NOTICE OF PREPARATION

DRAFT ENVIRONMENTAL IMPACT REPORT
For the Mary Avenue Overcrossing Project

TO: State Clearinghouse; Responsible Agencies, Trustee Agencies, and Other Public Agencies; Interested Parties, and the County Clerk of Santa Clara

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for the Mary Avenue Overcrossing Project

LEAD AGENCY: City of Sunnyvale
Department of Public Works
456 W. Olive Avenue
Sunnyvale, CA 94086

CONTACT: Angela Obeso, Principal Transportation Engineer
aobeso@sunnyvale.ca.gov
456 W. Olive Avenue
Sunnyvale, CA 94086

NOTICE IS HEREBY GIVEN THAT the City of Sunnyvale (City), as Lead Agency under the California Environmental Quality Act (CEQA), has prepared a Notice of Preparation (NOP) for an Environmental Impact Report (EIR) for the proposed Mary Avenue Overcrossing Project. The proposed project and four (4) alternatives are discussed in this NOP. If necessary and appropriate, the City may choose to issue a revised NOP. This NOP includes a project description, descriptions of the four alternatives, exhibits, and an overview of the potential impacts that will be addressed in the Environmental Impact Report (EIR). The purpose of this NOP is to solicit comments from the public and public agencies on the scope and content of the EIR for the project.

30-DAY NOP REVIEW PERIOD: In accordance with CEQA, members of the public, public agencies, and other interested parties are invited to provide comments on the scope and content of the EIR to the City. Comments are to be provided within the 30-day NOP review period between October 8, 2021 and November 8, 2021. Written comments must be received at the address below no later than 5:00 PM on November 8, 2021. Please indicate a contact person in your response and send your comments to Angela Obeso at:

Email: aobeso@sunnyvale.ca.gov
OR
Mail: City of Sunnyvale – Department of Public Works
Angela Obeso, Principal Transportation Engineer
456 W. Olive Avenue
Sunnyvale, CA 94086

For email comments, please specify "Mary Avenue Overcrossing EIR" in the subject line.

PUBLIC SCOPING MEETING: The City of Sunnyvale will hold a Scoping Meeting on October 20, 2021 at 6:30 to 8:00 PM to: 1) inform the public and interested agencies about the proposed project; and 2) solicit public comment on the scope of the environmental issues to be addressed in the EIR. Due to the current COVID-19 restrictions, the Scoping Meeting will be held virtually. Members of the public and public agencies may participate remotely. All interested persons may participate by joining the video conference at:
https://kimley-horn.zoom.us/webinar/register/WN_XOuYCCINS3q20pl20ABZ6g.

PROJECT RELATED DOCUMENTS: Project related documents can be found on the project webpage: https://sunnyvale.ca.gov/business/projects/maryavenue.htm.

PROJECT LOCATION: The project area is located within the northern portion of the City of Sunnyvale. The proposed alignment extends from the current terminus of Mary Avenue at Almanor Avenue, north over the U.S. Highway 101 and State Route (SR) 237 freeways and the existing Moffett Park Light Rail Station on West Moffett Park Drive. The roadway would connect to 11th Avenue at Discovery Way within the Moffett Park Specific Plan area. Please refer to **Figure 1,** Regional Location Map and **Figure 2,** Vicinity Map.

PROJECT DESCRIPTION: The Mary Avenue Overcrossing (the proposed project) has been planned to relieve traffic congestion and provide a north-south multimodal connection between the Moffett Park Specific Plan area (previously the Lockheed Martin Complex) and other parts of the City of Sunnyvale. The proposed project has been included in a variety of land use documents adopted since the 1970s.

The Mary Avenue Overcrossing, as currently included in the Sunnyvale General Plan, would extend Mary Avenue from its terminus at Almanor Avenue north, over U.S. Highway 101 and SR 237, to 11th Avenue at Discovery Way. The total overcrossing is approximately 0.5-mile in length and includes an approximately 0.3-mile bridge structure over the two freeways and the Santa Clara Valley Transportation Authority (VTA) Light Rail tracks. The EIR will evaluate a proposed project and four alternatives for the overcrossing. The Sunnyvale City Council will consider the proposed project and the alternatives and either (1) select the proposed project or one of the alternative configurations (Alternatives 1-3) for detailed design and construction or (2) select the no overcrossing will be built alternative (Alternative 4).

