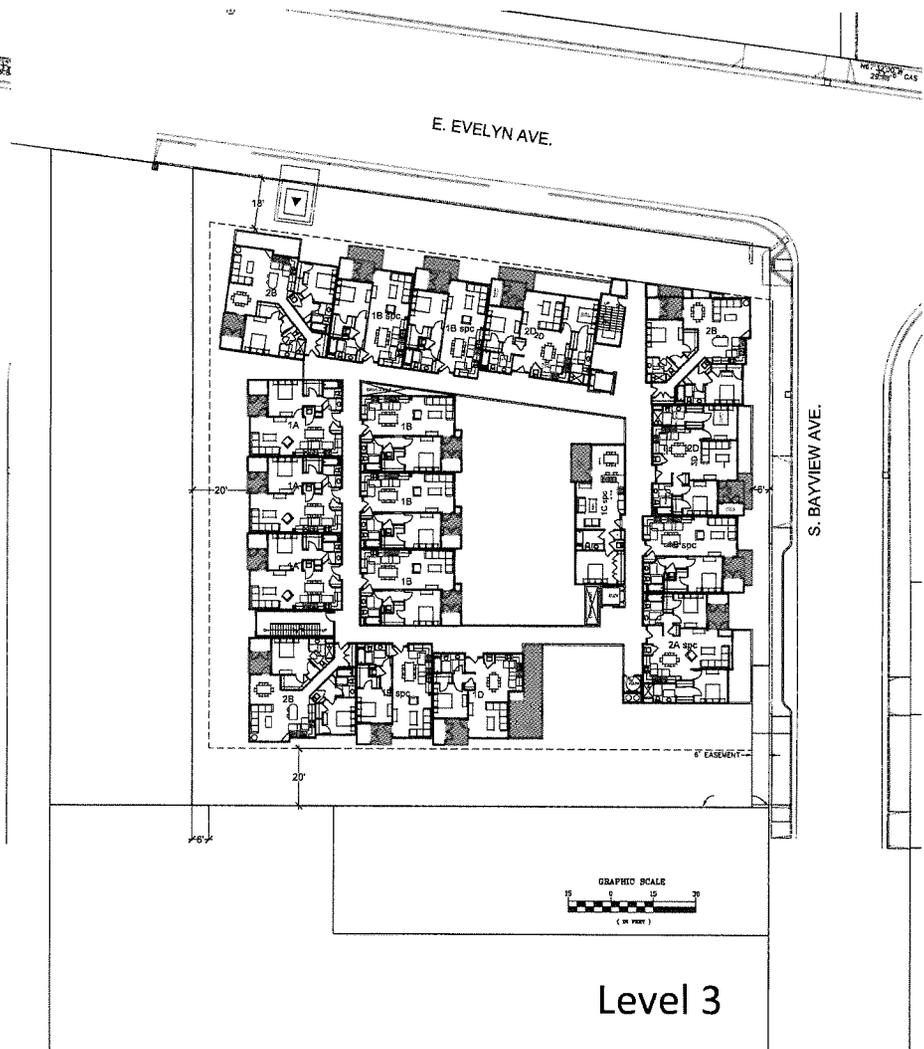
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Level 2



Level 3

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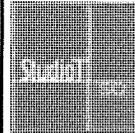
Revisions:

Sheet Title:
LEVEL 2 & LEVEL 3



Job No.: 11034
Date: 11/13/2012
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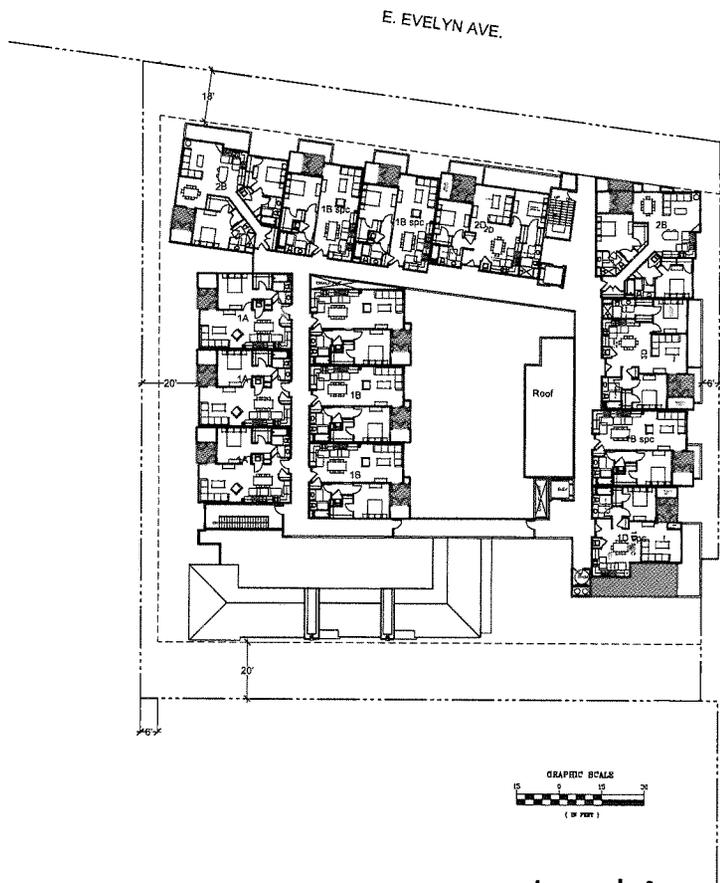
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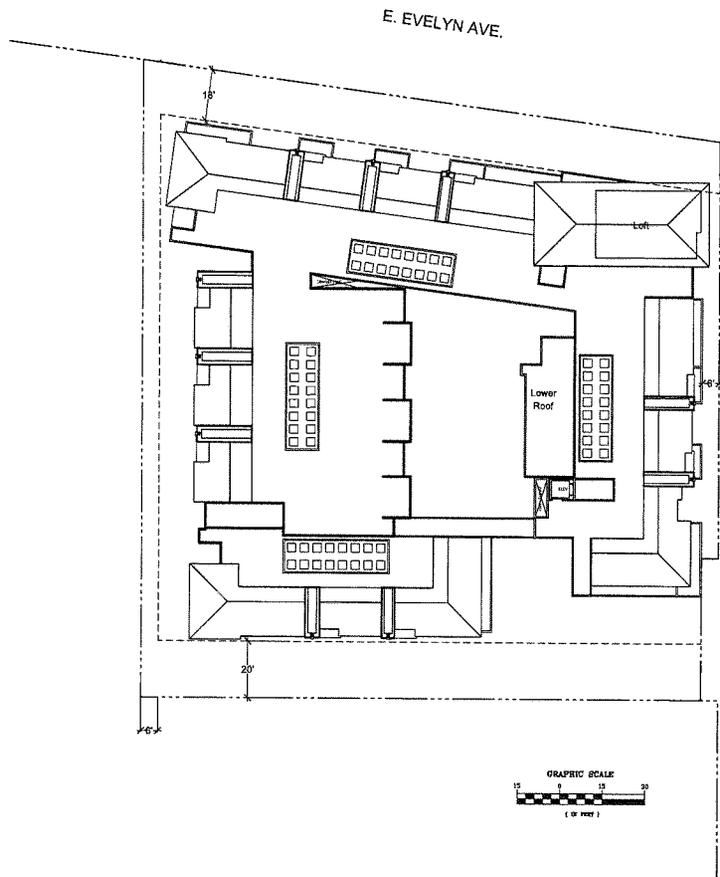
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Level 4



Roof Level

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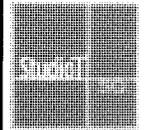
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Revisions:

Sheet Title:
 LEVEL 4 & ROOF LEVEL

Job No.: 11034
 Date: 11/13/2012
 Scale: 3/20" = 1' - 0"
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Sheet No.:
 A3



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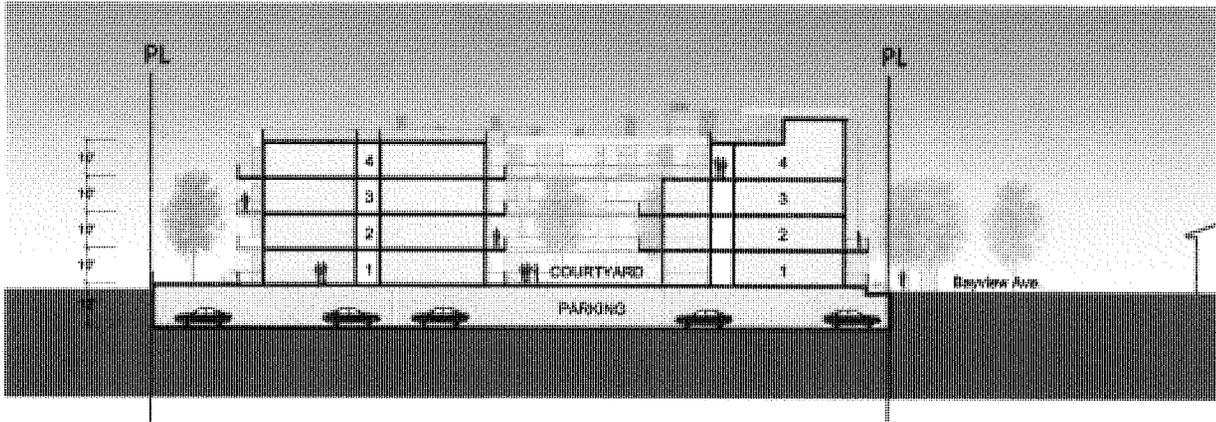
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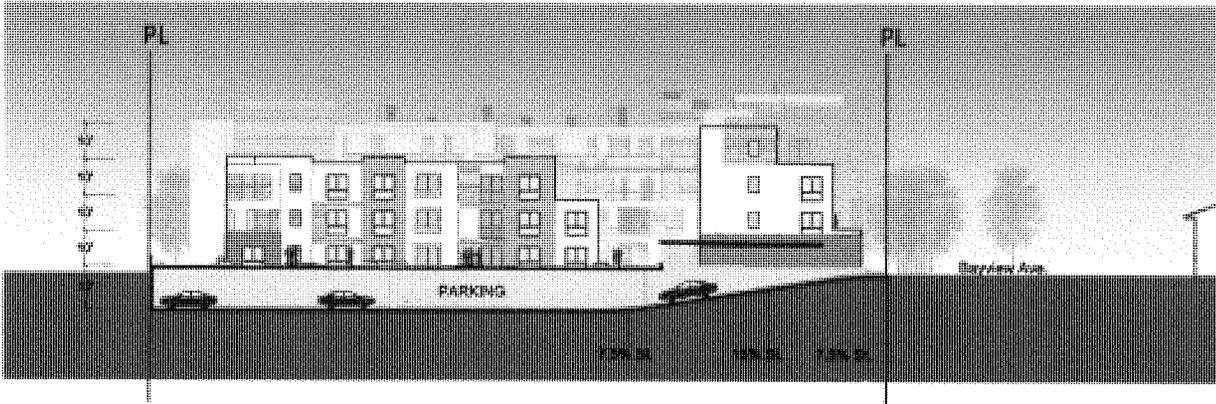
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**STREET
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Job No.: 11034
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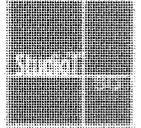
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SECTION A-A'



SECTION B-B'



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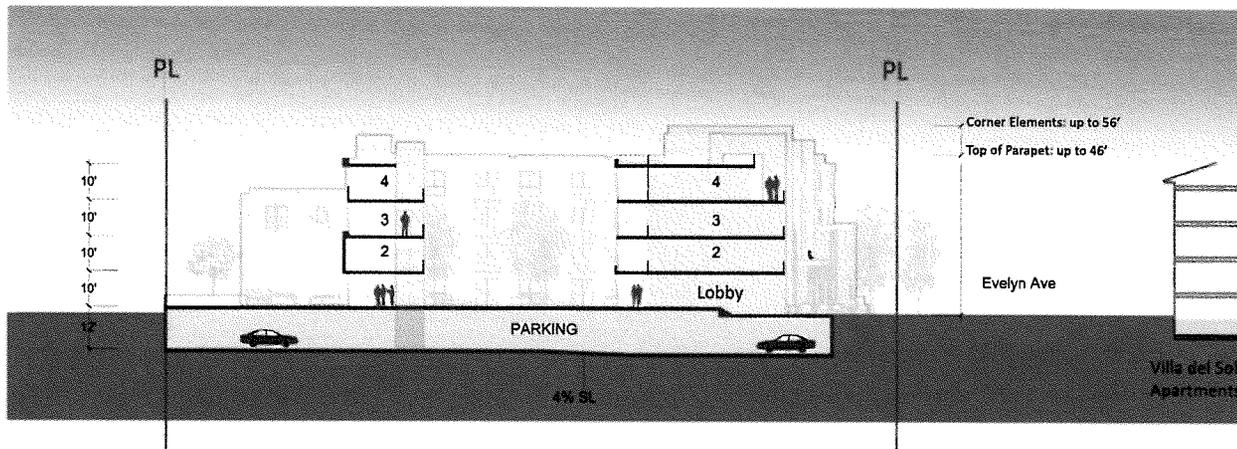
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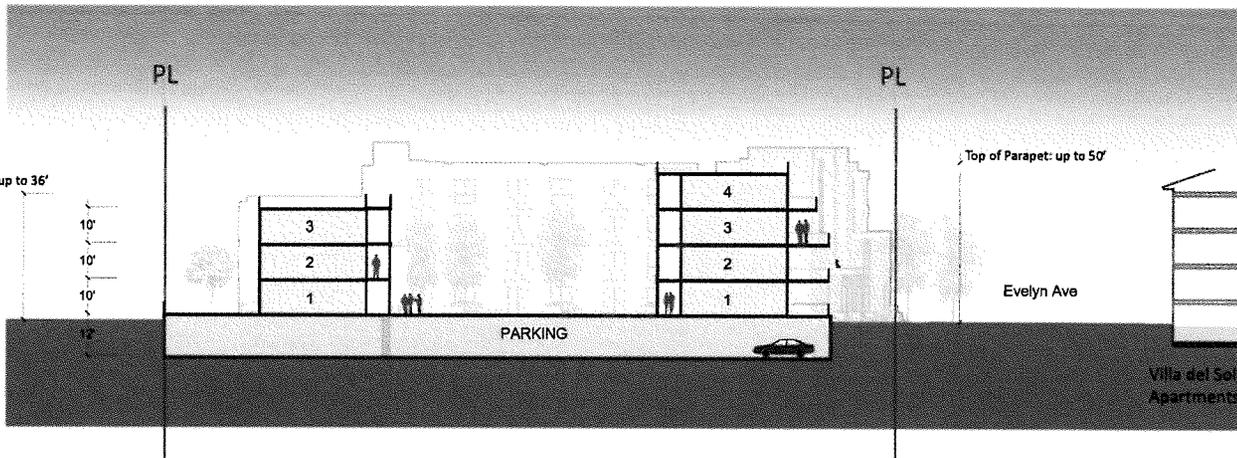
Sheet Title:
 Site Sections

