



Sunnyvale

NOTICE OF PREPARATION DRAFT ENVIRONMENTAL IMPACT REPORT for the Downtown Specific Plan Amendments and Specific Development Project

DATE: May 7, 2018

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

LEAD AGENCY: City of Sunnyvale
Community Development Department, Planning Division
456 West Olive Avenue
Sunnyvale, CA 94086

CONTACT: David Hogan, Senior Planner
dhogan@sunnyvale.ca.gov
[\(408\) 730-7444](tel:(408)730-7444)

Notice is hereby given that the City of Sunnyvale (“City”), as the Lead Agency, will prepare an Environmental Impact Report (EIR) for the Downtown Specific Plan Amendments and Specific Development Project (hereinafter referred to as the “project”). This Notice of Preparation (NOP) has been prepared in compliance with California Environmental Quality Act (CEQA) Guidelines Section 15082. 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.

The City has determined that the project could result in potentially significant impacts and, therefore, an EIR is required. An EIR is a detailed statement prepared under CEQA describing and analyzing the significant environmental effects of a project and discussing ways to mitigate or avoid the effects. Consistent with CEQA Guidelines Section 15206, the project is considered of statewide, regional, or areawide significance.

A 30-DAY NOP REVIEW PERIOD: Members of the public and public agencies are invited to provide comments on the scope and content of the EIR to the City. The City would like to know the views of your agency as to the scope and content of the environmental information germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may use the EIR prepared by the City when considering your permits or other approvals for the project.

Due to the time limits mandated by state law, your response must be sent within the 30-day NOP review period. The NOP public review period will begin on May 7, 2018 and end on June 5, 2018 at 5:00 p.m. Please send your responses (including your name and contact information) to:

Email: dhogan@sunnyvale.ca.gov

OR

Mail: City of Sunnyvale – Community Development Department
Attn: David Hogan, Senior Planner
456 W. Olive Avenue
Sunnyvale, CA 94086

A copy of the NOP is on file at the City of Sunnyvale's One-Stop Permit Counter, 456 W. Olive Avenue and on the City's website at:

<https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?BlobID=25509>.

If you wish to be placed on the mailing list or need additional information, please contact David Hogan, Senior Planner, at dhogan@sunnyvale.ca.gov. All parties that have submitted their names and contact information will be notified as part of this CEQA review process.

Following completion of the 30-day NOP public review period, the City will incorporate relevant information into the Draft EIR, including results of technical studies. The Draft EIR will be circulated for public review and comment for a 45-day public review period.

PUBLIC EIR SCOPING MEETING: The City will hold a Public EIR Scoping Meeting to receive comments regarding the scope and content of the EIR. Members of the public and public agencies are welcome to attend. The Public EIR Scoping Meeting will be held at the following day, time, and place:

Monday May 23, 2018
6:30 p.m.
City Hall Council Chambers
456 West Olive Avenue
Sunnyvale, CA 94087

BACKGROUND INFORMATION: The City originally adopted the Downtown Specific Plan (DSP) in 1993 and updated in 2003 and 2013. The DSP site consists of approximately 125 acres, generally bound by the railroad/Caltrain tracks to the north, Bayview Avenue to the east, El Camino Real to the south, and Charles Street to the west. Regional and vicinity maps of the DSP site are shown in Figure 1 and Figure 2, respectively.

The DSP is a long-term planning document to create “an enhanced, traditional downtown serving the community with a variety of destinations in a pedestrian-friendly environment.”¹ The DSP contains goals, policies, design strategies and guidelines, land use and development intensities and standards to guide development in the DSP area. The buildout of the adopted DSP would result in a total of 2,200 residential units, 1,367,000 square feet of commercial uses, 1,080,000 square feet of office uses, and 200 hotel rooms. The DSP site is divided into 23 Blocks (see Figure 3) and is currently developed with 1,731 residential units, 1,032,909 square feet of commercial uses, 836,575 square feet of office uses, and 85 hotel rooms.

The DSP site is surrounded by a mix of uses including residential, commercial, and industrial uses. An aerial photograph of the DSP site and surrounding land uses is shown in Figure 4.