Proposed Project Two lanes for high occupancy vehicles (HOV) (carpools, vanpools, buses, and shuttles) with sidewalks and protected bicycle facilities, such as a two-way cycle track.

The EIR will also evaluate the following alternatives:

Alternative 1 Four lanes of motor vehicle traffic with sidewalks and protected bicycle facilities, such as a two-way cycle track (existing General Plan configuration).

Alternative 2 Two lanes of motor vehicle traffic with sidewalks and protected bicycle facilities, such as a two-way cycle track.

Alternative 3 Pedestrian and bicycle overcrossing (no motor vehicles except e-bikes); and,

Alternative 4 No overcrossing will be built

Cross sections of the proposed project and alternatives 1-3 are shown in **Figures 3a** and **3b,** Conceptual Overcrossing Cross-Sections, and each alternative is described in further detail below:

Proposed Project: HOV/Pedestrian/Bicycle Overcrossing

The Proposed Project would provide two HOV lanes, sidewalks on both sides, and protected bicycle facilities, such as a two-way cycle track. The HOV lanes would be dedicated for the exclusive use of high occupancy vehicles such as carpools, vanpools, shuttles, or transit buses. This includes private vehicles with more than one occupant as well as high occupancy vehicles that are operated by transit agencies, transportation management associations (TMAs), and/or employers within Moffett Park. Crash-tested railings and well-designed fences would be constructed on the eastern and western sides of the proposed bridge for safety and enhanced user experience. The Proposed Project could facilitate a future bicycle/pedestrian connection from the bridge to the Moffett Park Light Rail Station within the existing project right-of-way. The bicycle facility may be provided at either the street or sidewalk level.

Under the Proposed Project, the proposed bridge structure would be approximately 56-60 feet wide and approximately 25 feet above existing ground at its highest point over SR 237. The bridge would be supported by structures at approximately 10-15 locations between Almanor Avenue and 11th Avenue. It is anticipated that up to two support structures would be placed at each location. The exact size and location of the support structures would be finalized once the final engineering of the bridge structure has been initiated. The support structures would be within the overall bridge right-of-way and would be constructed in places that result in a safe bridge design and are compatible with the existing topography and roadways below.

The Proposed Project includes intersection changes at Mary Avenue and Almanor Avenue, and 11th Avenue and Discovery Way. At the intersection of Mary Avenue and Almanor Avenue, the existing 2-way junction would be realigned to create a T-Intersection that connects to the

proposed overcrossing and meets traffic operational and lane queuing requirements. Anticipated modifications include:

- Signalization of the intersection.
- Development of a new northern leg of Mary Avenue, with one northbound HOV only through lane and cycle track, and one southbound through lane with a dedicated left turn lane.
- Constructing ADA compliant pedestrian accessible sidewalks and minimum 6-foot-wide bicycle lane improvements required to tie the proposed overcrossing into the existing bike lanes and sidewalks on each of the approach legs of Almanor Avenue and Mary Avenue.

At the intersection of 11th Avenue and Discovery Way, the following intersection changes are anticipated:

- Signalization of the intersection.
- Development of a new southern HOV only leg of Mary Avenue with an exclusive right-turn lane, one shared through/left turn lane, one exclusive left-turn lane, and two receiving lanes; and
- Constructing ADA compliant pedestrian accessible sidewalks and bicycle lane improvements required to tie the proposed overcrossing into the existing bike lanes and sidewalks on each of the legs of Mary Avenue, 11th Avenue, and Discovery Way.

Alternative 1: Four Lane Mary Avenue Overcrossing

This alternative represents the largest configuration of the potential overcrossing. Alternative 1 would include two travel lanes for motor vehicles in each direction, sidewalks on each side, and protected bicycle facilities, such as a two-way cycle track. Crash-tested railings and well-designed fences would be constructed on the eastern and western sides of the proposed bridge for safety and enhanced user experience. The bicycle facility may be provided at either the street or sidewalk level. This Alternative could facilitate a future bicycle/pedestrian connection from the bridge ramp to the Moffett Park Light Rail Station within the existing project right-of-way.