Job No.: 11034
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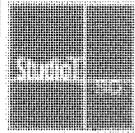
Sheet No:
 A5



SECTION C-C'



SECTION D-D'



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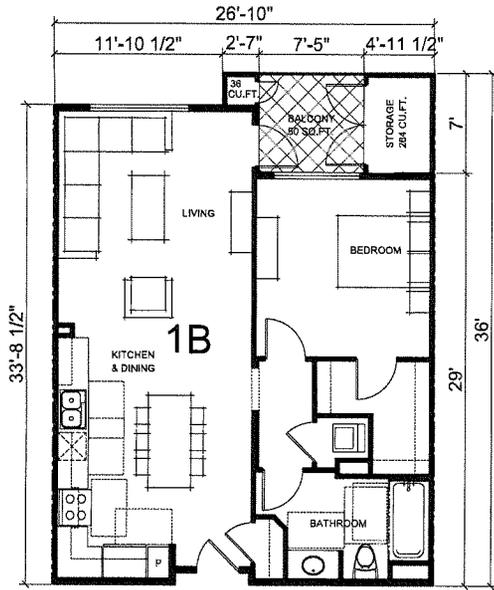
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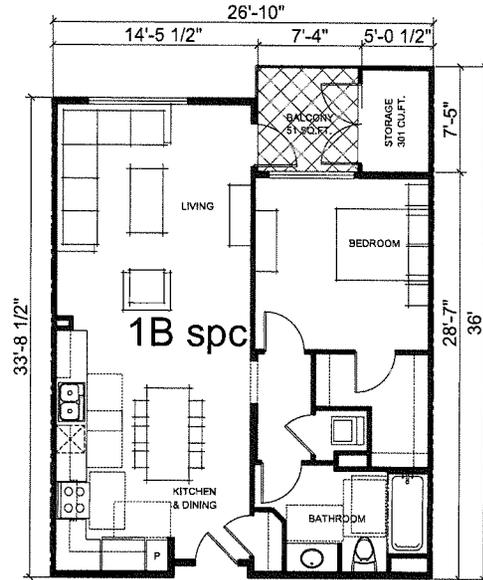
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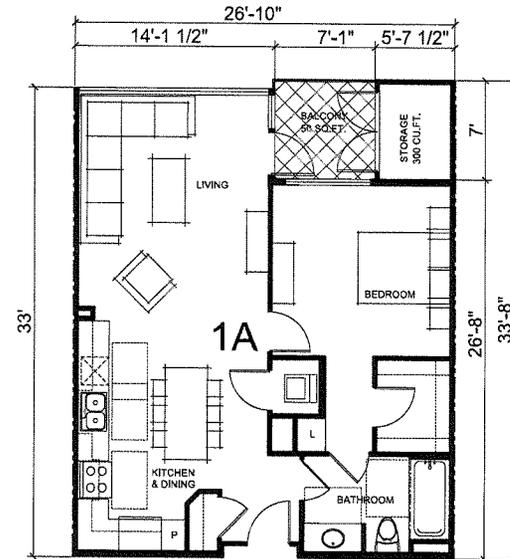
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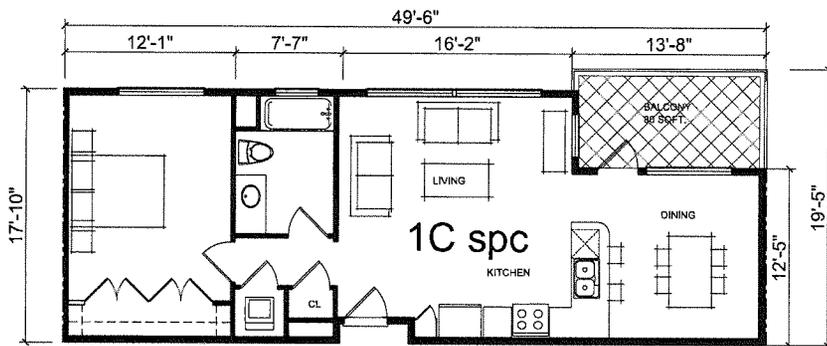
UNIT 1B	
UNIT AREA	848 SF
STORAGE AREA	33 SF
TOTAL AREA	881 SF



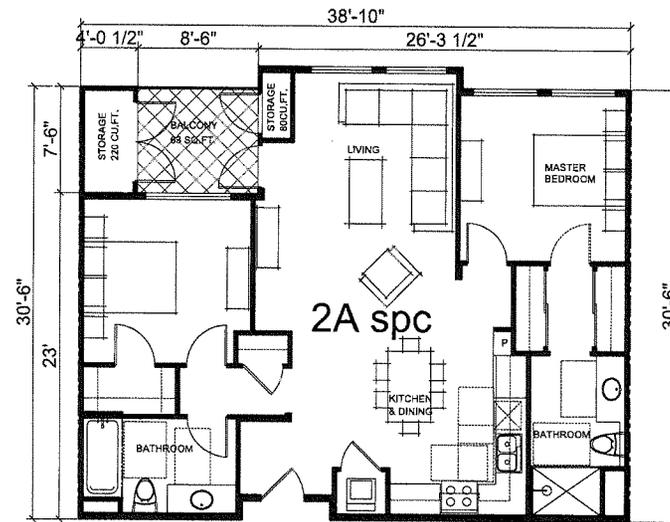
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STORAGE AREA	33 SF
TOTAL AREA	870 SF



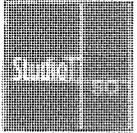
UNIT 1A	
UNIT AREA	805 SF
STORAGE AREA	33 SF
TOTAL AREA	838 SF



UNIT 1C_spc	
UNIT AREA	805 SF
STORAGE AREA	33 SF (in bldg.)
TOTAL AREA	827 SF



UNIT 2A_spc	
UNIT AREA	1090 SF
STORAGE AREA	33 SF
TOTAL AREA	1123 SF



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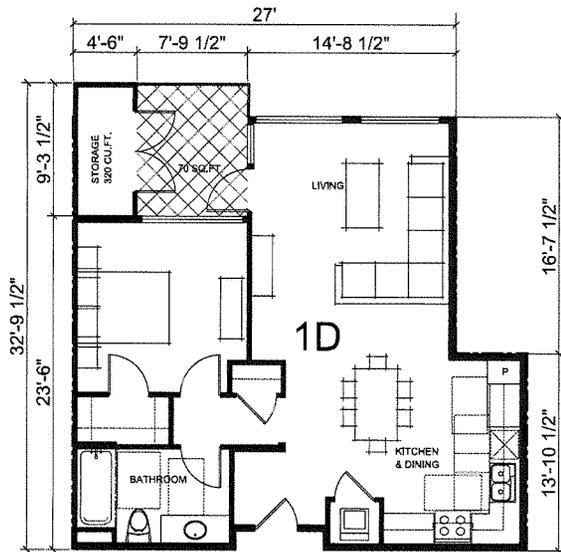
PROMETHEUS REAL ESTATE GROUP
2000 S. NORFOLK ST., #150
SAN MATEO, CALIFORNIA

Revisions:

Sheet Title:
UNIT PLANS

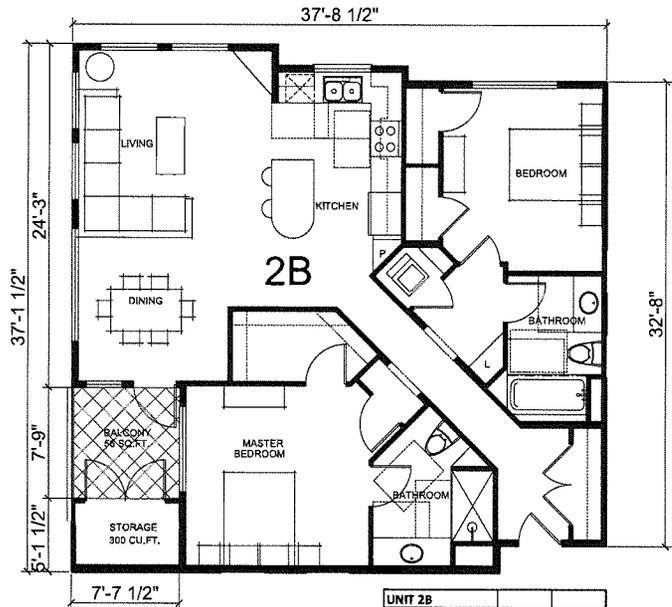
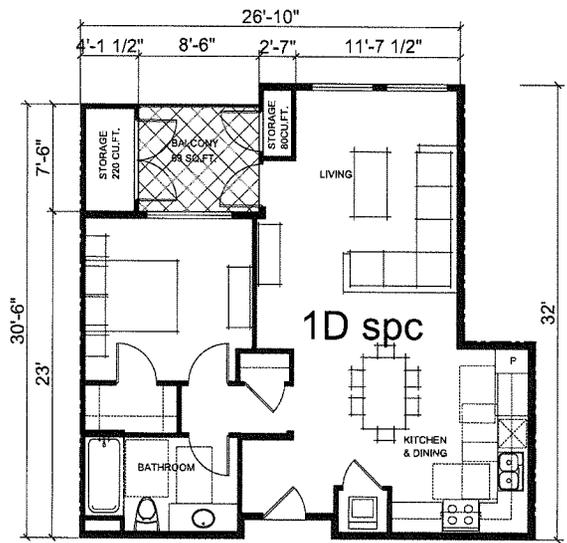
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Date: 11/13/2012
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Drawn By:

Sheet No.:
A7

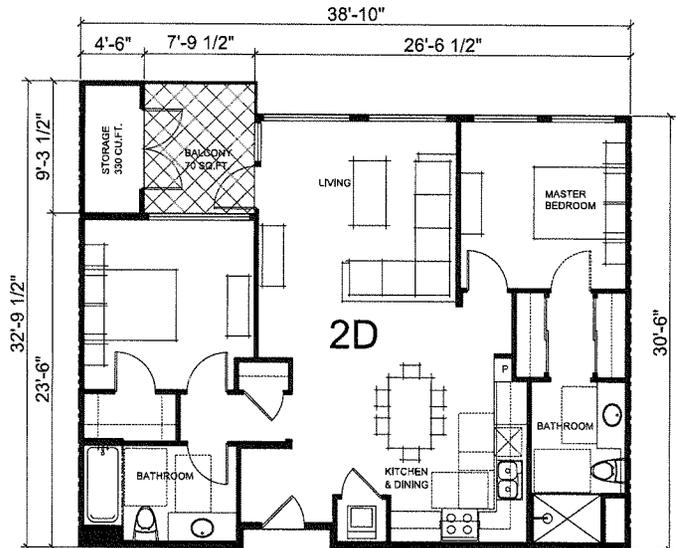


UNIT 1D	
UNIT AREA	810 SF
STORAGE AREA	36 SF
TOTAL AREA	846 SF

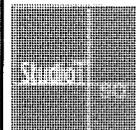
UNIT 1D_spc	
UNIT AREA	813 SF
STORAGE AREA	33 SF
TOTAL AREA	846 SF



UNIT 2B	
UNIT AREA	1219 SF
STORAGE AREA	33 SF
TOTAL AREA	1252 SF



UNIT 2D	
UNIT AREA	1093 SF
STORAGE AREA	36 SF
TOTAL AREA	1129 SF



Architecture
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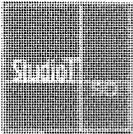
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Revisions:

Sheet Title:
UNIT PLANS

Job No.: 11094
Date: 11/13/2012
Scale: 1/4" = 1' - 0"
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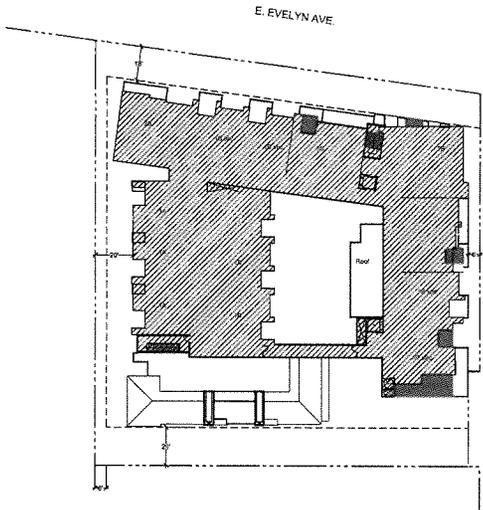
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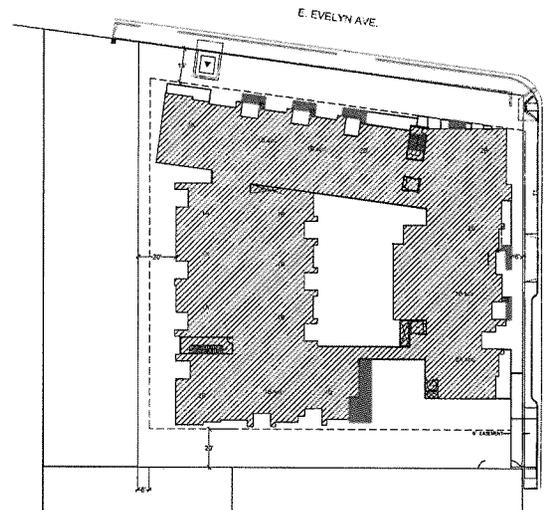
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Sheet No:
A9

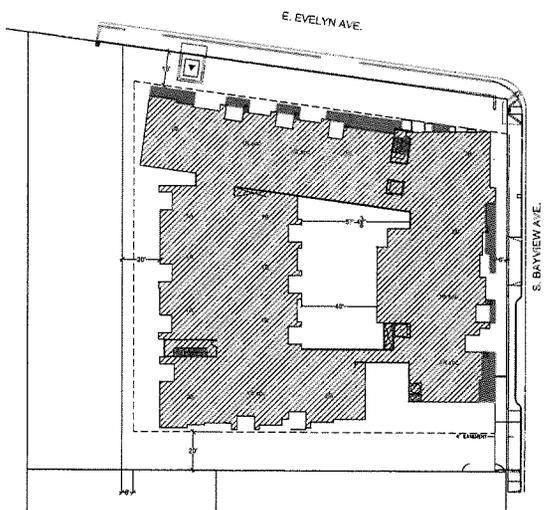
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Page 22 of 31



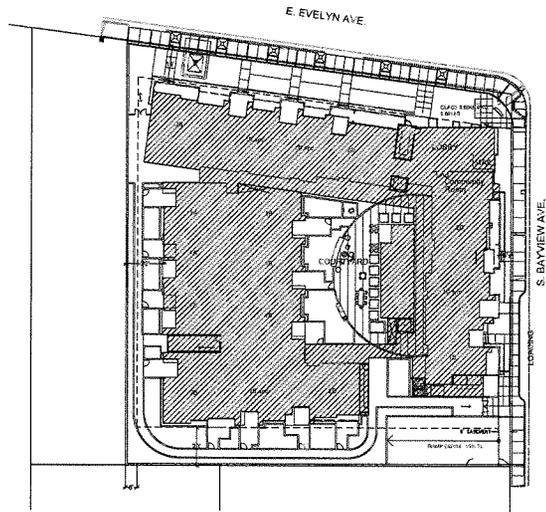
LEVEL 4



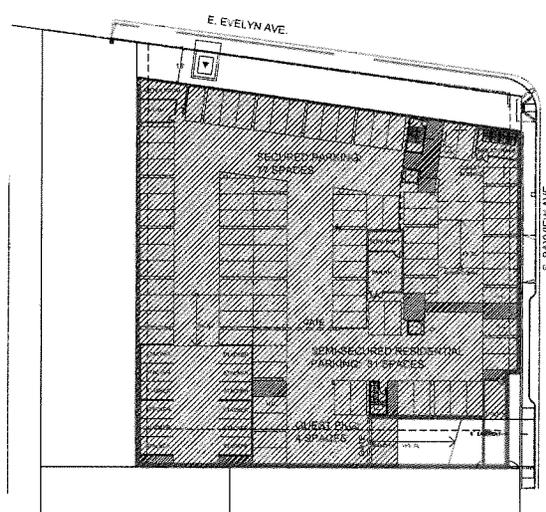
LEVEL 3



LEVEL 2



LEVEL 1



LEVEL A

GARAGE FLOOR AREA=37,298 S.F.