PROJECT LOCATION: The project focuses on six properties within the DSP area. The six properties are located within Blocks 1a, 18 (which includes six sub-blocks), and 22 and are as follows:

- Within Block 1a: An approximately 0.5-acre property located at the south side of Altair Way between Aries Way and S. Taaffe Street (APN: 209-07-007).
- Within Block 18:
 - Within Sub-block 1: An approximately 1.9-acre property along Mathilda Avenue (APN: 209-34-019) south of W. McKinley Avenue.
 - Within Sub-block 2: An approximately 0.9-acre property at the southwest corner of W. Washington Street and S. Taaffe Street (APNs: 209-41-002 and -003).
 - Sub-block 3: An approximately 7.3-acre property south of W. Washington Avenue, between S. Murphy Avenue and S. Taaffe Street, and north of McKinley Avenue (APN: 209-35-022 and -023).
 - Sub-block 6: An approximately 3.9-acre property located between W. Washington Avenue, W. McKinley Avenue, S. Murphy Avenue and S. Sunnyvale Avenue (APNs: 209-35-016 through -019).
- Block 22: An approximately 1.5-acre property located at the northwest corner of W. Evelyn Avenue and N. Sunnyvale Avenue (APN: 209-06-083).

The six development properties are shown on Figure 4

¹ City of Sunnyvale. *Downtown Specific Plan 2003, Updated in 2013*. Page 2.

PROJECT DESCRIPTION: The project consists of two primary components: 1) amendments to the DSP specific to the above six properties to change the land use mix and the intensity of development including changes to the design guidelines and supplemental standards, and 2) specific development proposals for the above six properties. These two primary components are briefly described below.

Amendments to the DSP

The project includes amendments to the DSP for the land uses and development program allowed on the six properties identified above within Blocks 1a, 18, and 22. The DSP amendments may also result in a change to Block 1. Compared to what is currently allowed on the six properties by the adopted DSP, the amendments would result in a net increase of 750 residential units, decrease in 328,256 square feet of commercial uses, a net increase of 759,302 square feet of office uses, and a net decrease of 200 hotel rooms.

The EIR will evaluate the environmental impacts of the proposed amendments in relation to existing conditions. Compared to existing conditions, the amendments to the DSP for the six properties would allow for a net increase of 1,065 residential units, increase of 484,200 square feet of commercial/retail uses, and increase of 1,097,105 square feet of office uses.

A summary of the existing, allowed, and proposed development on the six development properties is provided in the table below.

Summary of Existing, Allowed, and Proposed Development on the Six Development Properties				
Six Development Properties	Residential Units	Commercial Square Footage	Office Square Footage	Hotel Rooms
A. Existing Development	20	203,420	42,000	0
B. Allowed Development under the Adopted DSP	335	1,015,876	379,800	200
C. Allowed Development under the Adopted DSP with Proposed Amendments	1,085	687,620	1,139,102	0
<i>Net Change (C-B)</i>	<i>750</i>	<i>-328,256</i>	<i>759,302</i>	<i>-200</i>
<i>Net Change (C-A)</i>	<i>1,065</i>	<i>484,200</i>	<i>1,097,102</i>	<i>0</i>

Development Proposals

In addition to the above described amendments to the DSP, the project includes specific development proposals for the six properties within Blocks 1a, 18, and 22. The specific development proposals are described below. The amount of development proposed would be facilitated by the above described DSP amendments.

- **Within Block 1a:** The approximately 0.5-acre property is currently developed with a one-story, approximately 8,000 square foot building (occupied by a U.S. Post Office) and a three-story mixed use building with approximately 4,000 square feet of retail and parking on the ground floor and 20 residential units on the upper two floors. A development proposal by Kasik is to redevelop the property with a seven-story building with approximately 5,000 square feet of commercial/retail uses on the ground floor, 99,000 square feet of office uses on the upper floors, and two levels of underground parking.

- **Within Block 18:** Block 18 is informally subdivided into six smaller sub-blocks. There are development proposals for Sub-Blocks 1, 2, 3, and 6 by STC Venture/CityLine include the following:
 - **Within Sub-block 1:** The approximately 1.9-acre property is currently undeveloped. A development proposal includes a five-story, approximately 141,000 square foot six-story office building. Parking for this proposed development could be provided in either the existing parking structures or in new onsite underground locations.