The proposed bridge structure would be approximately 80-84 feet wide and approximately 25 feet above existing ground at its highest point over SR 237. The bridge would be supported by structures at approximately 10-15 locations between Almanor Avenue and 11th Avenue. It is anticipated that up to three support structures would be placed at each location. The exact size and location of the support structures would be finalized once the final engineering of the bridge structure has been initiated. The support structures would be within the overall bridge right-of-way and would be constructed in places that result in a safe bridge design and are compatible with the existing topography and roadways below.

Alternative 1 includes intersection changes at Mary Avenue and Almanor Avenue, and 11th Avenue and Discovery Way.

At the intersection of Mary Avenue and Almanor Avenue, the existing 2-way junction would be realigned to create a T-Intersection that connects to the proposed overcrossing and meets traffic operational and lane queuing requirements. Anticipated modifications include:

- Signalization of the intersection.
- Development of a new northern leg of Mary Avenue, with two northbound through lanes and cycle track, and two southbound through lanes with a dedicated left turn lane.
- Constructing ADA compliant pedestrian accessible sidewalks and 6-foot bike lane improvements required to tie the proposed overcrossing into the existing bike lanes and sidewalks on each of the approach legs of Almanor Avenue and Mary Avenue.

At the intersection of 11th Avenue and Discovery Way, the following intersection changes are anticipated:

- Signalization of the intersection.
- Development of a new southern leg of Mary Avenue with an exclusive right-turn lane, one shared through/left turn lane, one exclusive left-turn lane, and two receiving lanes; and
- Constructing ADA compliant pedestrian accessible sidewalks and bicycle lane improvements required to tie the proposed overcrossing into the existing bike lanes and sidewalks on each of the legs of Mary Avenue, 11th Avenue, and Discovery Way.

Alternative 2: Two Lane Mary Avenue Overcrossing

Alternative 2 would have one travel lane for motor vehicles in each direction, sidewalks on both sides, and protected bicycle facilities, such as a two-way cycle track. Crash-tested railings and well-designed fences would be constructed on the eastern and western sides of the proposed bridge for safety and enhanced user experience. The bicycle facility may be provided at either the street or sidewalk level. This Alternative could facilitate a future bicycle/pedestrian connection from the bridge ramp to the Moffett Park Light Rail Station within the existing project right-of-way.

Under Alternative 2, the proposed bridge structure would be approximately 56-60 feet wide and approximately 25 feet above existing ground at its highest point over SR 237. The bridge would be supported by structures at approximately 10-15 locations between Almanor Avenue and 11th Avenue. It is anticipated that up to two support structures would be placed at each location. The exact size and location of the support structures would be finalized once the final engineering of the bridge structure has been initiated. The support structures would be within the overall bridge right-of-way and would be constructed in places that result in a safe bridge design and are compatible with the existing topography and roadways below.

Alternative 2 includes intersection changes at Mary Avenue and Almanor Avenue, and 11th Avenue and Discovery Way.

At the intersection of Mary Avenue and Almanor Avenue, the existing 2-way junction would be realigned to create a T-Intersection that connects to the proposed overcrossing and meets traffic operational and lane queuing requirements. Anticipated modifications include:

- Signalization of the intersection.

  Development of a new northern leg of Mary Avenue, with one northbound through lane and cycle track, and one southbound through lane with a dedicated left turn lane.
- Constructing ADA compliant pedestrian accessible sidewalks and 6-foot bicycle lane improvements required to tie the proposed overcrossing into the existing bike lanes and sidewalks on each of the approach legs of Almanor Avenue and Mary Avenue.

At the intersection of 11th Avenue and Discovery Way, the following intersection changes are anticipated:

- Signalization of the intersection.
- Development of a new southern leg of Mary Avenue with an exclusive right-turn lane, one shared through/left turn lane, one exclusive left-turn lane, and two receiving lanes; and
- Constructing ADA compliant pedestrian accessible sidewalks and bicycle lane improvements required to tie the proposed overcrossing into the existing bike lanes and sidewalks on each of the legs of Mary Avenue, 11th Avenue, and Discovery Way.