FLOOR AREA CALCULATIONS		
Residential	Gross building S.F.	
Level 1	21,710	sf
Level 2	21,801	sf
Level 3	21,512	sf
Level 4	17,446	sf
Floor Area Residential	82,469	sf
Level A - Subterranean Garage	37,298	sf
		1.92 FAR

HANDLE

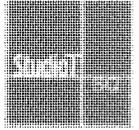
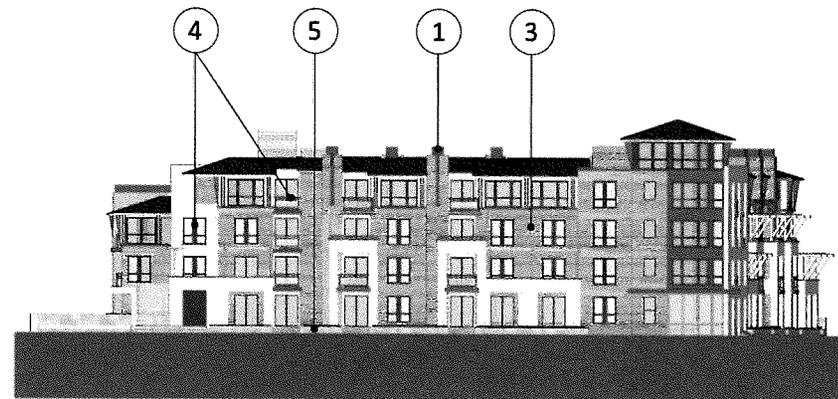
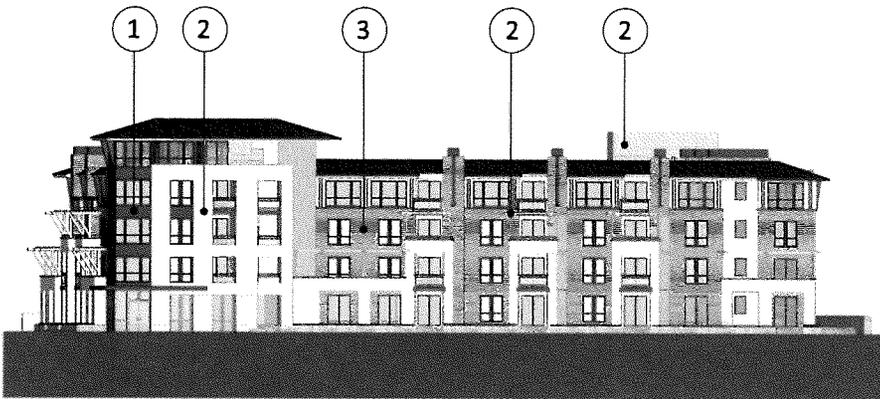
1 Castle Dale KM3935-3
Stucco

3 Golden Needles
ICI A0734 #20YY 41/264 Siding

2 Couscous KM3929-1
Stucco, Siding, Metal

5 Oyster - Cut Coarse Stone
Eldorado Stone

4 Defense AC260-5
Metal



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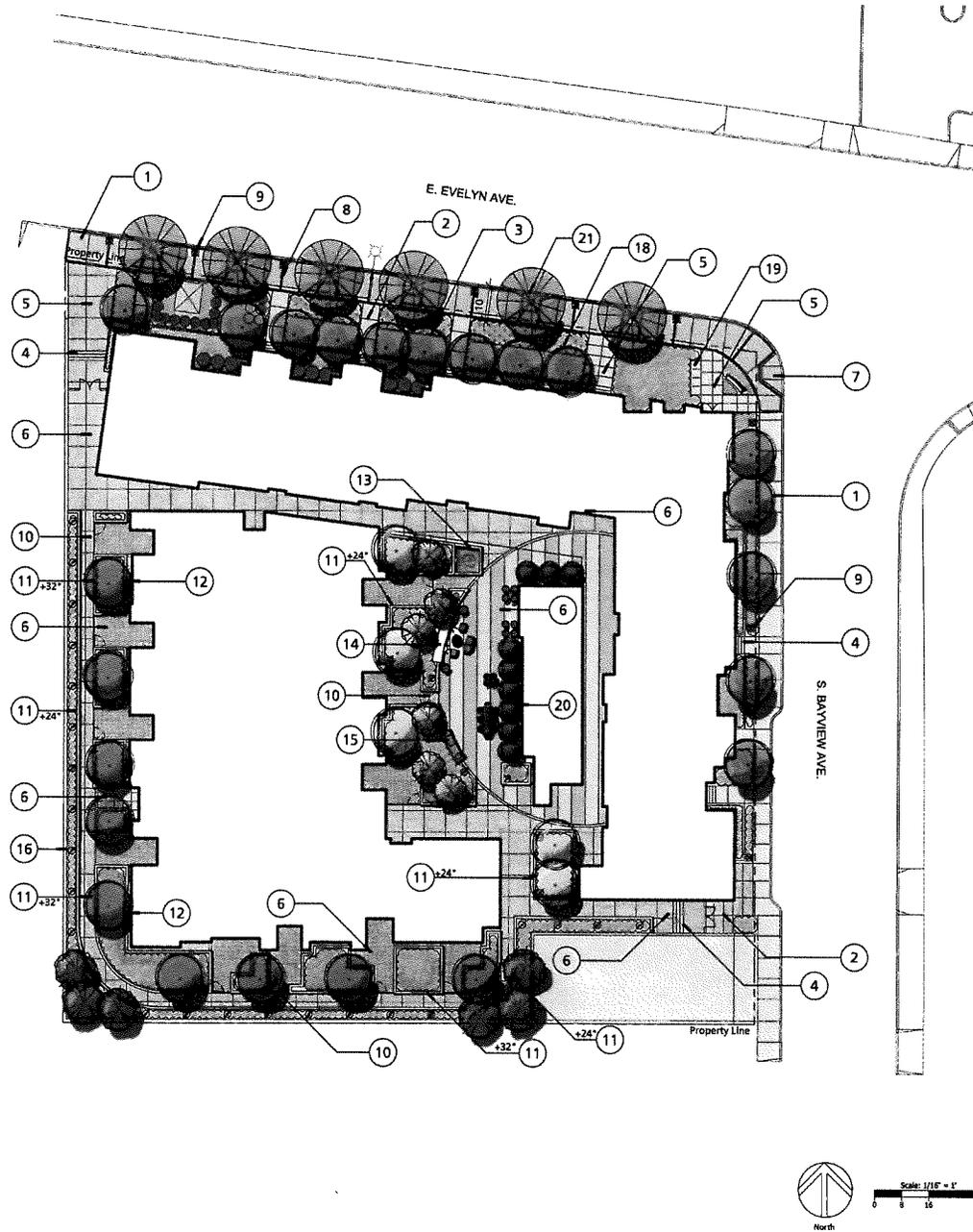
Revisions:

Sheet Title:
Building Colors
and Materials

Job No.: 11034
Date: 11/13/2012
Drawn By:

Sheet No.: A11

- 1 Pedestrian Concrete Paving. Per City of Sunnyvale standards and specifications.
- 2 Pedestrian Concrete Paving. Natural Grey with light broom finish.
- 3 Recycled Header.
- 4 Steps and handrails. See Architectural Drawings.
- 5 Pedestrian Accent Paving On-Grade with integral color concrete band.
- 6 Pedestrian Accent Paving On-Structure.
- 7 HC Access Ramp per City of Sunnyvale, California Building Code, and Federal ADA Guidelines
- 8 Unit Paver Band per City of Sunnyvale Downtown Design Guidelines.
- 9 Pedestrian-scale Pole Light.
- 10 Patio Gate and Fence.
- 11 Planter Wall On-Structure with pre-cast wall cap.
- 12 Gravel Paving On-Structure.
- 13 Water Feature.
- 14 Outdoor Fireplace.
- 15 Outdoor Barbeque with sink. Poured in place integral color concrete with granite counter top.
- 16 Bollard Light.
- 17 Wall Light.
- 18 Stormwater Treatment Aess, See Civil Drawings.
- 19 Class II Bike Racks per VTA Guidelines and Specifications. Quantity: 5 Bikes.
- 20 Precast Planter Pots. 60" Square.
- 21 Street Tree and Tree Grate per City of Sunnyvale standards and specifications.



StudioT
 Architecture
 Planning
 Urban Design

410 12th Street #300,
 Oakland, California 94612
 (510) 451-2950

THE GUZZARDO PARTNERSHIP INC.
 Landscape Architects - Land Planners

181 Greenwich Street
 San Francisco, CA 94111
 415 423 4472
 415 431 5022

EVELYN HOTEL SITE
 SUNNYVALE, CALIFORNIA

PROMETHEUS REAL ESTATE GROUP
 1000 S. MOULDER ST. #200
 SUNNYVALE, CALIFORNIA 94089

Sheet Title:
Conceptual Landscape Plan

Job No.:
 Date: 11.13.2012
 Scale: 1/16" = 1'-0"
 Drawn By:

Sheet No.:
L1

Attachment D
 Page 25 of 31

PLANT PALETTE

KEY	SIZE*	BOTANICAL NAME	COMMON NAME	COMMENTS
ARB MAR		Arbutus 'Marino'	Strawberry Tree	Low Water Use
CER CAN		Cercis c. 'Forest Pansy'	Redbud	Low Water Use
LAG NAT		Lagerstroemia 'Natchez'	Grape Myrtle	Low Water Use
LOP CON		Lophostemon confertus	Brisabona Box	
LAU HOB		Laurus nobilis 'Saratoga'	Saratoga Laurel	Low Water Use
OLE EUR		Olea europaea 'Simon Hill'	Olive	Low Water Use
POD JAP		Podocarpus n. 'Jaki'	Japanese Yew	
PLA COL		Platanus x acerifolia 'Columbia'	Plane Tree	
PYR WHI		Pyrus c. 'Whitehouse'	Flowering Pear	
QUE SUB		Quercus suber	Dark Oak	
QUE VIR		Quercus virginiana	Southern Live Oak	
ZEL SER		Zelkova serrata 'Green Vase'	Green Vase Zelkova	

* 15 Gallon minimum unless otherwise noted on plans

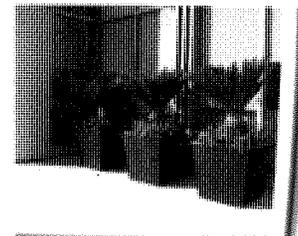
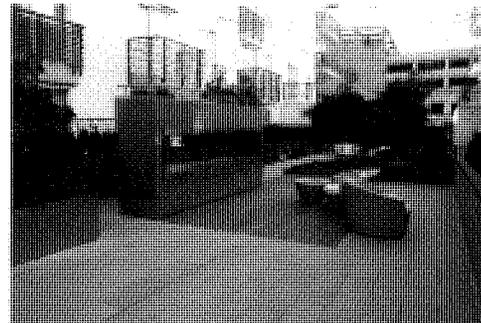
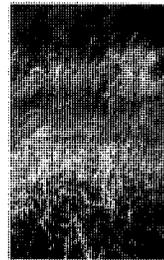
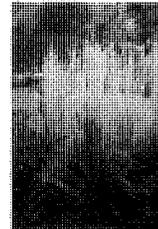
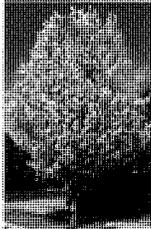
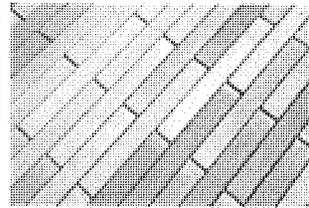
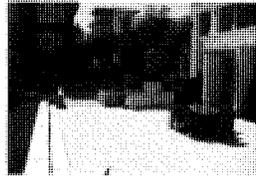
KEY	SIZE	BOTANICAL NAME	COMMON NAME	SPACING*/COMMENTS
AG	1 Gal	Acorus gramineus 'Ogon'	Japanese Sweet Flag	18" O.C.
AJ	5 Gal	Arbutus unedo 'Compacta'	Strawberry Tree	36" O.C. Low Water Use
AC	1 Gal	Artemisia c. 'Montano'	Monkton Sagebrush	36" O.C. Native/Low Water Use
BD	5 Gal	Berberis darwinii	Darwin Barberry	36" O.C. Low Water Use
CT	5 Gal	Chondropetalum teucorum	Cape Rush	36" O.C.
CR	5 Gal	Cistus purpureus	Drach Rock Rose	36" O.C. Low Water Use
DL	5 Gal	Dietes Lemon Drops'	Fortnight Lily	30" O.C. Low Water Use
DV	5 Gal	Dodonaea viscosa	Hopsed Bush	60" O.C. Low Water Use
EW	5 Gal	Euphorbia charocalis wulfenii	Euphorbia	30" O.C. Low Water Use
HH	1 Gal	Hemerocallis hybrida	Evergreen Daylily	18" O.C. Native
HA	5 Gal	Heteromeles arbutifolia	Toyon	72" O.C. Native/Low Water Use
IV	5 Gal	Ilex vomitoria 'Nana'	Dwarf Yaupon Holly	36" O.C. Low Water Use
LC	1 Gal	Linum catharticum	Sea Lavender	24" O.C. Native/Low Water Use
LH	5 Gal	Loropetalum chinensis	Fringe Flower	36" O.C. Low Water Use
MA	5 Gal	Mahonia a. 'Compacta'	Dwarf Oregon Grape	48" O.C. Native
PS	5 Gal	Pharmitum 'Sao Jade'	New Zealand Flax	30" O.C. Low Water Use
PM	5 Gal	Pharmitum 'Monrovia Red'	New Zealand Flax	36" O.C. Low Water Use
PI	5 Gal	Prunus illinoifolia	Hollyleaf Cherry	60" O.C. Native/Low Water Use
RC	5 Gal	Rhamnus c. 'Mound San Bruno'	Mound San Bruno Coffeeberry	42" O.C. Native/Low Water Use
RV	5 Gal	Ribes viburnifolium	Catalina Perfume	60" O.C. Native/Low Water Use
RO	1 Gal	Rosa californica	California Rose	48" O.C. Native/Low Water Use
RK	1 Gal	Rosmarinus a. 'Ken Taylor'	Rosemary	36" O.C. Low Water Use