 - **Within Sub-block 2:** A development proposal to add an additional residential unit to an existing residential complex on a 0.9-acre property at the southwest corner of Washington Street and S. Taaffe Street.

 - **Sub-block 3:** The approximately 7.3-acre property is currently developed with a two-story, approximately 177,000 square foot retail building occupied by Macy's and a large undeveloped area which contain several large redwood trees. The development proposal includes the construction of a 10-story mixed use building, a seven-story building, and other smaller structures totaling approximately 140,000 square feet of commercial uses, up to 400 residential units on the upper floors, approximately 480,000 square feet of office uses, outdoor plaza/activity areas, and two levels of underground parking. S. Frances Street would be extended as an open-air pedestrian and bicycle promenade and would lead to a new outdoor plaza south of the Macy's building.

 - **Sub-block 6:** The approximately 3.9-acre property is currently developed with a large surface parking lot. The development proposal is to redevelop the northern part of the surface parking lot with an a seven-story building with approximately 45,000 square feet

of ground floor commercial/retail uses and 392 residential units on the upper floors.

The southern portion of the surface parking lot would be redeveloped with a five-story, approximately 145,000 square foot office building. Parking for this development would be provided in two levels of underground parking.

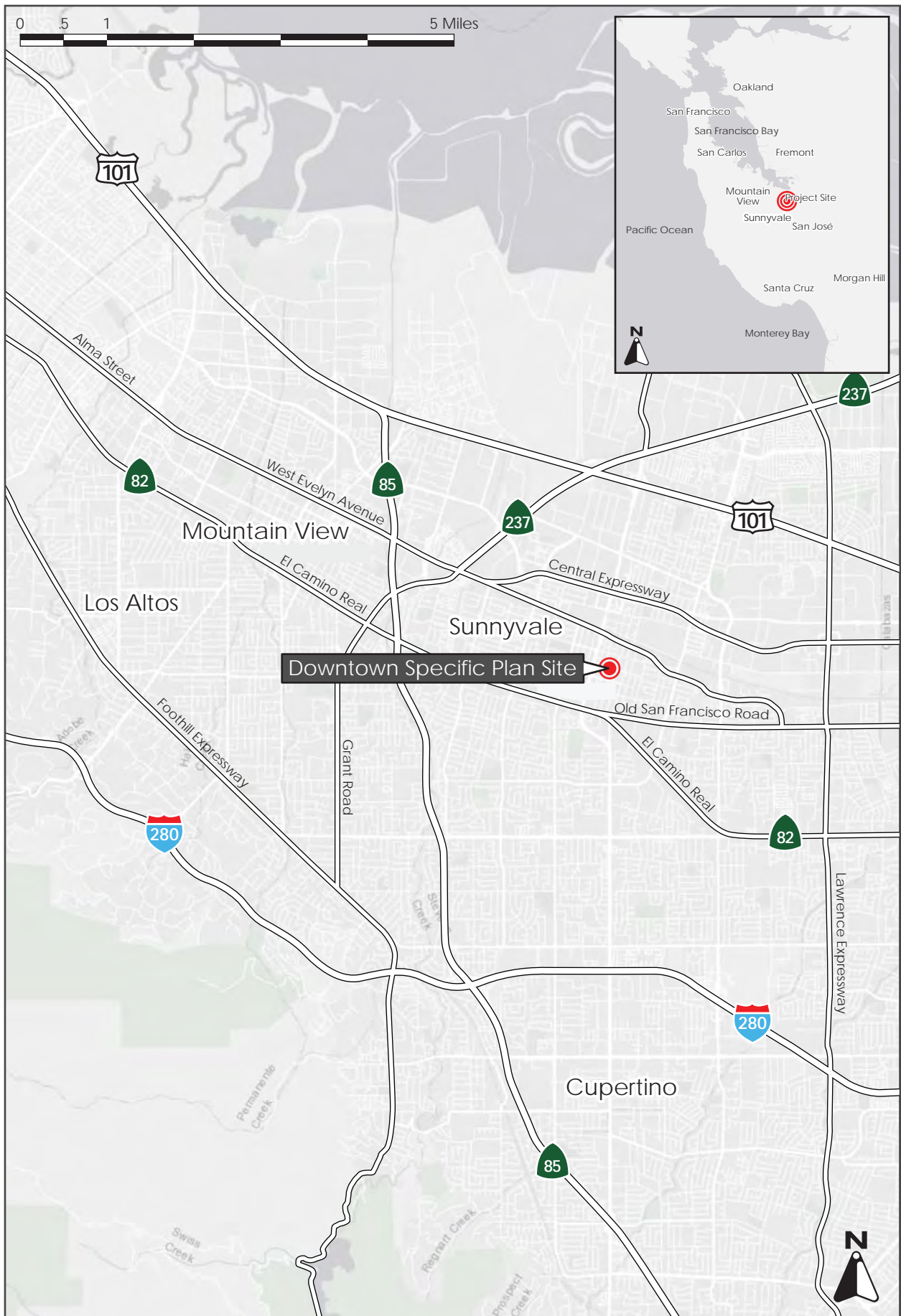
- **Block 22:** The approximately 1.5-acre property is currently developed with a surface parking lot which provides parking for the existing, adjacent building to the west. A development proposed by Giurland Inc./Murphy Square would replace the existing surface parking lot with a three-story, approximately 69,000 square foot office building with two levels of underground parking.

POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT: The EIR will describe the existing environmental conditions on the DSP site (focusing specifically on the six properties proposed for development) and will identify the significant effects on the environment (“impacts”) that may result from implementation of the project. The EIR will also evaluate the cumulative impacts of buildout of the amended DSP, as proposed. Where potentially significant impacts are identified, the EIR will identify mitigation measures to avoid or reduce those impacts, as feasible. The EIR will also discuss a reasonable range of alternatives to the project that could reasonably attain most of the basic objectives of the project and would avoid or substantially lessen any significant environmental impacts (CEQA Guidelines Section 15126.6[a]). The EIR will discuss the project’s significant environmental impacts in the topic areas described below.

- **Aesthetics** – The EIR will describe the existing visual character of the six development properties and surrounding area, and the projected changes resulting from implementation of the project. Visual impacts resulting from the project would include any significant adverse environmental effects resulting from building mass and height, lighting, and possible glare to adjacent land uses.
- **Agricultural and Forestry Resources** – The development properties are located in an urbanized area. The development properties are not used for agricultural or forestry uses. The EIR will describe the project’s impact (if any) on existing farmland, forest land, and timberland.
- **Air Quality** – The EIR will describe the regional air quality conditions in the San Francisco Bay Area and evaluate the air quality impacts from the project, in conformance with the criteria identified by the Bay Area Air Quality Management District. The project’s consistency with the 2017 Clean Air Plan will also be discussed.