Alternative 3: Pedestrian/Bicycle Overcrossing

Alternative 3 would involve construction of an overcrossing that provides bicycle and pedestrian access only. No travel lanes for motor vehicles would be included. The project would include either a multiuse facility or dedicated bike lanes, in addition to sidewalks over the bridge. Crash-tested railings and well-designed fences would be constructed on the eastern and western sides of the proposed bridge for safety and enhanced user experience. This alternative could facilitate a future bicycle/pedestrian connection from the bridge to the Moffett Park Light Rail Station within the existing project right-of-way.

The proposed bridge structure would be approximately 20-24 feet wide and approximately 25 feet above existing ground at its highest point over SR 237. The bridge would be supported by structures at approximately 10-15 locations between Almanor Avenue and 11th Avenue. With the reduced width of the bridge for alternative 3, it is anticipated that one or two support structures would be placed at each location. The exact size and location of the support structures would be finalized once the final engineering of the bridge structure has been initiated. The support structures would be within the overall bridge right-of-way and would be constructed in places that result in a safe bridge design and are compatible with the existing topography and roadways below.

Intersection modifications at Mary Avenue and Almanor Avenue and at the 11th Avenue and Discovery Way intersections would be limited to improvements required to tie the proposed pedestrian/bicycle overcrossing into the existing bike lanes and sidewalks on Mary Avenue and 11th Avenue. Intersection modifications at Almanor Avenue would include the addition of a stop sign. A traffic signal would likely be required at 11th Avenue.

Alternative 4: No Overcrossing Will Be Built

Under Alternative 4, no overcrossing of any kind would be constructed in this location. The intersections at Mary Avenue and Almanor Avenue and at 11th Avenue and Discovery Way would remain in their existing conditions and no modifications would occur.

ENVIRONMENTAL ISSUES TO BE ADDRESSED IN THE DRAFT EIR: The EIR would not result in impacts to agriculture and forestry resources, mineral resources, population and housing, and recreation. As such, the EIR will briefly discuss these topics. The EIR will include analysis of the potential impacts of the proposed project in the following areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy Conservation
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

In addition to the above environmental topics, the EIR will also evaluate the potential cumulative effects of the project, as required by CEQA.

In accordance with the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3), section 15126.6, an EIR must “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives,” and must also include a "no project" alternative. As discussed above, the EIR will comply with this requirement by analyzing three alternative configurations for the overcrossing, in addition to a "no project" alternative that would remove the overcrossing from the City's General Plan. The alternatives will be evaluated in an equal level of detail to inform City Council with information to select any one of the project alternatives.

THE PURPOSE OF THIS NOTICE: In accordance with CEQA Guidelines section 15082, the City has prepared this NOP to inform members of the public, agencies and interested parties that an EIR will be prepared for the above-referenced project. The purpose of an NOP is to provide sufficient information about the project to allow agencies, interested parties, and the general public to provide a meaningful response related to the scope and content of the EIR, including

mitigation measures that should be considered and alternatives that should be addressed. Comments are encouraged on any aspect of the EIR, and all comments will be considered.

ENVIRONMENTAL REVIEW PROCESS: Following completion of the 30-day Notice of Preparation public review period, the City of Sunnyvale will incorporate relevant information into the Draft EIR, including results of public scoping and technical studies. The Draft EIR will be circulated for public review and comment for the required 45-day public review period. Following expiration of the public review period for the Draft EIR, the City of Sunnyvale will prepare Responses to Comments as part of the Final EIR, which will be considered and acted upon by the City of Sunnyvale's City Council.

All parties that have requested to be included on the project mailing list will be provided with a Notice of Availability for the Draft EIR. In addition, the Draft EIR and related materials will be available for review on the City of Sunnyvale's website: **https://sunnyvale.ca.gov/business/projects/maryavenue.htm**, and at the City of Sunnyvale, located at 456 W. Olive Avenue, Sunnyvale, CA 94086.

