Project Team

DEVELOPER:
PROMETHEUS REAL ESTATE GROUP
2000 SOUTH KORDYCH ST. STE. 110
SAN JOSE, CA 95130
CONTACT: JONATHAN STEIN
PHONE: 408-832-3468

ARCHITECT/PLANNER:
STUDIO T SQ. INC
421 13TH STREET #150
OAKLAND, CA 94607
CONTACT: JAMES WELLES
PHONE: 510-451-5850

CIVIL ENGINEER:
CIVIL ENGINEERING ASSOCIATES, INC.
324 AIRPORT PARKWAY SUITE 205
SAN JOSE, CA 95110
CONTACT: JOHN SWALLER
PHONE: 408-651-2166

LANDSCAPE ARCHITECT:
THE GUGGENDO PARTNERSHIP, INC.
181 GREENWICH STREET
SAN FRANCISCO, CA 94111
CONTACT: PAUL KELLY
PHONE: 415-438-4872 x14

4-Story Apartments (Type V) with Podium Parking

<table>
<thead>
<tr>
<th>UNITS</th>
<th>Quant.</th>
<th>S.F.</th>
<th>Unit Type</th>
<th>Rentable S.F.</th>
<th>Parking ratio provided</th>
<th>Parking provided</th>
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<td>18</td>
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<td>1B 1-bdm.</td>
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<td>0.716</td>
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PARKING

- Reserved parking
  - Residential: (91 regular stalls, 39 compact stalls)
  - Guest: (3)
- Residential parking: (77 fully secured, 31 night-time-secured)
- Guest parking: (3)
- Auto parking total: 1.87
- Bike parking: 0.07

DENSITY

- Residential Density: 67 units/0.38 acres 68 du/acre

FLOOR AREA CALCULATIONS

- Residential: 62,559 sf
- Floor Area Residential: 82,468 sf 1.92 FAR
- Level A: Subterranean Garage 17,298 sf

OPEN SPACE

- Required per Downtown Specific Plan
  - 3,734 sf
- Provided
  - Private Open Space Total: 50 sf/du 56 sf/du
  - Front Yard Area: 5,598 sf
  - Courtyard Area: 3,402 sf
  - Other Open Area: 7,755 sf
  - Shared Open Space Total: 269 sf/du 16,716 sf
  - Unusable Open Space Total: 20,450 sf 94 sf/du

Sheet Index

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G-2 Vicinity Map
G-3 Existing Condition Photos
G-4 Previously Approved Design
G-5 Previously Approved Design
G-6 Neighborhood Context
G-7 Street Views
G-8 Illustrative Plan
G-9 Shadow Study
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G-11 Utility Plan
G-12 Stormwater Management Plan
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A-2 Building Plan Level 2 and Level 3
A-3 Building Plan Level 4 and Roof Plan
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A-6 Building Sections C and D
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A-8 Unit Plans
A-9 FAR calculations
A-10 Open Space calculations
A-11 Materials and Color
L-1 Conceptual Landscape Plan
L-2 Landscape Imagery
L-3 Irrigation Hydrozone Plan

Planning Application Submittal

Revision 11-13-2012
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
1 Castle Dale KM3935-3
   Stucco

2 Couscous KM3929-1
   Stucco, Siding, Metal

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

4 Defense AC260-5
   Metal

5 Oyster - Cut Coarse Stone
   Eldorado Stone
# PLANT PALETTE

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<td>Succulent Plant</td>
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<td>Fuchsia</td>
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<td>Hebe</td>
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<td>07</td>
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<td>Hypericum</td>
<td>Evergreen Shrub</td>
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<td>09</td>
<td>Molinia</td>
<td>Molinia</td>
<td>Evergreen Grass</td>
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<td>Flowering Ground Cover</td>
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<tr>
<td>15</td>
<td>Veronica</td>
<td>Veronica</td>
<td>Flowering Ground Cover</td>
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</table>

*Notes: All plants are included in the palette, and their positions are noted in the site plan.*
VESTING TENTATIVE TRACT MAP

FOR CONDOMINIUM PURPOSES

OWNER: [Owner Information]

DEVELOPER: [Developer Information]

ENGINEER: [Engineer Information]

NOTES:

1. EXISTING ZONING: [Zoning Information]
2. PROPOSED ZONING: [Zoning Information]
3. PROPOSED USE: [Proposed Use Information]
4. FLOOD ZONE DESIGNATION: [Flood Zone Information]
5. ACCESSORIES PARCEL: [Accessories Parcel Information]
6. OTHER ACCESSORIES: [Other Accessories Information]
7. [Additional Notes]

REFERENCE:

[Map Reference Information]

SHEET INDEX:

1. VESTING TENTATIVE TRACT MAP
2. SITE PLAN
3. DRAINAGE AND SEWERAGE PLAN
4. UTILITY PLAN
5. VICINITY MAP
6. [Additional Sheet Index Information]
February 19, 2013

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


Dear Mr. Horn,

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,

[Signature]

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

cc: Trudi Ryan
    Ryan Kuehenig
    Pat Castillo
December 14, 2012

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


Dear Mr. Horn,

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:

<table>
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<th>Base Units/Acre</th>
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<tr>
<td>Acres</td>
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<tr>
<td>Total Base</td>
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<tr>
<td>Green Bonus</td>
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<tr>
<td>Base With Green Bonus</td>
<td>49</td>
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</table>

<table>
<thead>
<tr>
<th>BMR</th>
<th>11%</th>
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</thead>
<tbody>
<tr>
<td>BMR Units Provided</td>
<td>6</td>
</tr>
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</table>
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/Corn 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/Cornet 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,

[Signature]

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

cc: Trudi Ryan
    Ryan Kachenig
    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.)
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,

[Signature]

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 resident and
Sterling Place HOA board member
Hi Enloe,

The plan for the 400 apartments 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 apartments 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
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<th>(rounded)</th>
<th>State Bonus</th>
<th>(round up)</th>
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<td></td>
<td></td>
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<td>0.35 of base plus green bonus</td>
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<th>(round up)</th>
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<td>0.05 of base</td>
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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
(408)490-2002-Fax

January 2013
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A – Existing Intersection Counts
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.
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.
Fair Oaks Avenue is a four-lane arterial roadway that runs between El Camino Real and State Route 237 in north Sunnyvale. In the vicinity of the Project site, Fair Oaks Avenue has sidewalks on both sides of the street and parking is not permitted on the street.

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

2.2 Intersection Operating Conditions

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

Regulatory Considerations

Santa Clara County Valley Transportation Authority (VTA)

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

City of Sunnyvale General Plan

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

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

LOS Analysis Methodology

The operating characteristics of intersections are described by the concept of Level of Service (LOS). LOS is a qualitative description of the performance of an intersection based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. The level of service standard defined as acceptable by the City of Sunnyvale is LOS D or better for the City controlled intersections.
Per the Santa Clara County CMA requirements, signalized intersections were evaluated using the 2000 *Highway Capacity Manual* (HCM) methodology. For signalized intersections, the HCM methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average delay and LOS are presented for the intersection. Table 1 presents operational characteristics associated with each level of service category and delay thresholds for signalized intersections.

### Table 1 Level of Service Description and Thresholds

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Average Control Delay (seconds/vehicle)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>≤ 10.0</td>
</tr>
<tr>
<td>B+</td>
<td>&gt; 10.0 and ≤ 12.0</td>
</tr>
<tr>
<td>B</td>
<td>&gt; 12.0 and ≤ 18.0</td>
</tr>
<tr>
<td>B-</td>
<td>&gt; 18.0 and ≤ 20.0</td>
</tr>
<tr>
<td>C+</td>
<td>&gt; 20.0 and ≤ 23.0</td>
</tr>
<tr>
<td>C</td>
<td>&gt; 23.0 and ≤ 32.0</td>
</tr>
<tr>
<td>C-</td>
<td>&gt; 32.0 and ≤ 35.0</td>
</tr>
<tr>
<td>D+</td>
<td>&gt; 35.0 and ≤ 39.0</td>
</tr>
<tr>
<td>D</td>
<td>&gt; 39.0 and ≤ 51.0</td>
</tr>
<tr>
<td>D-</td>
<td>&gt; 51.0 and ≤ 55.0</td>
</tr>
<tr>
<td>E+</td>
<td>&gt; 55.0 and ≤ 60.0</td>
</tr>
<tr>
<td>E</td>
<td>&gt; 60.0 and ≤ 75.0</td>
</tr>
<tr>
<td>E-</td>
<td>&gt; 75.0 and ≤ 80.0</td>
</tr>
<tr>
<td>F</td>
<td>&gt; 80.0</td>
</tr>
</tbody>
</table>