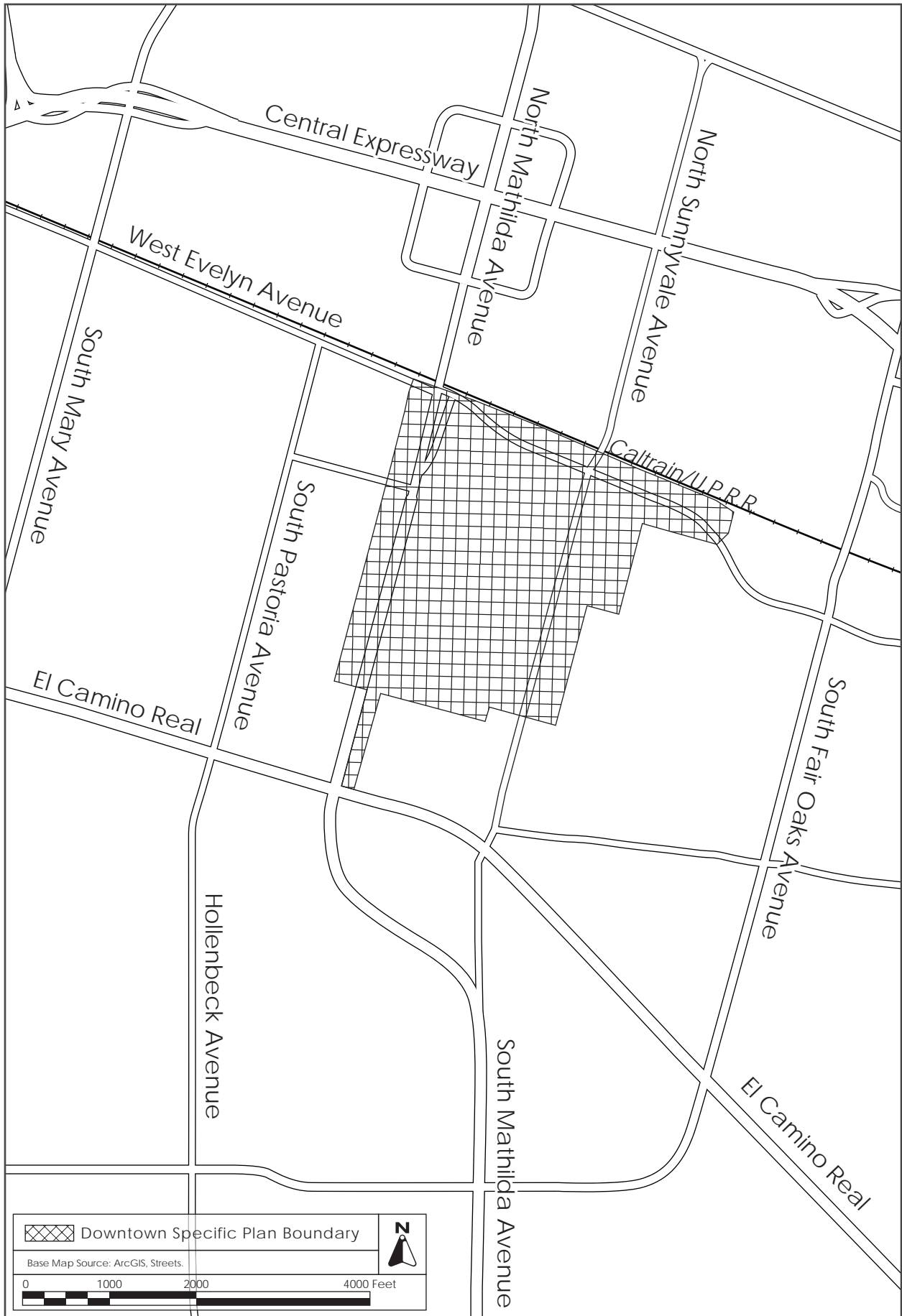
- **Biological Resources** – The development properties are located in an urbanized area and the primary biological resources are trees. The EIR will evaluate the project’s impact on biological resources, such as removal of trees and impacts on nesting birds that may be present.
- **Cultural Resources** – The EIR will evaluate the project’s potential to impact cultural resources, including historic resources, archaeological resources, and tribal cultural resources.
- **Energy** – The EIR will examine the potential for the project to result in excessive or inefficient use of energy and discuss the energy conservation measures included in the project.
- **Geology and Soils** – The EIR will describe the existing geologic and soil conditions at the development properties. The EIR will evaluate impacts to persons or property likely to result from existing geologic conditions, including seismic and seismic-related hazards.
- **Greenhouse Gas Emissions** – The EIR will discuss the project’s consistency and conformance with applicable plans, policies, and/or regulations adopted for the purpose of reducing greenhouse gas emissions, including the City’s Climate Action Plan, and assess whether the project’s greenhouse gas emissions would have a significant impact on the environment.
- **Hazards and Hazardous Materials** – The EIR will evaluate the potential for hazardous materials contamination on and near the development properties which could be affected by site demolition, grading, or excavation. The EIR will discuss the potential for hazardous material contamination to impact construction workers or future occupants at the site.
- **Hydrology and Water Quality** – The EIR will describe the existing hydrologic and drainage conditions at the six development properties and any changes in site drainage and hydrological conditions resulting from implementation of the proposed project. The EIR will also describe the project’s impact on stormwater runoff quantity and quality during and post-project construction.
- **Land Use** – The EIR will describe the existing land uses on and adjacent to the six development properties, and discuss the project’s conformance with relevant land use plans, policies, and regulations including the City’s General Plan, Land Use and Transportation Element, and Zoning Ordinance. The EIR will evaluate the land uses proposed on the development properties and the relationship between the proposed uses and the existing surrounding development. Land use conflicts between the proposed uses and existing surrounding uses will be identified.