**if used as or noted on plans as groundcover

KEY	SIZE	BOTANICAL NAME	COMMON NAME	SPACING*/COMMENTS
CA	1 Gal	Calamagrostis acutifolia 'Sirota'	Feather Reed Grass	36" O.C. Low Water Use
HS	1 Gal	Heliopsis scabra	Blue Owl Grass	24" O.C. Low Water Use
JE	5 Gal	Juncus patens 'Elk Blue'	California Gray Rush	24" O.C. Native
MU	1 Gal	Muhlenbergia 'Regal Mist'	Purple Deer Grass	24" O.C. Native/Low Water Use
CE	5 Gal	Carex elata 'Aurea'	Fountain Grass	24" O.C.
PM	5 Gal	Polysetichum munifolium	Sword Fern	24" O.C. Native

KEY	SIZE	BOTANICAL NAME	COMMON NAME	SPACING*/COMMENTS
ARC	1 Gal	Arctostaphylos 'Pacific Mist'	Bearberry	30" O.C. Native/Low Water Use
BP	1 Gal	Baccharis pilularis	Coyote Brush	36" O.C. Native/Low Water Use
IRI	1 Gal	Iris douglasiana 'P. Coast Hybrid'	Pacific Coast Hybrid Iris	18" O.C. Native/Low Water Use
DST	1 Gal	Dianthus barbatus	Freeway Daisy	18" O.C. Low Water Use
ROS	1 Gal	Rosmarinus officinalis 'Irene'	Rosemary	24" O.C. Low Water Use
SAR	1 Gal	Sarcococca hookeriana humilis	Sweet Box	36" O.C. Low Water Use
TRA	1 Gal	Tracheloacarpum jasminoides	Star Jasmine	24" O.C.
ZAU	1 Gal	Zauschneria c. 'Everett's Choice'	California Fuchsia	24" O.C. Native/Low Water Use
SOD		Lesymus triticeoides	Native Creeping Wiolrys	Turfgrass

KEY	SIZE	BOTANICAL NAME	COMMON NAME	COMMENTS
CL	5 Gal	Clematis lasiantha	Choparral Clematis	Native/Low Water Use
DB	5 Gal	Dicellaea buxifolia	Blood-Red Trumpet Vine	
PA	5 Gal	Polygonum Auberti	Silver Lace Vine	Low Water Use



Architecture
Planning
Urban Design

410 12th Street #350
Oakland, California 94607
510.431.1300

THE GUZZARDO PARTNERSHIP INC.
Landscape Architects - Land Planners

181 Greenwich Street
San Francisco, CA 94111
415.677.0172
415.433.8005

EVELYN HOTEL SITE
SUNNYVALE, CALIFORNIA
PROMETHEUS REAL ESTATE GROUP
1900 S. REDWOOD ST. # 250
SAN MATEO, CALIFORNIA

LANDSCAPE

Sheet Title:
Landscape
Imagery

Job No.:
Date: 11.13.2012
Scale:
Drawn By:

Sheet No.:

L2

Attachment D
Page 26 of 31

VESTING TENTATIVE TRACT MAP

FOR CONDOMINIUM PURPOSES
 BEING ALL OF PARCELS 1, 2, 3 AND 4, AS SHOWN ON THAT CERTAIN PARCEL MAP FILED IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA ON JANUARY 25, 1988 IN BOOK 71 OF MAPS, AT PAGES 88 AND 89.

LEGEND

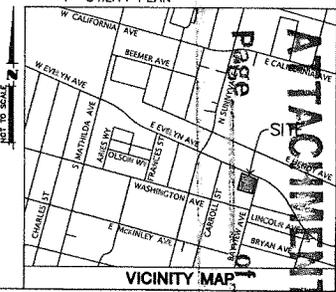
- BOUNDARY LINE
- EXISTING LOT LINE
- CENTER LINE
- EASEMENT LINE
- EXISTING EASEMENT LINE
- CITY SURVEY MONUMENT
- FOUND MONUMENT
- SIDEWALK EASEMENT

NOTES

- OWNERS: LENZEN LLC, A CALIFORNIA LIMITED LIABILITY COMPANY
 LIAM DALE
 DESMOND A. NOLAN
 681 NORTH MATILDA AVENUE
 SUNNYVALE, CALIFORNIA 94085
- DEVELOPER: PROMETHEUS REAL ESTATE GROUP
 1900 SOUTH NORFOLK STREET, SUITE 150
 SAN MATEO, CALIFORNIA 94403
 P: (650) 931-3400
- ENGINEER: CIVIL ENGINEERING ASSOCIATES, INC.
 224 AIRPORT PARKWAY, SUITE 525
 SAN JOSE, CALIFORNIA 95110
 P: (408) 453-1068
1. EXISTING ZONING: DSP BLOCK 4 (DOWNTOWN SPECIFIC PLAN)
 2. PROPOSED ZONING: DOWNTOWN SPECIFIC PLAN
 3. PROPOSED USE: 66 RESIDENTIAL CONDOMINIUM UNITS ON PODIUM
 4. FLOOD ZONE DESIGNATION: "X", AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.
 5. ASSESSORS PARCEL NUMBER: 209-05-019, 020, 021 & 022
 6. UNKNOWN WELLS ON SITE
 7. STORM SEWER TO BE PROVIDED BY CITY OF SUNNYVALE
 8. WATER TO BE PROVIDED BY CITY OF SUNNYVALE
 9. SANITARY SEWER TO BE PROVIDED BY CITY OF SUNNYVALE
 10. FIRE PROTECTION IS TO BE PROVIDED BY CITY OF SUNNYVALE
 11. GAS AND ELECTRIC IS TO BE PROVIDED BY PG&E
 12. NUMBER OF LOTS: 1
 13. TOTAL AREA: 0.99 ACRES GROSS

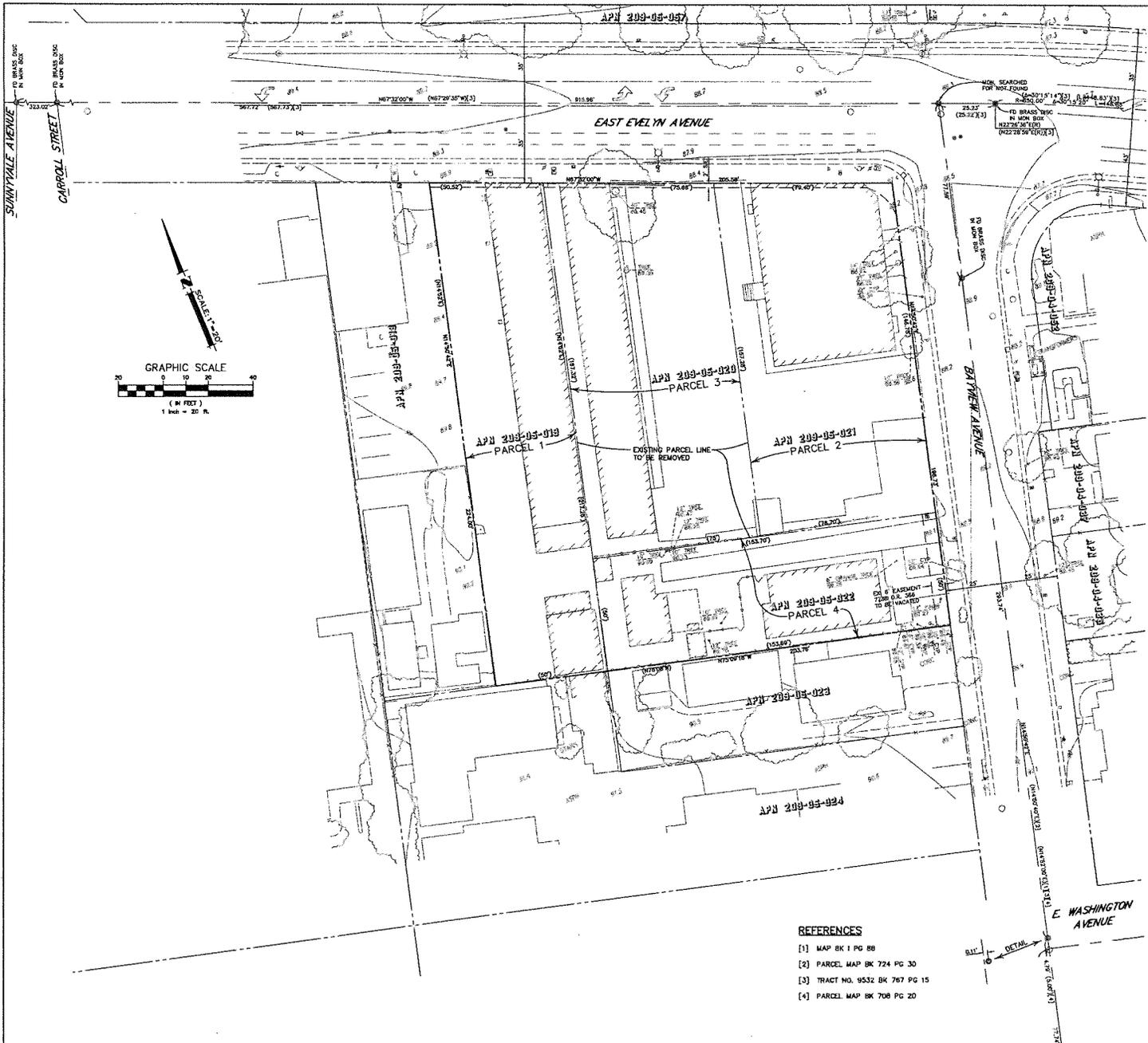
SHEET INDEX

- 1 VESTING TENTATIVE TRACT MAP
- 2 SITE PLAN
- 3 GRADING AND DRAINAGE PLAN
- 4 UTILITY PLAN



REFERENCES

- [1] MAP BK 1 PG 88
- [2] PARCEL MAP BK 724 PG 30
- [3] TRACT NO. 9532 BK 767 PG 15
- [4] PARCEL MAP BK 708 PG 20



PREPARED FOR:
PROMETHEUS
 1900 South Norfolk Street, Suite 150
 San Mateo, CA 94403
 (650) 931-3400

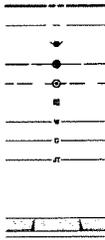
CIVIL ENGINEERING ASSOCIATES
 CIVIL ENGINEERS • PLANNERS • SURVEYORS
 224 Airport Parkway
 San Jose, CA 95110
 (408) 453-1068

VESTING TENTATIVE TRACT MAP
 390-394 E. EVELYN AVENUE
 & 451 BAYVIEW AVENUE
 SUNNYVALE, CALIFORNIA

DATE: MAR. 6, 13
 SCALE: 1"=20'
 DESIGNED: J.G.
 DRAWN: C.H.
 JOB NO.: 12-105
 SHEET: 1
 OF 4 SHEETS

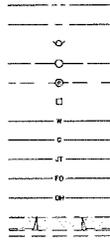
Attachment D
 Page 28 of 31

TO BE CONSTRUCTED



LEGEND

EXISTING



DESCRIPTION

PROPERTY LINE

CENTER LINE

FIRE HYDRANT

SANITARY SEWER AND MANHOLE

STORM SEWER AND MANHOLE

CATCH BASIN

WATER MAIN

GAS MAIN

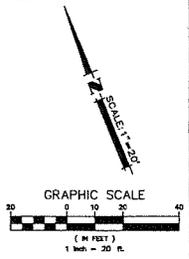
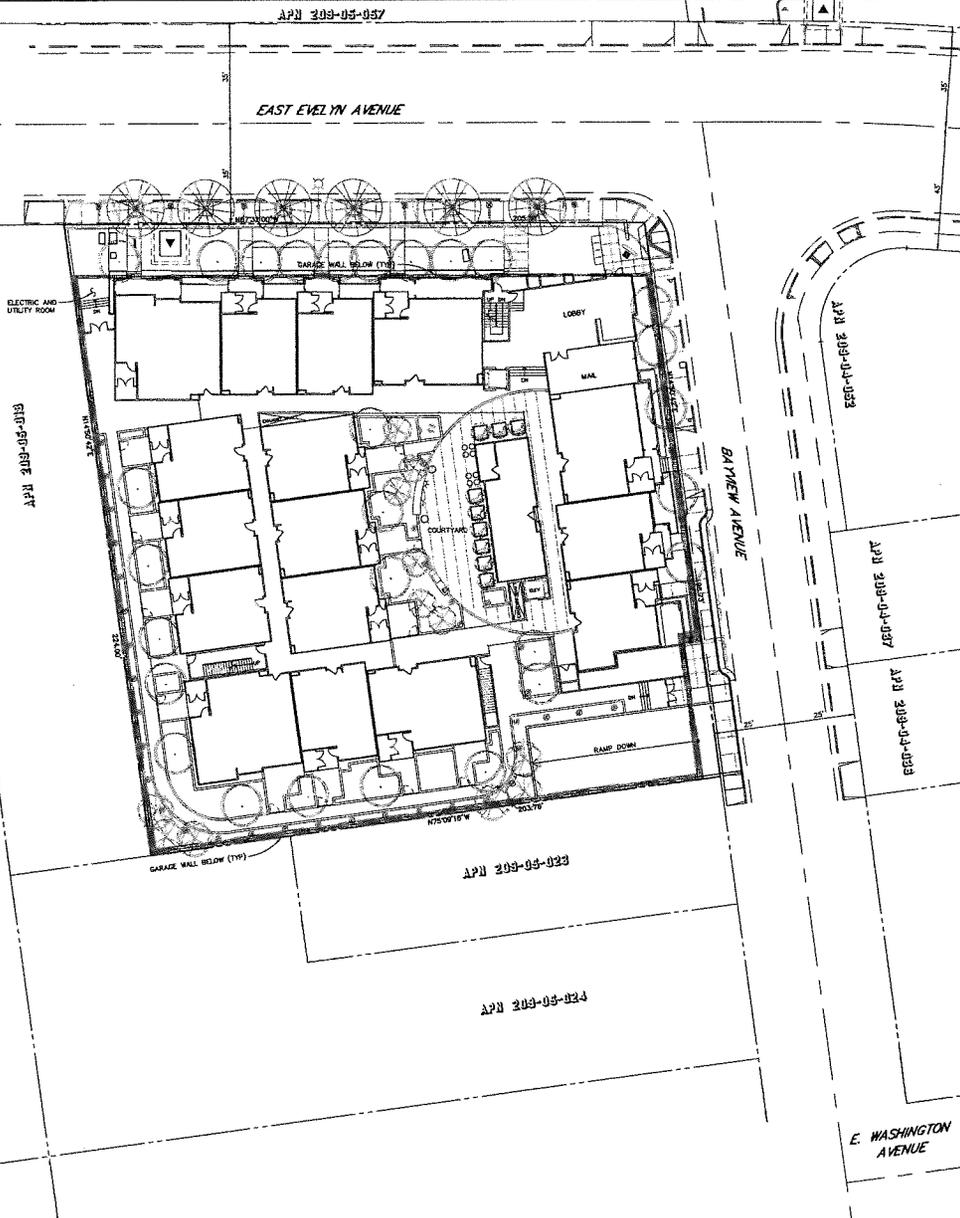
JOINT TRENCH