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

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

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>
<thead>
<tr>
<th>Intersection</th>
<th>LOS (AM/PM)</th>
<th>Average Delay (sec)</th>
<th>Critical V/C</th>
<th>Critical Delay (sec)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Evelyn Avenue / Sunnyvale Avenue</td>
<td>B</td>
<td>15.6</td>
<td>0.503</td>
<td>15.5</td>
</tr>
<tr>
<td></td>
<td>B</td>
<td>17.9</td>
<td>0.573</td>
<td>18.1</td>
</tr>
<tr>
<td>2 Evelyn Avenue / Bayview Avenue</td>
<td>C</td>
<td>22.2</td>
<td>0.313</td>
<td>22.2</td>
</tr>
<tr>
<td></td>
<td>D</td>
<td>25.9</td>
<td>0.194</td>
<td>25.9</td>
</tr>
<tr>
<td>3 Evelyn Avenue / Fair Oaks Avenue</td>
<td>C</td>
<td>23.1</td>
<td>0.584</td>
<td>23.2</td>
</tr>
<tr>
<td></td>
<td>C+</td>
<td>20.4</td>
<td>0.685</td>
<td>20.6</td>
</tr>
</tbody>
</table>

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.
Figure 3
EXISTING INTERSECTION GEOMETRY
EXISTING TRAFFIC VOLUMES

XX (YY) = AM (PM) Peak Hour 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

VTA Limited Bus Routes
VTA Local Bus Routes
VTA Community Bus Routes
Caltrain
Bike Paths Off Street
Bike Lanes On Street
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>
<thead>
<tr>
<th>Table 4 Intersection Level of Service - Background Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection</td>
</tr>
<tr>
<td>--------------------------------</td>
</tr>
<tr>
<td>1 Evelyn Avenue / Sunnyvale Avenue</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>2 Evelyn Avenue / Bayview Avenue</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>3 Evelyn Avenue / Fair Oaks Avenue</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

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.
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

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Code</th>
<th>Units / Area</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>No. / SQFT</td>
<td>Rate</td>
<td>Total</td>
</tr>
<tr>
<td>Proposed Land Use</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential (447-475 East Evelyn)</td>
<td>223</td>
<td>155</td>
<td>0.35</td>
<td>55</td>
</tr>
<tr>
<td>Residential (Hotel Site)</td>
<td>223</td>
<td>67</td>
<td>0.35</td>
<td>24</td>
</tr>
<tr>
<td>Existing Land Use</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Office Building (457-475 East Evelyn Site)</td>
<td>710</td>
<td>30,352</td>
<td>1.55</td>
<td>47</td>
</tr>
<tr>
<td>Motel (Hotel Site)</td>
<td>320</td>
<td>34</td>
<td>0.44</td>
<td>15</td>
</tr>
<tr>
<td>Duplex (Hotel Site)</td>
<td>210</td>
<td>2</td>
<td>0.77</td>
<td>2</td>
</tr>
<tr>
<td>Retail (Hotel Site)</td>
<td>918</td>
<td>3,900</td>
<td>1.21</td>
<td>5</td>
</tr>
<tr>
<td>Net New Trips generated</td>
<td></td>
<td></td>
<td></td>
<td>10</td>
</tr>
</tbody>
</table>

### 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.
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

<table>
<thead>
<tr>
<th>No</th>
<th>Intersection</th>
<th>LOS (AM/PM)</th>
<th>Average Delay (sec)</th>
<th>Critical V/C</th>
<th>Critical Delay (sec)</th>
<th>LOS (AM/PM)</th>
<th>Average Delay (sec)</th>
<th>Critical V/C</th>
<th>Critical Delay (sec)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Evelyn Avenue / Sunnyvale Avenue</td>
<td>B</td>
<td>15.8</td>
<td>0.503</td>
<td>15.5</td>
<td>B</td>
<td>15.8</td>
<td>0.518</td>
<td>15.4</td>
</tr>
<tr>
<td>2</td>
<td>Evelyn Avenue / Bayview Avenue</td>
<td>C</td>
<td>22.2</td>
<td>0.313</td>
<td>22.2</td>
<td>C</td>
<td>20.4</td>
<td>0.304</td>
<td>20.4</td>
</tr>
<tr>
<td>3</td>
<td>Evelyn Avenue / Fair Oaks Avenue</td>
<td>C</td>
<td>23.1</td>
<td>0.584</td>
<td>23.2</td>
<td>C</td>
<td>23.3</td>
<td>0.589</td>
<td>23.4</td>
</tr>
</tbody>
</table>

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.