- **Mineral Resources** – The EIR will describe if the project would result in the loss of availability of a known mineral resource or locally-important mineral resource recovery site.
- **Noise and Vibration** – The existing, predominate noise sources in the project vicinity are local traffic on surface streets and the Caltrain Railroad. The EIR will describe the existing noise conditions in the project area and will address noise and vibration impacts from the specific developments (including noise from project-generated traffic and project demolition/construction).
- **Population and Housing** – The project includes new housing (as well as commercial and office uses). The EIR will discuss if the project would induce substantial growth in the area, or displace substantial numbers of houses or residents.
- **Public Services** – The EIR will describe the available public services (e.g., fire and police protection, schools, and parks) in the project area and the potential for the project to require the expansion or construction of those facilities.
- **Recreation** – The EIR will describe the available recreational facilities in the project vicinity and the potential for the project to require the expansion or construction of those facilities and substantially accelerate the deterioration of those facilities.
- **Transportation** – The EIR will describe the existing transportation network serving the project area and will evaluate the project’s impact on transportation (e.g., impacts on intersection and freeway segment levels of service, and transit, bicycle, and pedestrian facilities). The project’s effect on vehicle miles travelled will also be discussed.
- **Utilities and Service Systems** – The EIR will describe the existing sanitary sewer, storm drain, water, and solid waste services for the project area. The EIR will discuss the adequacy of the existing utilities and service systems to accommodate the project’s demand and will describe any utility improvements proposed by the project.



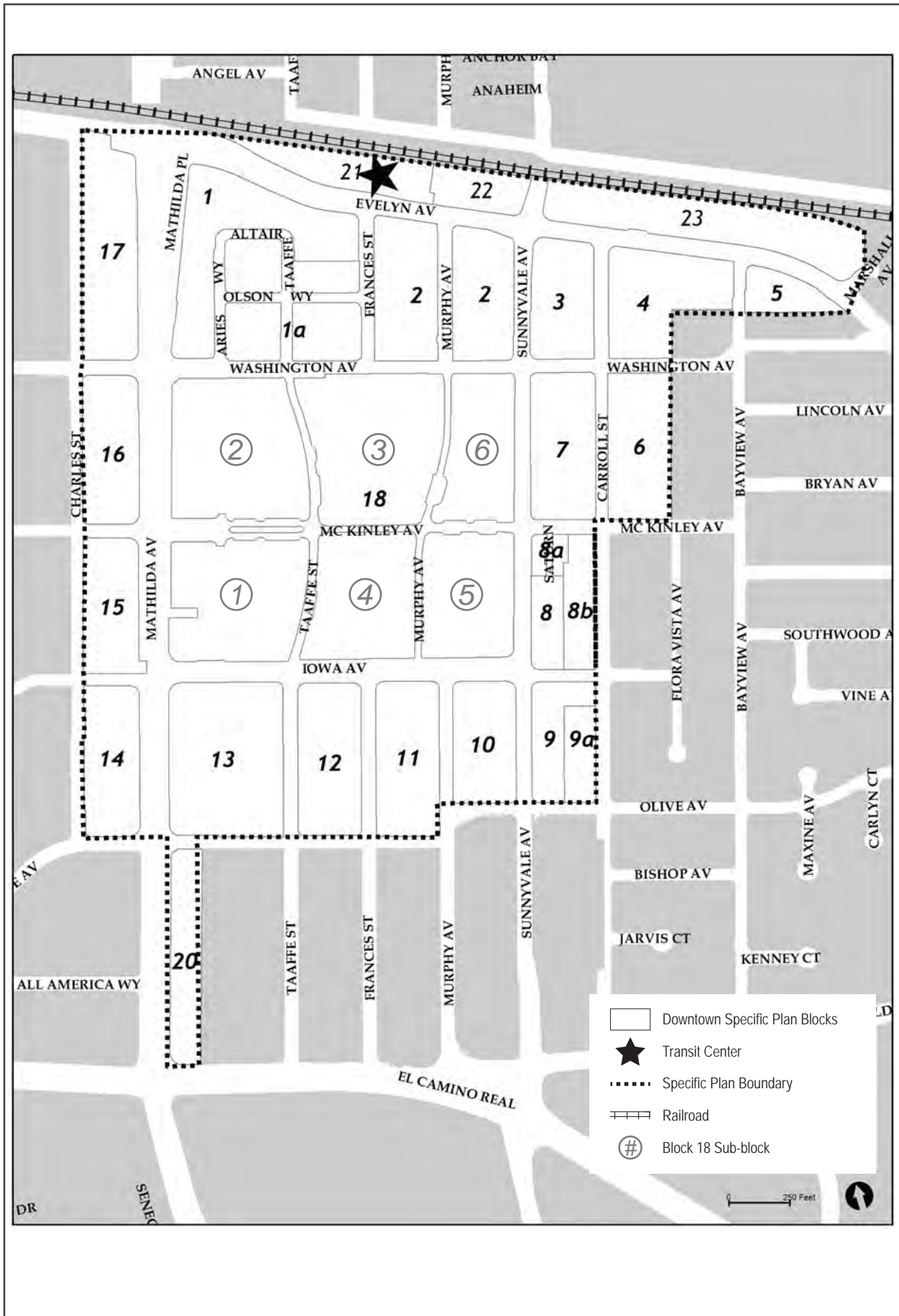
REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2