FIBER OPTIC LINE

OVERHEAD LINE

CURB, GUTTER, SIDEWALK & DRIVEWAY

TRANSFORMER



ATTACHMENT

Page 29 of 31

of

DATE	APR 11 2007
SCALE	1" = 20'
DESIGNED	J.C.
DRAWN	C.H.
JOB NO.	12-10
SHEET	2
PREPARED FOR: VESTING TENTATIVE TRACT MAP 890-884 E. EVELYN AVENUE & 151 BAYVIEW AVENUE TUALUMNE, CALIFORNIA 95971	
CIVIL ENGINEERING ASSOCIATES 224 WEST 7TH ST SUITE 200 TUALUMNE, CA 95971 TEL: 530-835-4500 FAX: 530-835-4501 WWW: CIVIL-ENG-ASSOCIATES.COM	
PROMETHEUS 1000 SOUTH WASHINGTON STREET, SUITE 100 TUALUMNE, CALIFORNIA 95971 530-831-3100	

Attachment D



Page _____ of _____
ATTACHMENT

DATE	MAR. 6, 2010
SCALE	1" = 20'
DESIGNED	J.C.
DRAWN	C.H.
JOB NO.	12-105
SHEET	4
SSETS	4

PREPARED FOR
PROMETHEUS
 1000 South Arroyo Street, Suite 100
 San Marino, CA, 91764
 650.851.1100

CIVIL ENGINEERING ASSOCIATES
 Civil Engineers • Planners • Surveyors

VESTING TENTATIVE TRACT MAP
 990-394 E. EVELYN AVENUE
 &
 151 BAYVIEW AVENUE
 GRADING AND DRAINAGE PLAN
 CALIFORNIA

Page 30 of 31
 Attachment D



February 19, 2013

Hanson Hom
Community Development Director
City of Sunnyvale
456 West Olive Avenue
Sunnyvale, CA 94088

RE: Addendum to Application Materials: State Density Bonus Law Incentives and Concessions for 388-394 East Evelyn Avenue and 151-153 Bayview Ave. (Application Number 2012-7460), and 475 & 475 East Evelyn Avenue (Application Number 2012-7462).

Dear Mr. Hom,

This letter serves as a Letter of Modification to the Incentives and Concessions being requested for the project applications identified above.

These project applications no longer request a transfer of the, to be provided Affordable units, to another property within Sunnyvale as had been previously proposed. That request is now withdrawn. In its place, a request for Expedited Permit Review Processing is being determined. As stated throughout the State Density Bonus Law, Density Bonus project applications shall be placed ahead of Non-Density Bonus project applications. Standard review times for City of Sunnyvale Permit Review Staff are three (3) weeks for the initial submittal and two (2) weeks for each following resubmittal. However, due to current workloads and staffing levels an additional two (2) weeks is being added to each of these durations.

To that end, we propose the following schedule:

The City of Sunnyvale shall accept, process, review and act upon all applications for Subsequent Approvals in an expedited fashion. The City shall inform the Developer/Applicant, upon request, of the necessary submission requirements for a complete drawing set for each such Subsequent Approval. Specifically, each Construction Document related drawing submittal (Final Map, Demolition, Grading, Foundation, Superstructure, Building, and any other related permits), be placed ahead of Non-Density Bonus project applications and have an associated review time of half the City Standard review times. This would translate to review times of one and a half (1.5) weeks for the initial submittal and one (1) week for each following resubmittal.

We again appreciate your consideration and review of the information provided. Please contact myself should you have any questions.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Jon Moss", written in a cursive style.

Jon Moss
Executive Vice President & Partner

Prometheus Real Estate Group, Inc.

cc: Trudi Ryan
Ryan Kuchenig
Pat Castillo



December 14, 2012

Hanson Hom
Community Development Director
City of Sunnyvale
456 West Olive Avenue
Sunnyvale, CA 94088

RE: Addendum to Application Materials: 457 & 475 East Evelyn Avenue and 394 East Evelyn Avenue (2011-7906) – State Density Bonus Law Requests

Dear Mr. Hom,

This letter serves as a second addendum to the above-referenced project applications. In particular, this letter provides further information and clarification regarding the details of the Development Standard Waivers, and the Incentives and Concessions to be associated with the application of City and State Density Bonuses for the pending Special Development Permit Applications. As previously stated, this Density Bonus request is based on City of Sunnyvale Staff’s stated support of a base density of 48 units per acre for both the Sunnyvale Hotel project, located at 394 East Evelyn Avenue, which is included within the Sunnyvale Downtown Specific Plan, as well as the property located at 457 & 475 East Evelyn Avenue, which is proposed to be included within the Sunnyvale Downtown Specific Plan. The Sunnyvale Hotel site currently sits within Block 4 of the Downtown Specific Plan and has an underlying zoning of 48 units per acre. Staff has stated their support of extending this same level of density to the North side of East Evelyn Avenue.

I. SUNNYVALE HOTEL

A. Density Bonus

Prometheus Real Estate Group proposes to implement the City's Green Building Density Bonus which provides a 5% Density Bonus. This directly translates to a total of 49 units. Prometheus is also requesting a Density Bonus pursuant to the State Density Bonus Law (Gov. Code § 65915 *et seq.*). Pursuant to Section 65915(f)(2), providing 11% Very Low BMR units equates to a 35% Density Bonus, which in turn directly translates to a total of 67 units for the project site. Pursuant to Section 65915(f)(5), calculations resulting in fractional units are rounded up. The details of the calculation are shown below:

Base Units/Acre	48
Acres	0.98
Total Base	47
Green Bonus	5%
Base With Green Bonus	49
BMR	11%
BMR Units Provided	6

BMR Density Bonus 35%
 Total Units 67

B Incentives/Concessions

Based on the project's provisions of 11% very low income units, the project is entitled to two incentives or concessions pursuant to Section 65915(d)(2)(B). At this point, Prometheus seeks to exercise only one of its available incentives for the project, and will reserve its other available incentive in order to respond to potential modifications to the project during the City's processing of the development applications. The incentive requested by Prometheus is as follows:

- The 6 BMR units shall be located in the Shadowbrook apartments, located at 235 South Bernardo Avenue in Sunnyvale. The Shadowbrook apartments are owned and managed by Prometheus Real Estate Group Inc., and are currently going through a total property renovation valued at \$14,000,000.

C. State Density Bonus Law Parking Standards

Pursuant to State Density Bonus Law Section 65915(p), and separate from the incentives allowed under Section 65915(d), upon the request of the developer, no city, shall require a vehicular parking ratio that exceeds one onsite parking space per one bedroom unit or two onsite parking spaces per two bedroom unit. Prometheus hereby makes such a request to the City, which translates to a total of 89 parking spaces for the project (45 1BR units – 45 Spaces, 22 2BR Units – 44 Spaces).

D. Development Standard Waivers

Pursuant to Section 65915(e)(1), the City may not apply any development standard that will have the effect of physically precluding the construction of the project at the densities or with the incentives allowed under the Density Bonus Law. The development standard waivers identified and requested at this time (however, this list is not representative of all that may be necessary) are as follows:

- Lot Coverage: 49.2% Proposed 45% City Standard
 - Height
- | | | |
|-----------------------|--------------|-----------------------|
| (Average): | 48' Proposed | 40' DSP City Standard |
| (Max/Corner Element): | 60' Proposed | 40' DSP City Standard |

II. 457 & 475 EAST EVELYN AVENUE

A. Density Bonus

For this project, Prometheus also proposes to implement the City's Green Building Density Bonus of 5%, which directly translates to a total of 116 units. Prometheus also requests a Density Bonus pursuant to the State Density Bonus Law. As discussed above, providing 11% Very Low BMR units equates to a 35% Density Bonus, which directly translates to a total of 158 units for the project site. The details of the calculation can be found below:

Base Units/Acre	48
Acres	2.31
Total Base	111
Green Bonus	5%
Base With Green Bonus	116
BMR	11%
BMR Units Provided	13
BMR Density Bonus	35%
Total Units	158

B. Incentives/Concessions

Based on the project's provisions of 11% very low income units, the project is entitled to two incentives or concessions pursuant to Section 65915(d)(2)(B). At this point, Prometheus seeks to exercise only one of its available incentives for the project, and will reserve its other available incentive in order to respond to potential modifications to the project during the City's processing of the development applications. The incentive requested by Prometheus is as follows:

- The 13 BMR units shall be located in the Shadowbrook apartments, located at 235 South Bernardo Avenue in Sunnyvale. The Shadowbrook apartments are owned and managed by Prometheus Real Estate Group Inc., and are currently going through a total property renovation valued at \$14,000,000.

C. State Density Bonus Law Parking Standards

Pursuant to State Density Bonus Law Section 65915(p), and separate from the incentives allowed under Section 65915(d), upon the request of the developer, no city, shall require a vehicular parking ratio that exceeds one onsite parking space per one bedroom unit or two onsite parking spaces per two bedroom unit. Prometheus hereby makes such a request to the City, which translates to a total of 222 parking spaces for the project (94 1BR units – 94 Spaces, 64 2BR Units – 128 Spaces).

D. Development Standard Waivers

Pursuant to Section 65915(e)(1), the City may not apply any development standard that will have the effect of physically precluding the construction of the project at the densities or with the incentives allowed under the Density Bonus Law. The development standard waivers identified and requested at this time (however, this list is not representative of all that may be necessary) are as follows:

- Lot Coverage: 50.7% Proposed 45% City Standard
- Height

(Average):	48' Proposed	40' DSP City Standard
(Max/Corner Element)	60' Proposed	40' DSP City Standard

We appreciate your consideration and review of the information provided. Please contact myself should you have any questions.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Jon Moss". The signature is fluid and cursive, with a large initial "J" and "M".

Jon Moss
Executive Vice President & Partner
Prometheus Real Estate Group, Inc.

cc: Trudi Ryan
Ryan Kuchenig
Pat Castillo

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

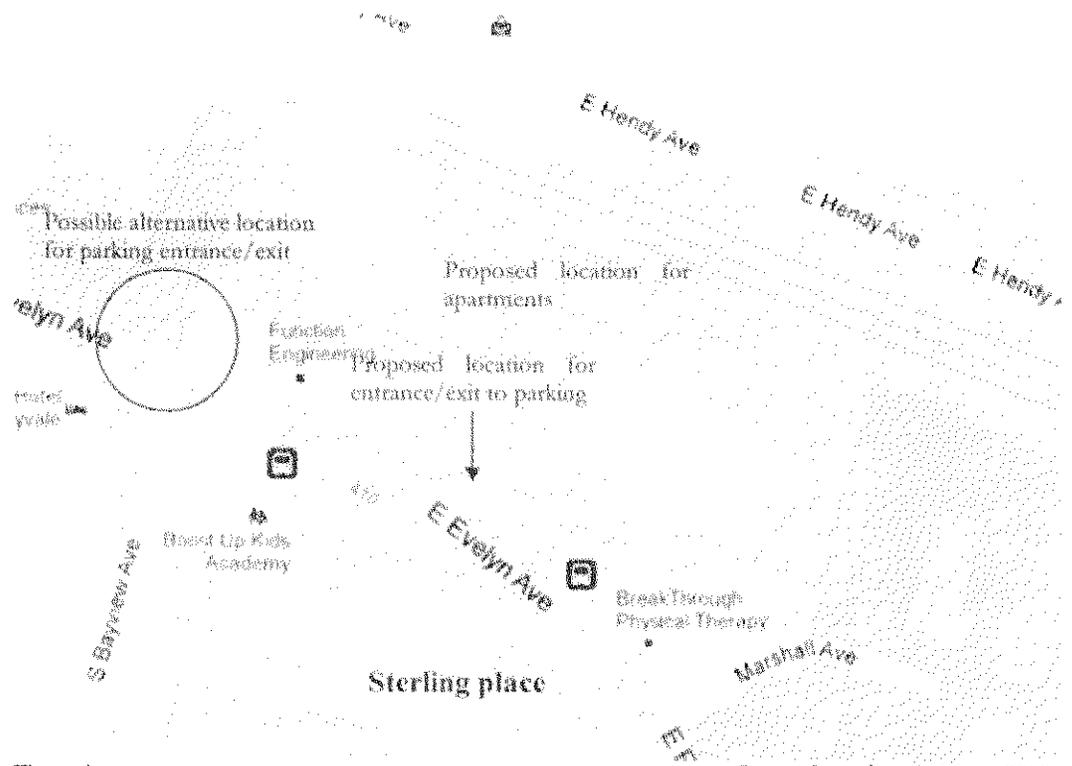


Figure 1

Image from Google Maps, 2012

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

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

From: **Thomas J. Carrig** <

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

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

To: <

Cc: <

>

, 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, sewage 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

<i>Applicant's Calculation</i>	Project Area	Density 48 du/acre base	(rounded)	Green Bonus 0.05 of base	(rounded)	State Bonus 0.35 of base plus green bonus	(round up)	Total
457-475 E. Evelyn (2012-7462)	2.31	110.88	111	5.55	6	40.95	41	158
388-394 E. Evelyn (2012-7460)	0.98	47.04	47	2.35	2	17.15	18	67

<i>City of Sunyvale Calculation (bonuses not compounded)</i>	Project Area	Density 48 du/acre base	(rounded)	Green Bonus 0.05 of base	(rounded)	State Bonus 0.35 of base	(round up)	Total
457-475 E. Evelyn (2012-7462)	2.31	110.88	111	5.55	6	38.85	39	156
388-394 E. Evelyn (2012-7460)	0.98	47.04	47	2.35	2	16.45	17	66

ATTACHED
 Page 1 of 1
 2/21/2013

DRAFT REPORT

Evelyn Avenue Development Traffic Impact Analysis

Prepared for:

**Prometheus Real Estate Group
1900 South Norfolk St., Ste 150
San Mateo, CA 94403**

Prepared by:

AECOM

**2025 Gateway Place Suite 400
San Jose, CA 95110
(408)490-2001-Phone
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January 2013



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- B – Existing AM & PM Traffic Intersection Analysis
- C – Background + Project AM & PM Traffic Intersection Analysis
- D – Cumulative + Project AM & PM Traffic Intersection Analysis



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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