All parties that have submitted their names, email addresses, and/or mailing addresses for inclusion on the project mailing list will be notified as part of the project's CEQA review process, including with respect to the public review period for the Draft EIR and any hearing regarding the Final EIR. If you wish to be placed on the project mailing list, have any questions, or need additional information, please contact the person identified below.

Angela Obeso, Principal Transportation Engineer, City of Sunnyvale, at (408) 730-7557 or aobeso@sunnyvale.ca.gov.

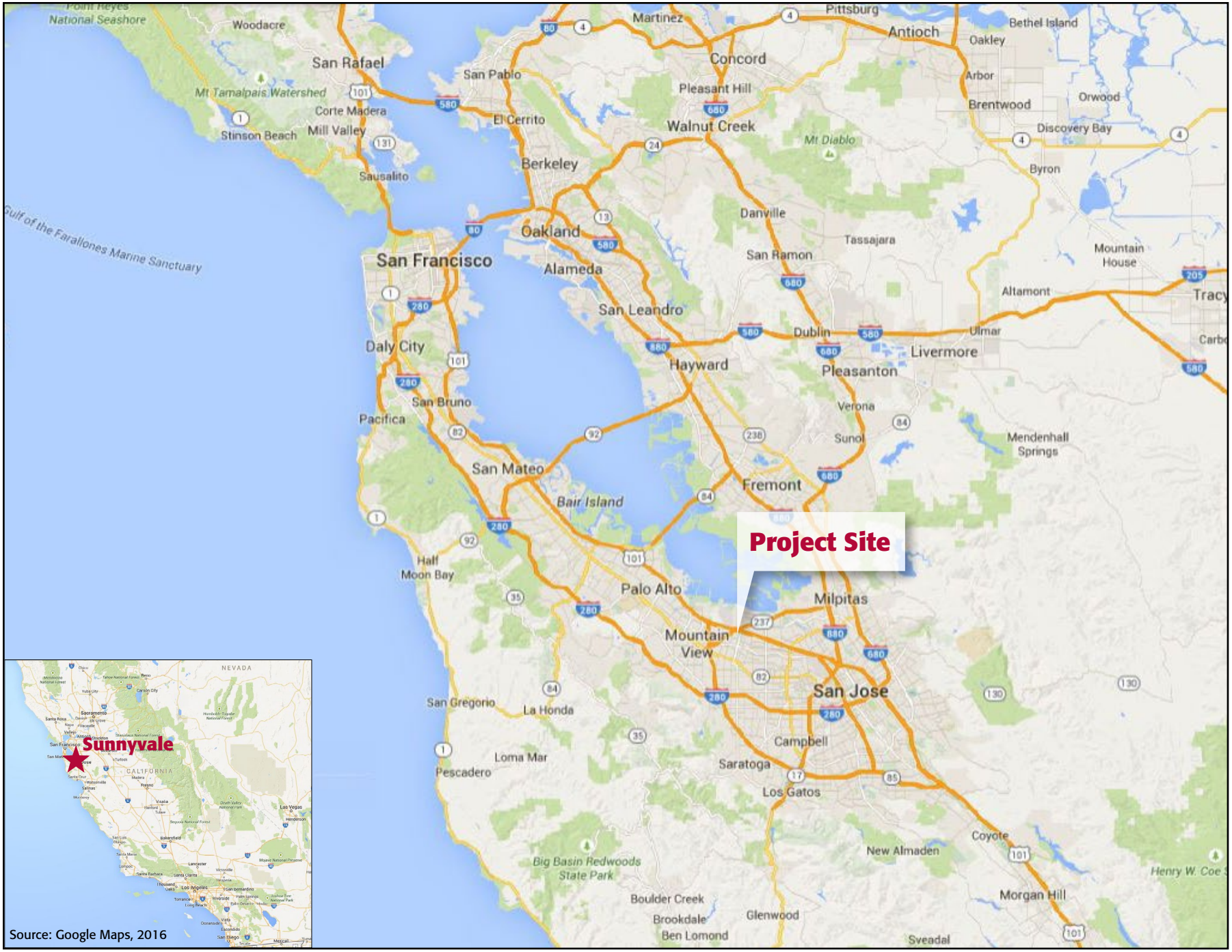


FIGURE 1: Regional Location Map
Mary Avenue Overcrossing EIR
City of Sunnyvale

Not to scale

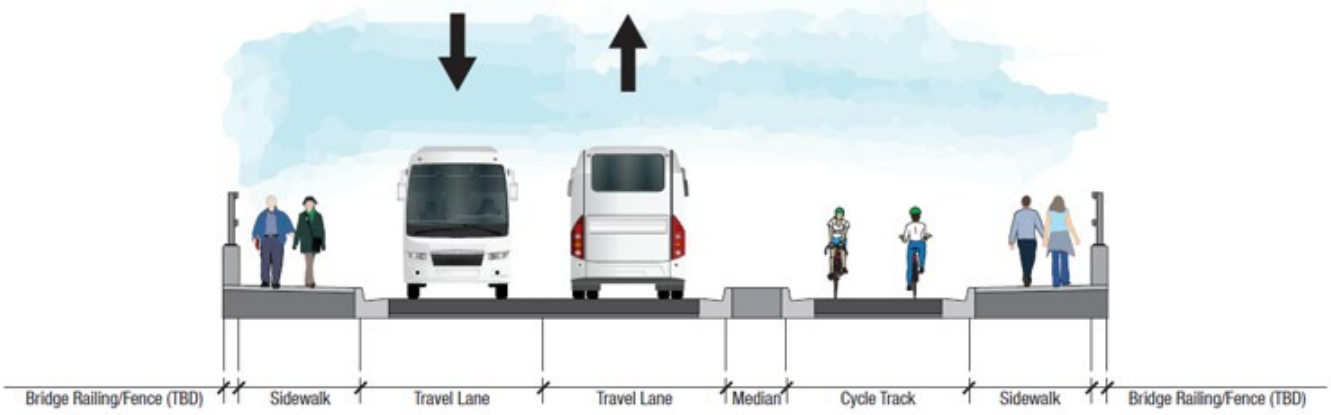
Kimley»Horn

Source: Google Earth, 2016

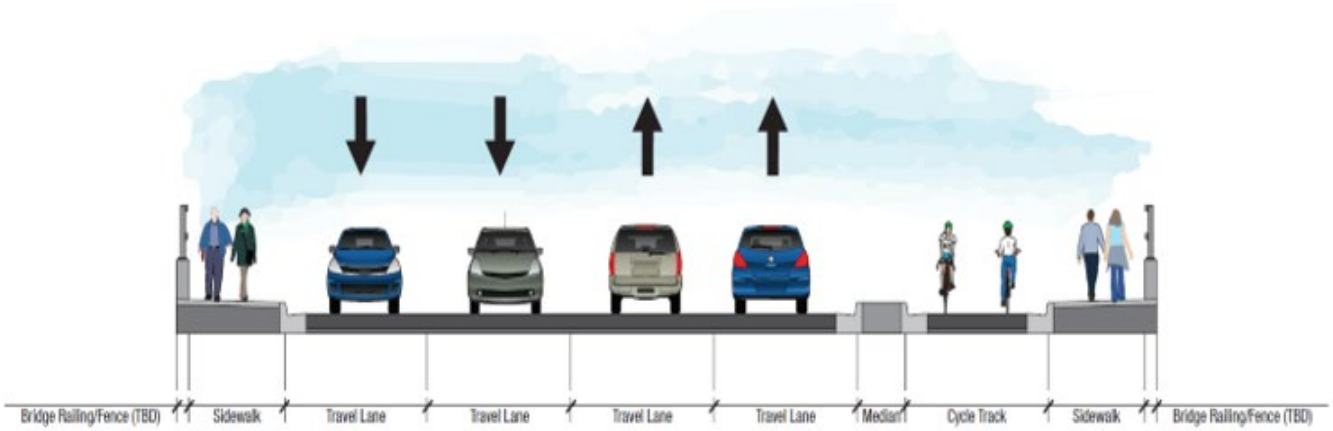
FIGURE 2: Vicinity Map
Mary Avenue Overcrossing EIR
City of Sunnyvale