Page 18
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

<table>
<thead>
<tr>
<th>No</th>
<th>Intersection</th>
<th>Background Conditions</th>
<th>Background + Project Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>LOS (AM/PM)</td>
<td>Average Delay (sec)</td>
</tr>
<tr>
<td>1</td>
<td>Evelyn Avenue / Sunnyvale Avenue</td>
<td>B</td>
<td>17</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>19</td>
</tr>
<tr>
<td>2</td>
<td>Evelyn Avenue / Bayview Avenue</td>
<td>C</td>
<td>22.2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D</td>
<td>25.9</td>
</tr>
<tr>
<td>3</td>
<td>Evelyn Avenue / Fair Oaks Avenue</td>
<td>C</td>
<td>23.2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C</td>
<td>20.9</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Roadway Classification</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial</td>
<td>2.00%</td>
<td>1.75%</td>
</tr>
<tr>
<td>Collector</td>
<td>2.28%</td>
<td>2.34%</td>
</tr>
<tr>
<td>Local</td>
<td>0.50%</td>
<td>0.50%</td>
</tr>
</tbody>
</table>

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 8 presents the results of analysis. LOS calculations are presented in the Appendix D.
Table 9 Intersection Level of Service – Cumulative plus Project Conditions

<table>
<thead>
<tr>
<th>No</th>
<th>Intersection</th>
<th>2014 Cumulative Conditions</th>
<th>2014 Cumulative + Project Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>LOS (AM/PM)</td>
<td>Average Delay (sec)</td>
</tr>
<tr>
<td>1</td>
<td>Evelyn Avenue / Sunnyvale Avenue</td>
<td>B</td>
<td>17.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>19.6</td>
</tr>
<tr>
<td>2</td>
<td>Evelyn Avenue / Bayview Avenue</td>
<td>C</td>
<td>24.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D</td>
<td>28.7</td>
</tr>
<tr>
<td>3</td>
<td>Evelyn Avenue / Fair Oaks Avenue</td>
<td>C</td>
<td>23.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C</td>
<td>21</td>
</tr>
</tbody>
</table>

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 445 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. Assumining 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:

<table>
<thead>
<tr>
<th>Longevity:</th>
<th>7 Months</th>
<th>8 Months</th>
<th>6 Months</th>
<th>4 Months</th>
<th>3 Months</th>
<th>2 Months</th>
<th>1 Month</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1 year</td>
<td>$1,000.00</td>
<td>$1,000.00</td>
<td>$1,000.00</td>
<td>$1,000.00</td>
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<tr>
<td>1-3 Years</td>
<td>$1,200.00</td>
<td>$1,200.00</td>
<td>$1,500.00</td>
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<td>$2,000.00</td>
<td>$2,250.00</td>
<td>$2,500.00</td>
</tr>
<tr>
<td>3-9 years</td>
<td>$1,500.00</td>
<td>$1,500.00</td>
<td>$1,750.00</td>
<td>$2,000.00</td>
<td>$2,250.00</td>
<td>$2,500.00</td>
<td>$2,750.00</td>
</tr>
<tr>
<td>6-10 years</td>
<td>$1,750.00</td>
<td>$1,750.00</td>
<td>$2,000.00</td>
<td>$2,250.00</td>
<td>$2,500.00</td>
<td>$2,750.00</td>
<td>$3,000.00</td>
</tr>
<tr>
<td>10+ years</td>
<td>$2,000.00</td>
<td>$2,000.00</td>
<td>$2,250.00</td>
<td>$2,500.00</td>
<td>$2,750.00</td>
<td>$3,000.00</td>
<td>$3,250.00</td>
</tr>
</tbody>
</table>

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.
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 NAMED THE HOTEL, SUNNYVALE, IN 1926 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.
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.
SCULPTED BRONZE PLAQUE with FLAT STAINLESS STEEL TEXT INSERT