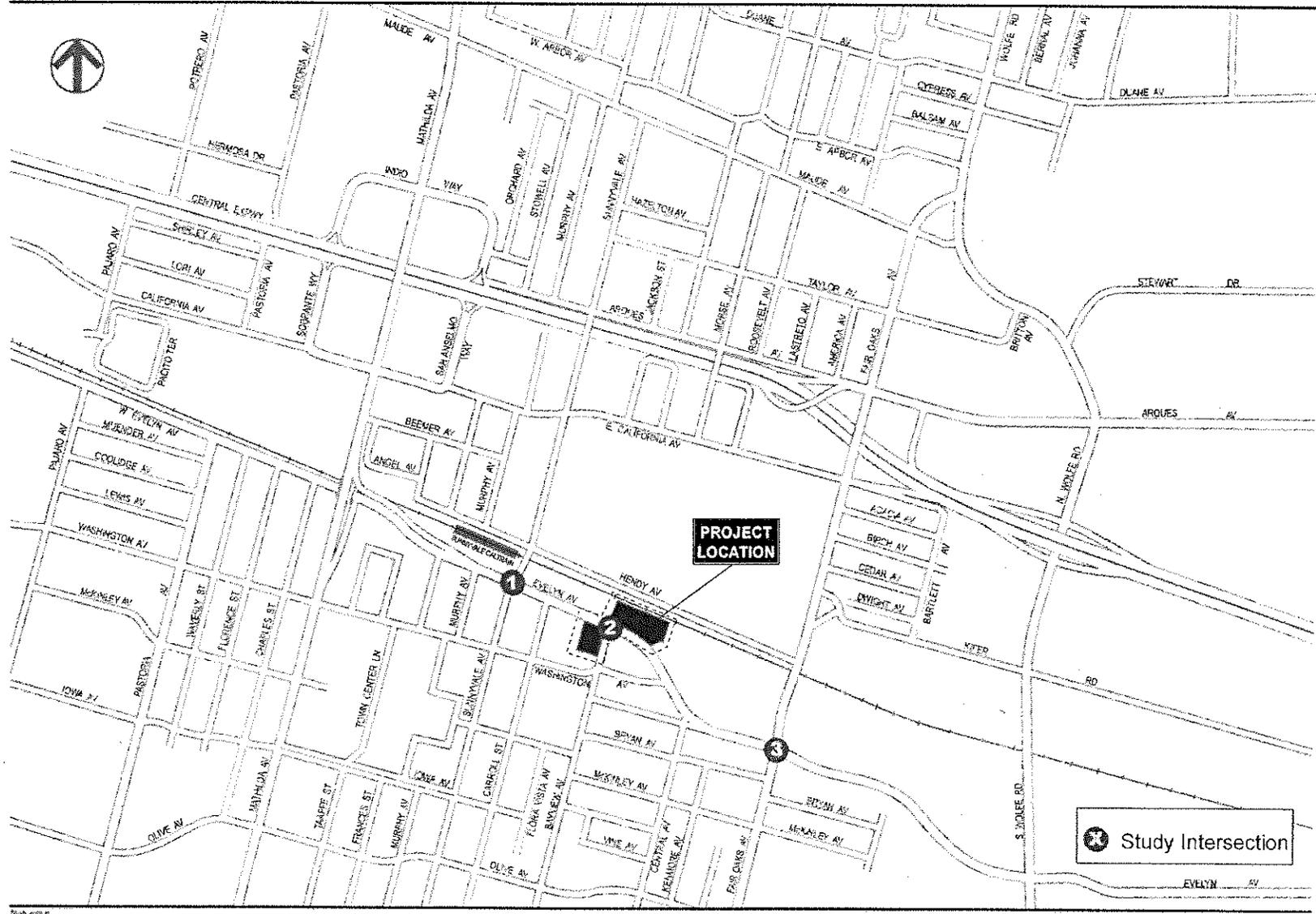
Figure 1 shows the proposed redevelopment locations in relation to the surrounding roadway network. The following intersections were studied for the purpose of analyzing the traffic impacts associated with these proposed redevelopments.

- 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.



EVELYN AVENUE DEVELOPMENT

Figure 1
STUDY AREA

1.3 Study Scope and Approach

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

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

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

2.0 Existing conditions

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

2.1 Roadway Network

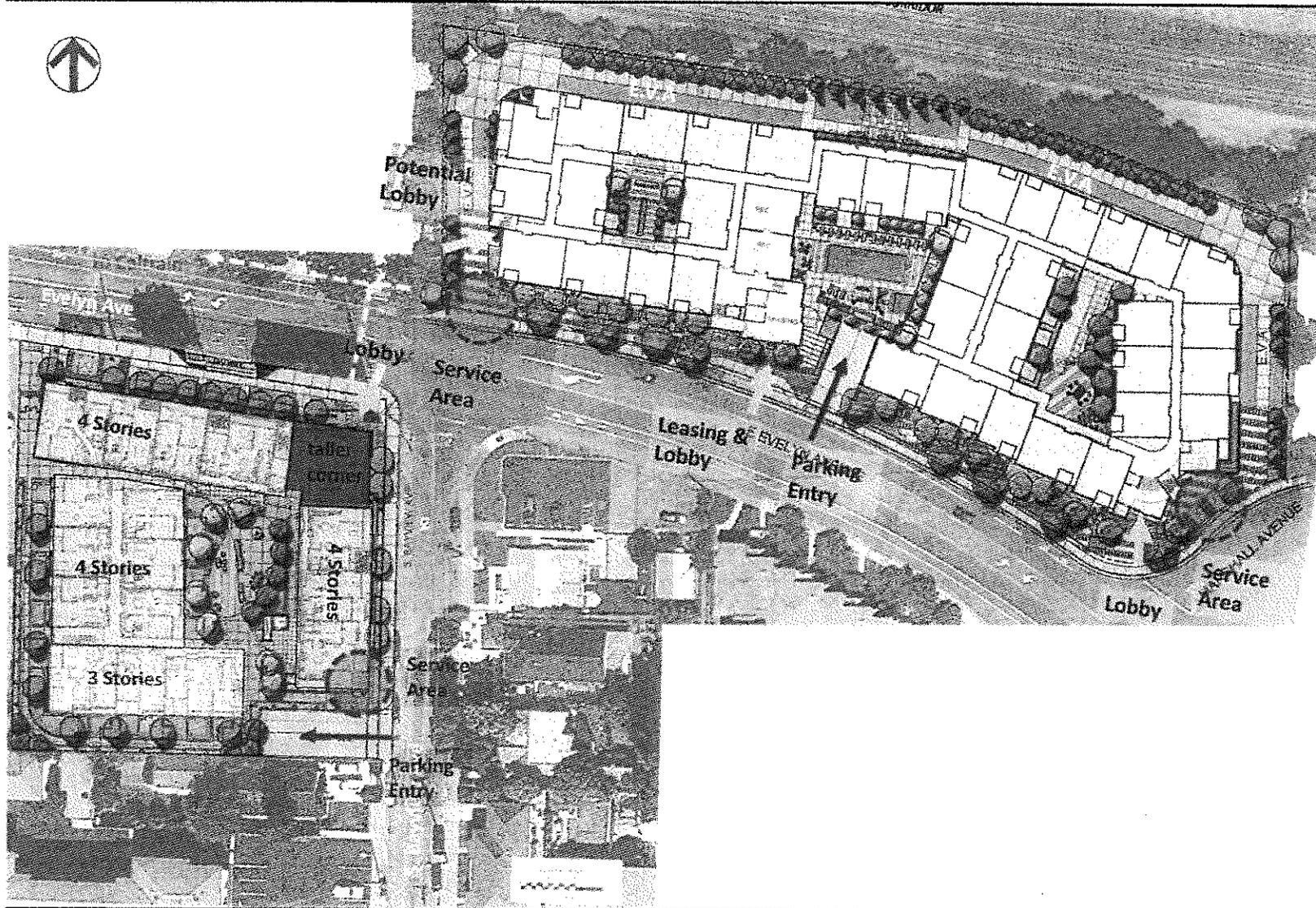
Regional access to the Project site is provided by U. S. 101 and Central Expressway.

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

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

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

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



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 additional 100 peak-hour trips, this traffic study is being prepared in accordance with the CMP's Traffic Impact Analysis (TIA) Guidelines.

City of Sunnyvale General Plan

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

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

LOS Analysis Methodology

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



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

Table 1 Level of Service Description and Thresholds

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

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

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

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

Table 2 Unsignalized Intersection Level of Service Definitions

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

Source: HCM 2000.

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

2.3 Existing Traffic Operations

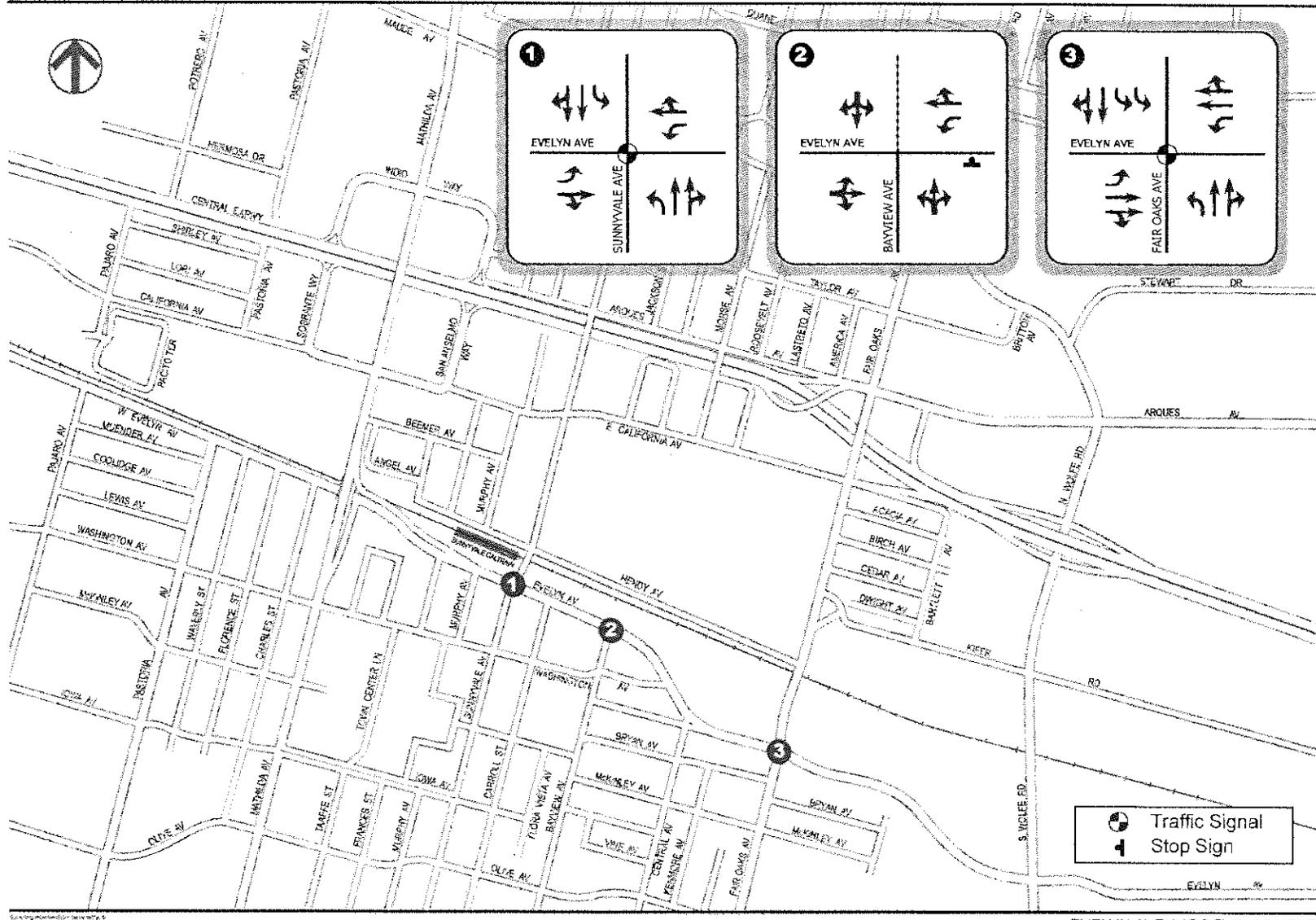
Traffic counts were conducted at all study intersections during the AM (7:00-9:00) and PM (4:00-6:00) peak hours. The turning movement counts are presented in Appendix A. Figure 3 and Figure 4 show the intersection geometry and existing traffic volumes respectively. These intersections were analyzed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

Table 3 Intersection Level of Service - Existing Conditions

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

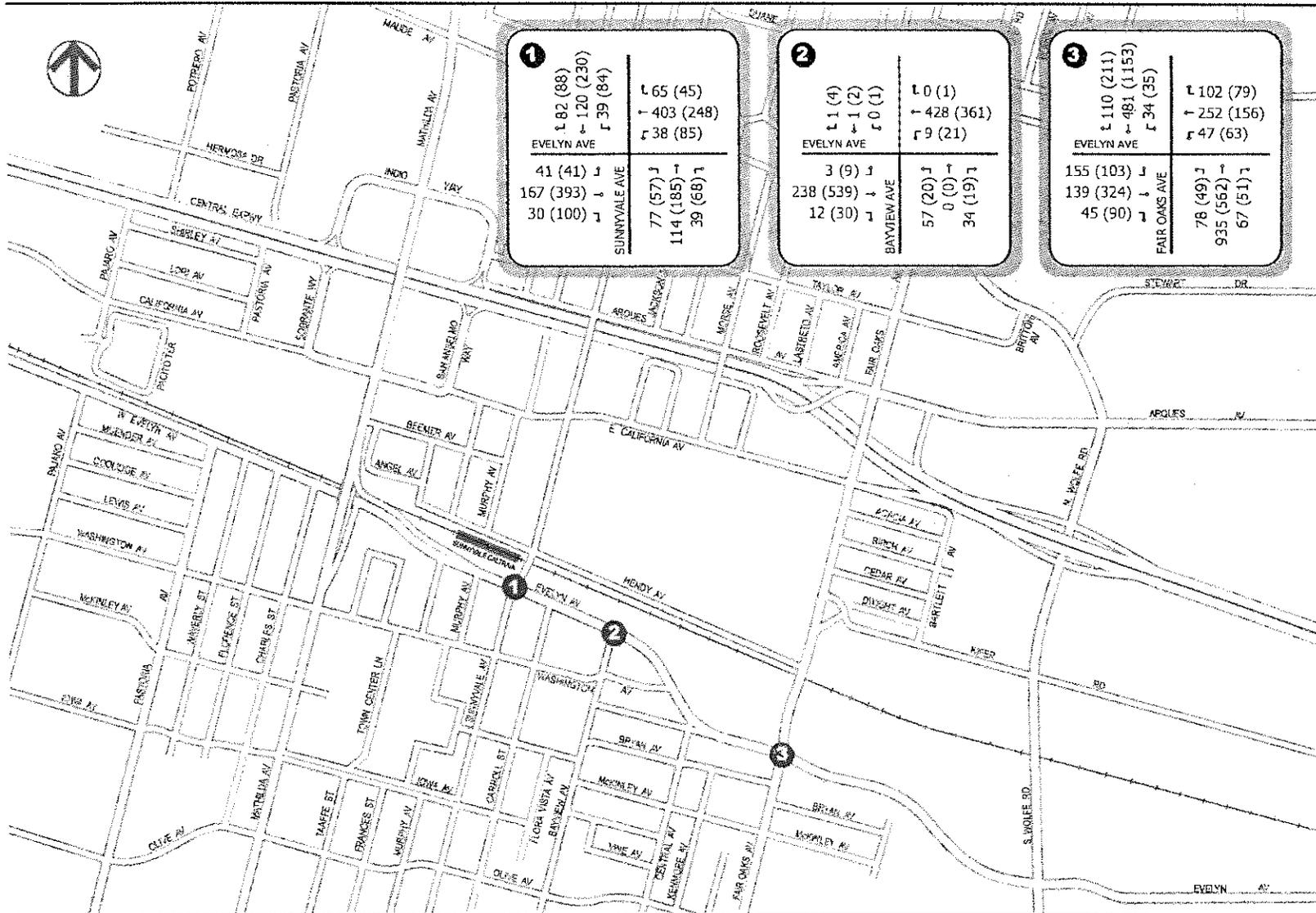
LOS and delay reported for worst approach for unsignalized intersections
Source: AECOM, 2012