Not to scale

Kimley»Horn



Proposed Project - Transit/Pedestrian/Bicycle Overcrossing

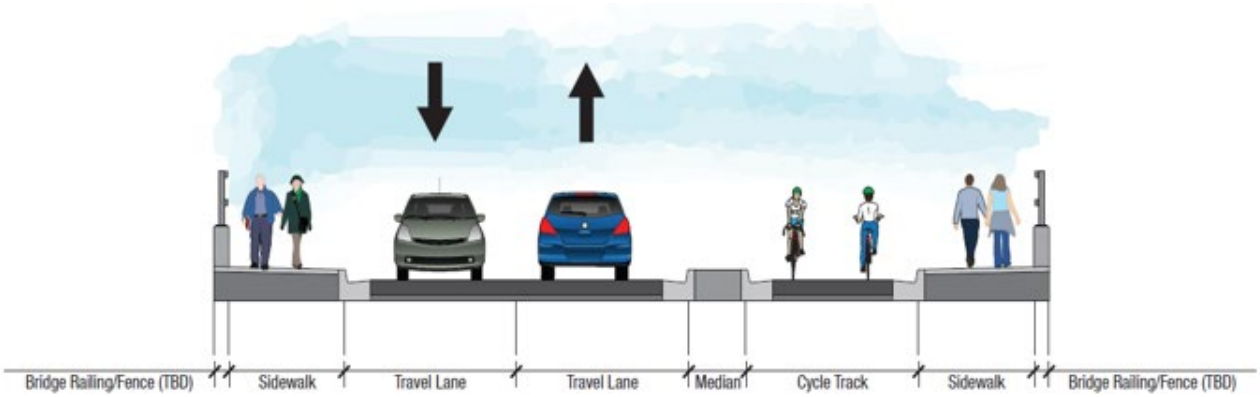


Alternative 1 - Four Lane Mary Avenue Overcrossing

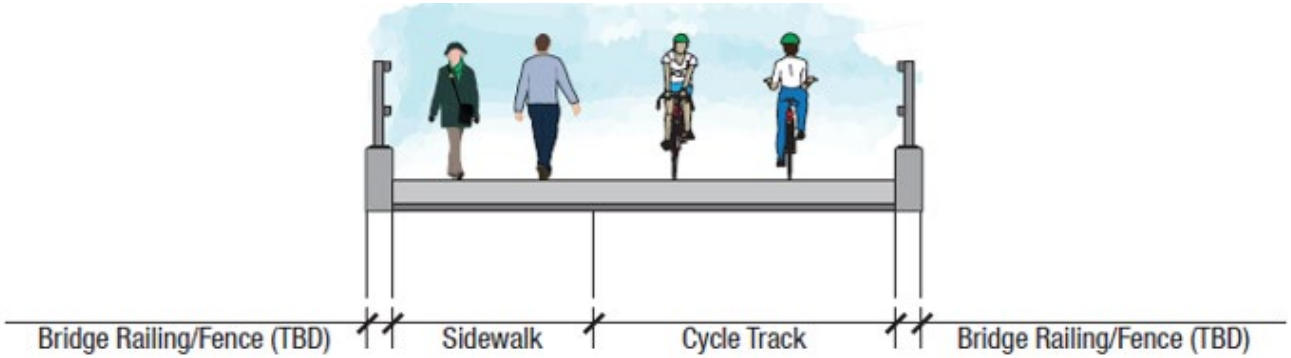
FIGURE 3a: Conceptual Overcrossing Cross-Sections
Mary Avenue Overcrossing EIR
City of Sunnyvale

Not to scale

Kimley»Horn



Alternative 2 - Two Lane Mary Avenue Overcrossing



Alternative 3 - Pedestrian/Bicycle Overcrossing

FIGURE 3b: Conceptual Overcrossing Cross-Sections
Mary Avenue Overcrossing EIR
City of Sunnyvale

Not to scale

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