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



EVELYN AVENUE DEVELOPMENT

Figure 3
EXISTING INTERSECTION GEOMETRY



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

EVELYN AVENUE DEVELOPMENT

Figure 4
EXISTING TRAFFIC VOLUMES

2.4 Transit Network

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

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

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

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

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

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

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

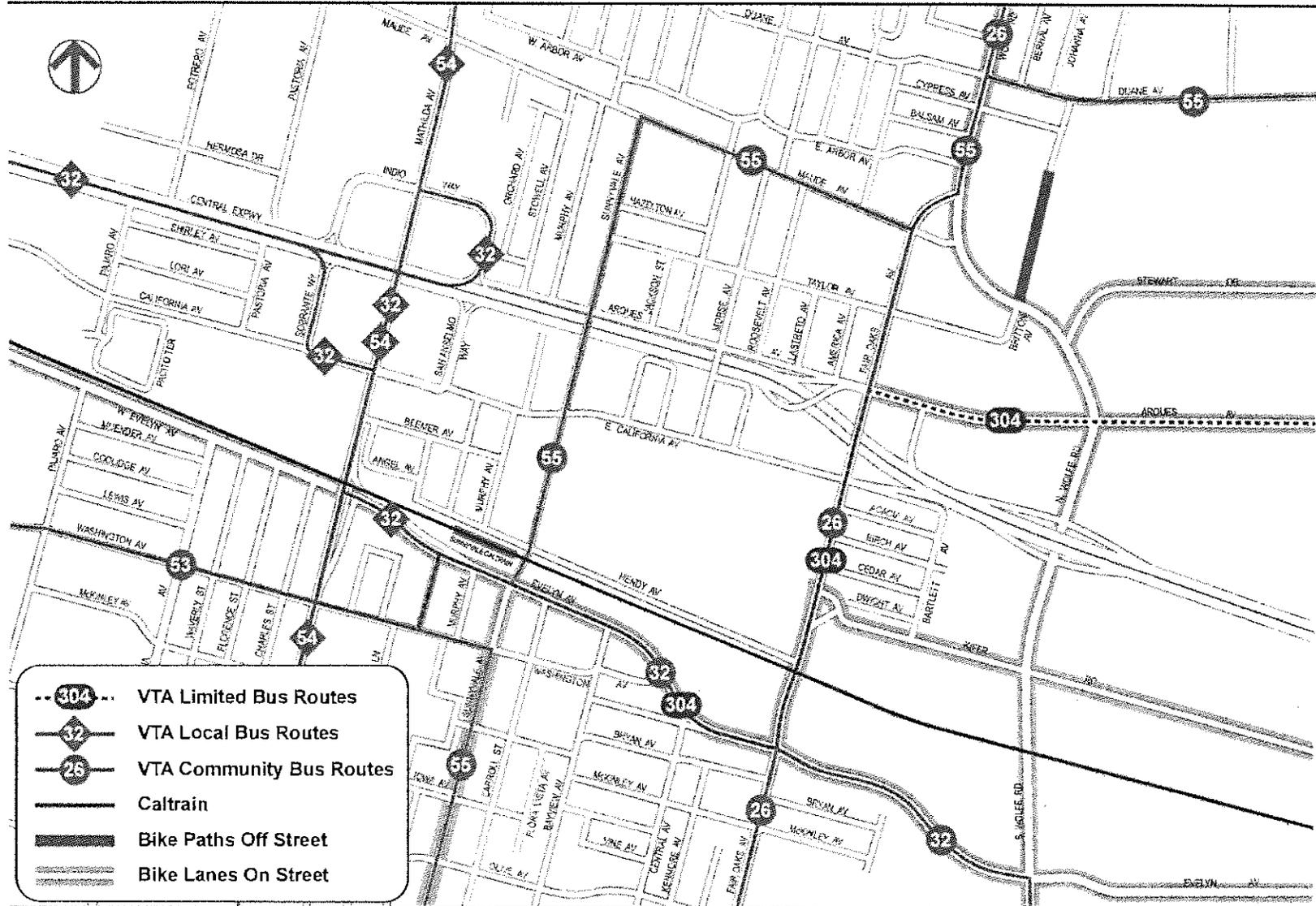
Caltrain is a commuter rail service between San Francisco and Gilroy. The nearest station is the Sunnyvale Caltrain Station located to the west of the Project site. Caltrain station is within a 5 minute walking distance from the Project site.

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

2.5 Existing Pedestrian and Bicycle Facilities

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

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



Existing Transit and Bicycle Facilities Map

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

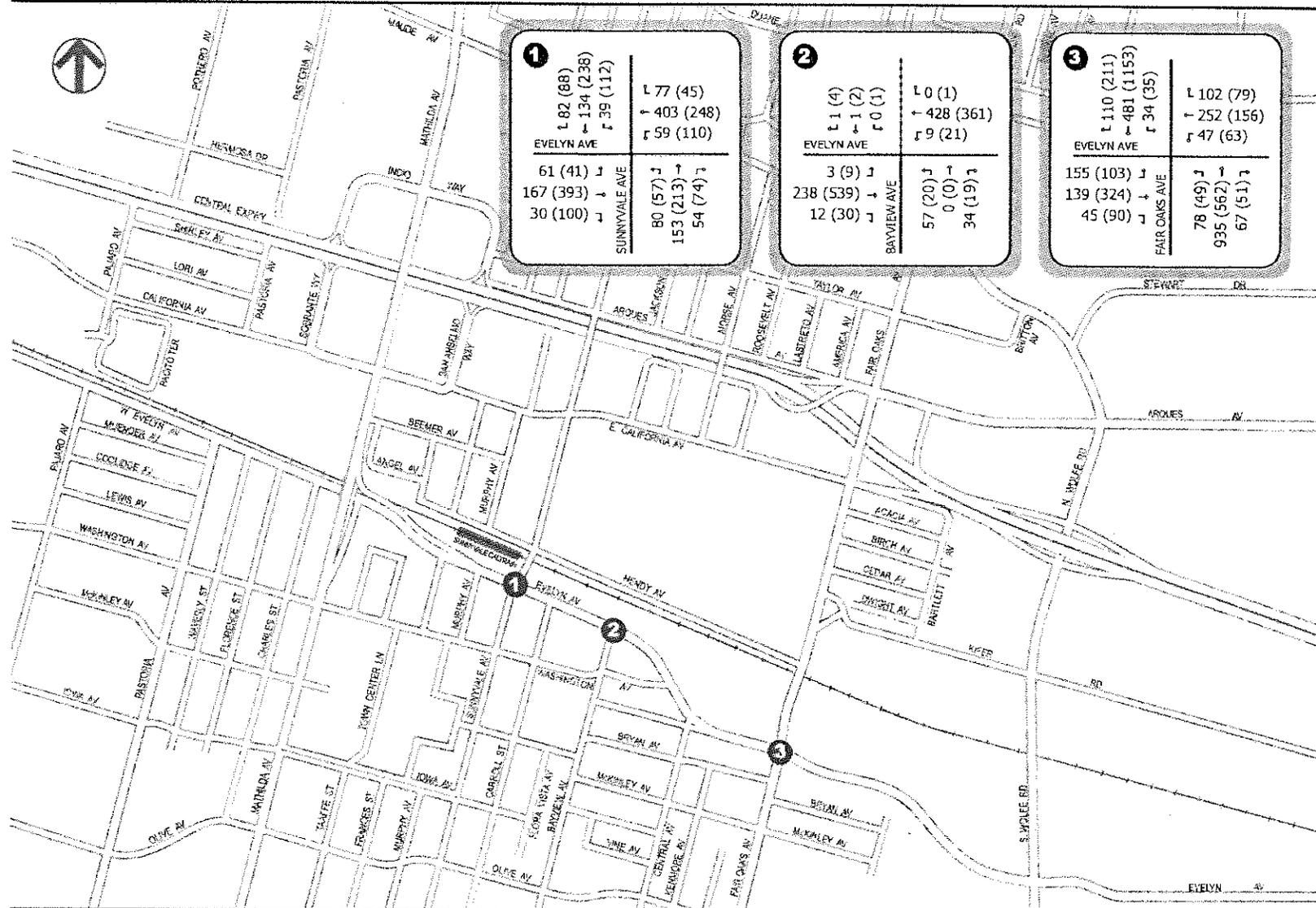
It can be noted from Table 4 that all the study intersections continue to operate at acceptable conditions (LOS D or better) under this scenario.

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 475 East Evelyn Avenue site and a three- to four-story, 67-unit apartment complex (one- and two-bedroom units) at the Sunnyvale Hotel site.



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

EVELYN AVENUE DEVELOPMENT

Figure 6
BACKGROUND TRAFFIC VOLUMES



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

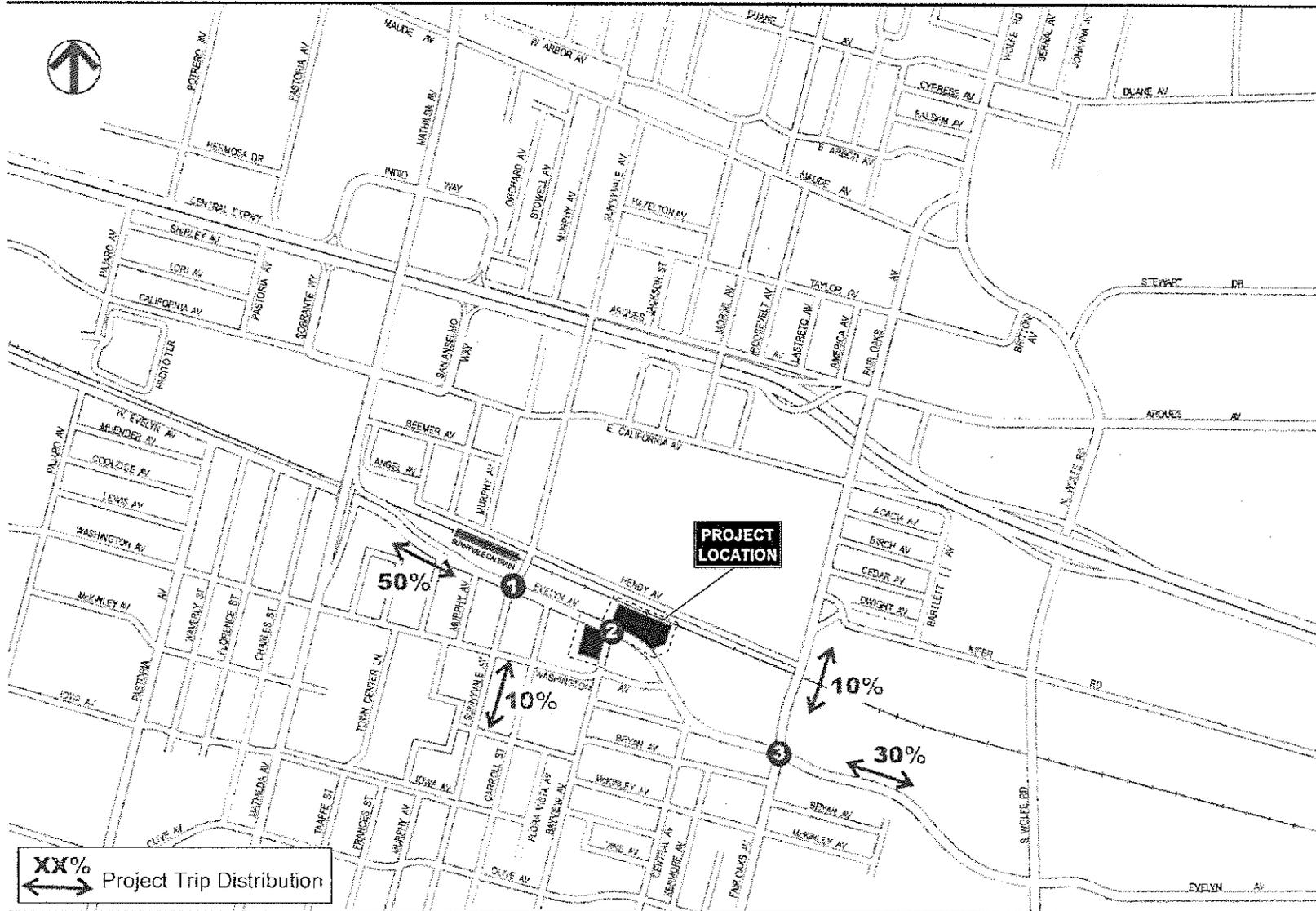
As the Project is located within 2,000 feet of a CalTrain station (Evelyn Station), VTA allows a trip reduction of 9 percent towards transit usage for residential developments. This reduction has not been applied, to evaluate the worst case traffic conditions.

Table 5 Project Trip Generation

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

4.2 Trip Distribution

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



EVELYN AVENUE DEVELOPMENT

Figure 7
PROJECT TRIP DISTRIBUTION

5.0 Impact analysis

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

5.1 Intersection Analysis Significance Criteria

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

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

5.2 Existing plus project conditions

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

Table 6 Intersection Level of Service - Existing plus Project Conditions

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

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

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



5.3 Background plus project conditions

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

Table 7 Intersection Level of Service - Background plus Project Conditions

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

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

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

5.4 2014 cumulative plus project conditions

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

Table 8 Growth Factors

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

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



Table 9 Intersection Level of Service – Cumulative plus Project Conditions

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

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

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

5.5 Neighborhood Concerns

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

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

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

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

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

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

Appendices A-D are available at
One Stop Permit Center
City Hall - 456 W. Olive Avenue

Relocation Program

Regarding 394 E. Evelyn Ave, Sunnyvale - SDP (2007-0828)

In keeping with the City of Sunnyvale General plan Policy C.9 our goal is to help minimize the displacement impact on Tenants.

We are enclosing a proposal which would provide relocation assistance for the Tenants that would be displaced by redevelopment of this property.

In summary, we propose to assist Tenants with finding new accommodations and also provide financial assistance to help provide a smoother transition. We will hire a third party housing specialist to assist individuals with the process. The consultant would be available to work with tenants on a case by case basis to help determine the most suitable alternatives.

Once we are able to identify a potential start date for redevelopment, we would then announce a target date for complete vacation of the property. Seven Months prior to this target date, we would announce commencement of the relocation program. At this time, our housing specialist would begin working with Tenants.

We are proposing a sliding scale for compensation determined by longevity as a renter and date of move out. Tenants who choose to maintain their Month to Month leases until closer to the target date will receive greater amounts of compensation than those who choose to vacate immediately after the program is implemented.

Compensation Chart;

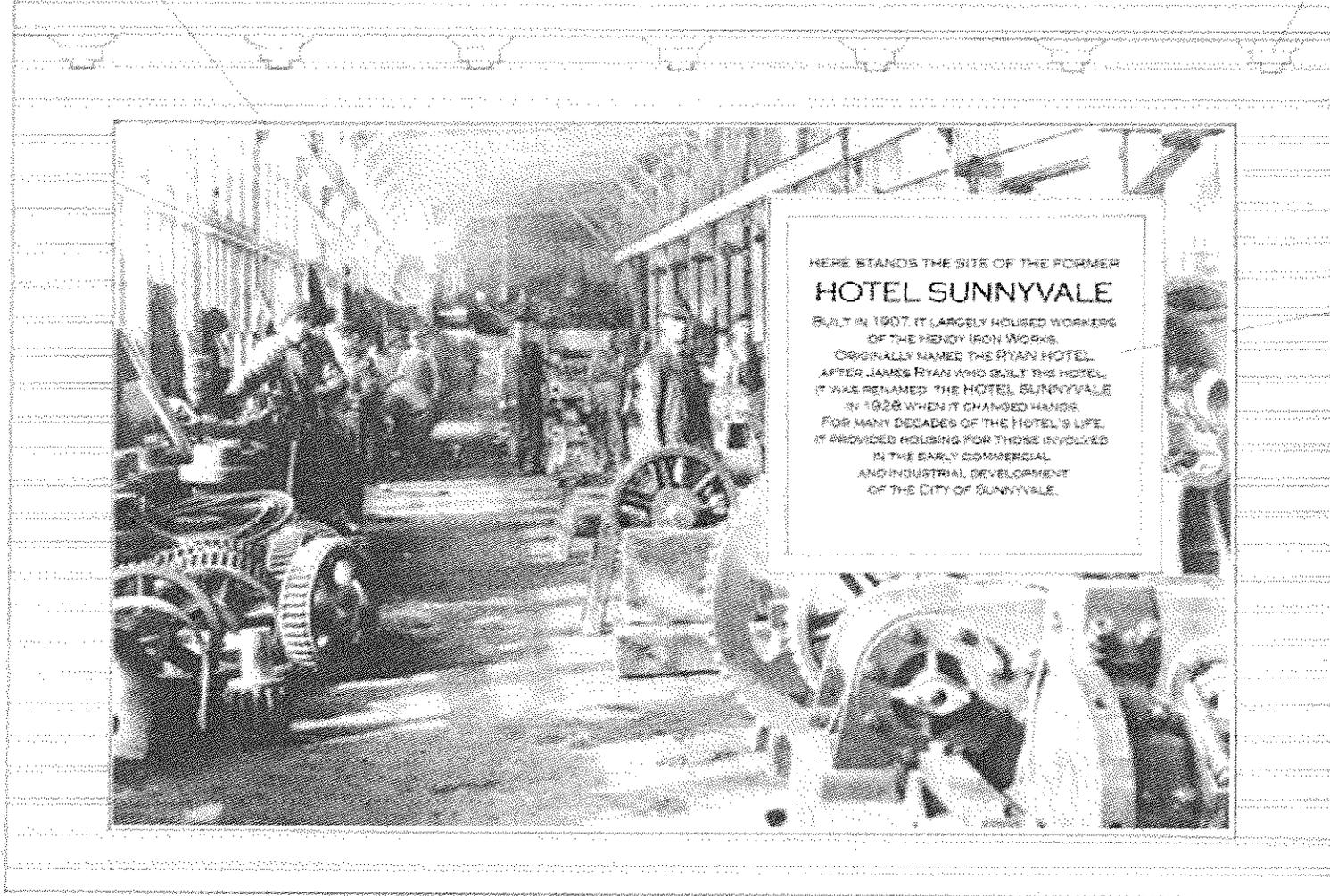
Longevity:	Date of move out prior to target date:						
	7 Months	6 Months	5 Months	4 Months	3 Months	2 Months	1 Month
0-1 year	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00
1-3 Years	\$ 1,250.00	\$ 1,250.00	\$ 1,500.00	\$ 1,750.00	\$ 2,000.00	\$ 2,250.00	\$ 2,500.00
3-5 years	\$ 1,500.00	\$ 1,500.00	\$ 1,750.00	\$ 2,000.00	\$ 2,250.00	\$ 2,500.00	\$ 2,750.00
6-10 years	\$ 1,750.00	\$ 1,750.00	\$ 2,000.00	\$ 2,250.00	\$ 2,500.00	\$ 2,750.00	\$ 3,000.00
10+ years	\$ 2,000.00	\$ 2,000.00	\$ 2,250.00	\$ 2,500.00	\$ 2,750.00	\$ 3,000.00	\$ 3,250.00

To qualify for compensation, tenants must honor and maintain their current leases. However, we will reduce the required notification time for termination of lease to 14 days.

We will issue disclosures of our intentions to develop the site to any new tenants that may move in. These new Tenants will not be eligible for compensation. New Tenants shall be informed that any new lease will be short term only and that the complex will be closing.

STAINLESS STEEL
PHOTO ENGRAVING OF
HENDY IRON WORKS
INTERIOR

JOIST MOTIF



PROPOSED
TEXT

V-RUSTIC
BOARD
MOTIF

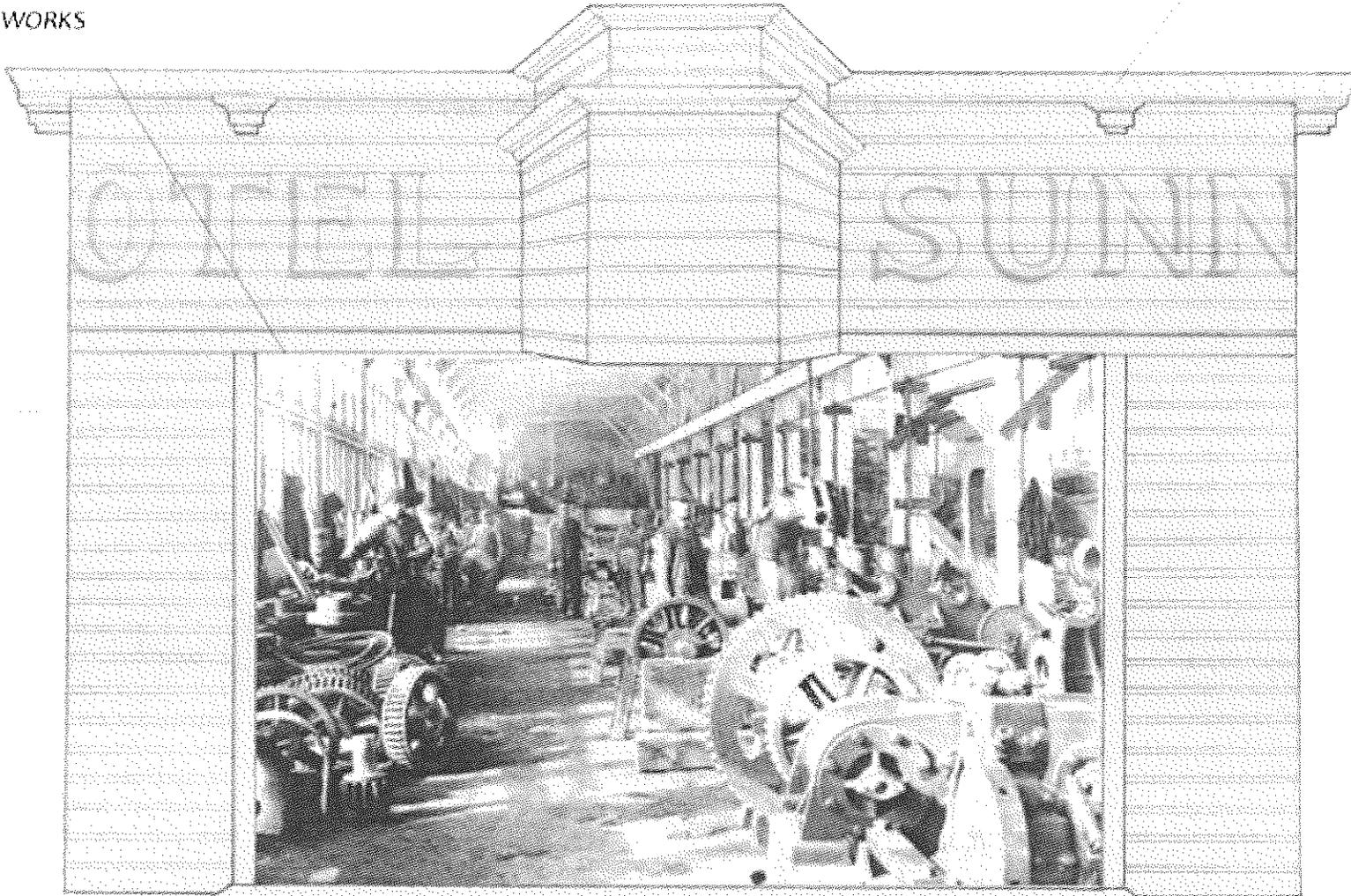
ATTACHMENT 1
Page 1 of 3

FLAT PHOTO ENGRAVED STAINLESS STEEL PLAQUE

STAINLESS STEEL INSERT
PHOTO ENGRAVING OF
HENDY IRON WORKS
INTERIOR

BRONZE BAS RELIEF

V-RUSTIC
BOARD
SIDING



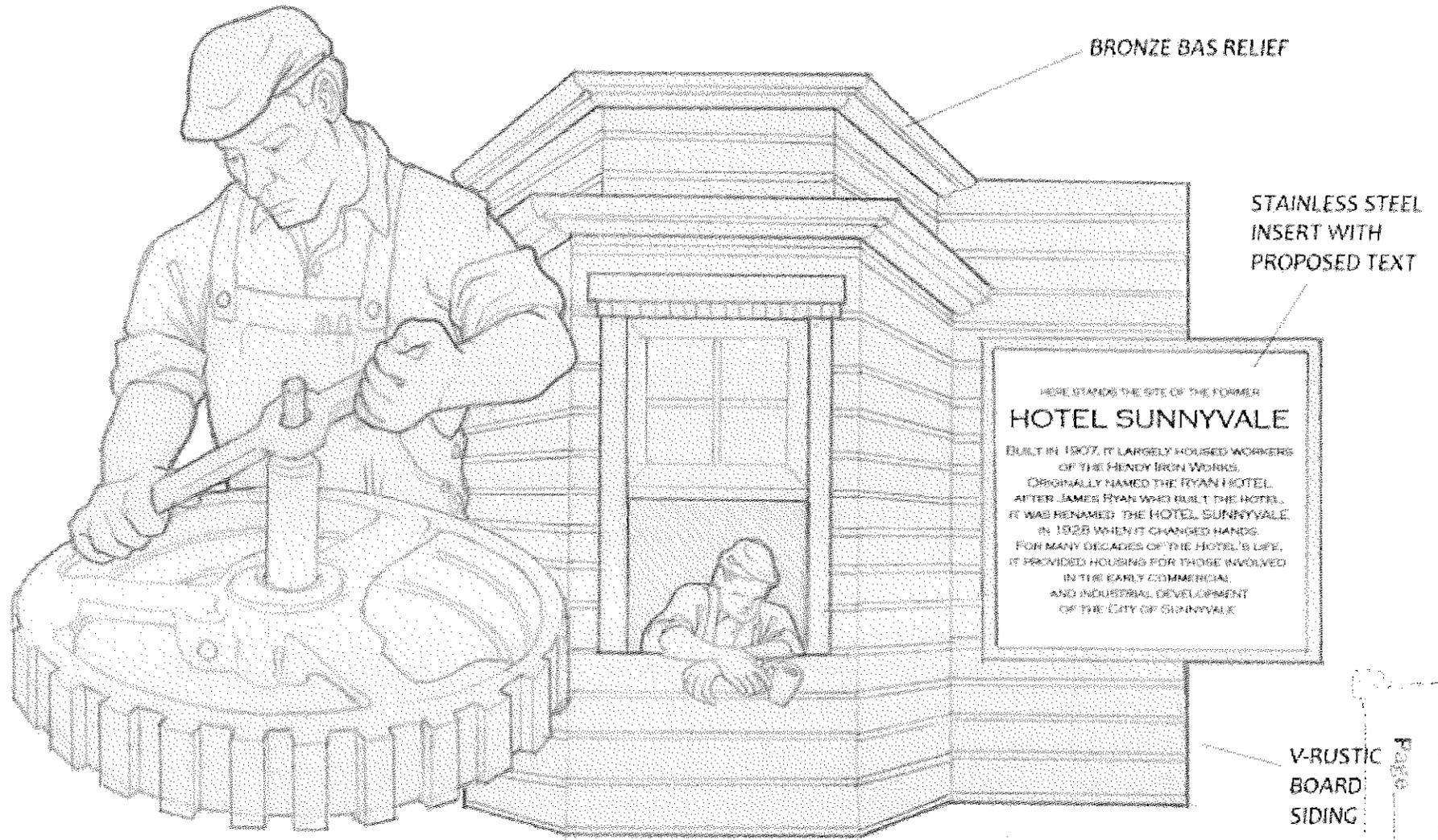
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PROPOSED TEXT

HERE STANDS THE SITE OF THE FORMER
HOTEL SUNNYVALE
BUILT IN 1907, IT LARGELY HOUSED WORKERS OF THE HENDY IRON WORKS.
ORIGINALLY NAMED THE RYAN HOTEL, AFTER JAMES RYAN WHO BUILT THE HOTEL,
IT WAS RENAMED THE HOTEL SUNNYVALE IN 1928 WHEN IT CHANGED HANDS.
FOR MANY DECADES OF THE HOTEL'S LIFE, IT PROVIDED HOUSING FOR THOSE INVOLVED
IN THE EARLY COMMERCIAL AND INDUSTRIAL DEVELOPMENT OF THE CITY OF SUNNYVALE.

SCULPTED BRONZE PLAQUE WITH STAINLESS STEEL PHOTO and TEXT INSERTS

ATTACHMENT C
Page 2 of 3

HENDY EMPLOYEE AT WORK (left) AND AT REST IN HOTEL WINDOW (below)



SCULPTED BRONZE PLAQUE with FLAT STAINLESS STEEL TEXT INSERT

ATTACHMENT
Page 3 of 4
W C