DSP BLOCK & SUB-BLOCK MAP

FIGURE 3



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 4



COMMUNITY DEVELOPMENT DEPARTMENT

OFFICE MEMORANDUM

DATE: June 7, 2018

TO: Kristy Weiss, Project Manager, David J. Powers

FROM: David Hogan, Project Planner

RE: Consolidated Notice of Preparation/Scoping Meeting Comments

Attached to this memorandum are the comments received in response to the Notice of Preparation and the public scoping meeting held on May 23, 2018.

Scoping Meeting Comments

- Concerns about Target being shorter than the new buildings and the overall height differences of the proposed project.
- Questions about the total change in development; commercial vs office vs residential.
- Utility improvement concerns, mainly with water and wastewater.
- Concerns over school impacts and whether school districts will have a chance to comment on the project.
- Traffic concerns over how large of an area the traffic study will cover and how parking will be addressed.

Public Agency Comments

The City also received comments from three public agencies, Caltrans, VTA, and Santa Clara County Department of Roads and Airports. These comment letters are attached to this memorandum.

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

P.O. BOX 23660, MS-10D

OAKLAND, CA 94623-0660

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www.dot.ca.gov

*Making Conservation
a California Way of Life*

June 5, 2018

SCH# 2018052020

GTS# 04-SCL-2018-00417

GTS ID: 10696

David Hogan, Senior Planner
Sunnyvale Community Development
456 West Olive Avenue Sunnyvale, CA 94086

**Sunnyvale Downtown Specific Plan Amendments and Specific Development Projects—
Notice of Preparation (NOP)**

Dear Mr. Hogan:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Sunnyvale Downtown Specific Plan Amendments and Specific Development Project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the NOP.

Project Understanding

The project consists of two primary components: 1) amendments to the Downtown Specific Plan (DSP) specific to six properties to change the land use mix and the intensity of development including changes to the design guidelines and supplemental standards, and 2) specific development proposals for the six properties. The amendments would introduce mixed-use office, retail, and residential buildings. The amendments would add 1,065 residential units, 480,000 square feet of commercial uses, and 1.1 million square feet of office space. The project has multiple access points to State Route (SR) 82 through intersections such as Mathilda Avenue, South (S.) Pastoria Avenue and other nearby intersections. The closest intersection, SR 82/Mathilda Avenue, is 0.6 miles away from the project site. The project gains access to the US 101 at the North (N.) Mathilda Avenue intersection 1.6 miles away. The project is in a Priority Development Area (PDA)

Traffic Analysis

To ensure that queue formation does not create traffic conflicts, the project-generated trips should be added to the existing traffic volumes and the future scenario traffic volumes for the intersections below.

The project should determine if there is adequate storage capacity available for the turning movements at the intersections and on the freeway off-ramps listed below, to determine whether or not the queues spill back onto the freeway mainline. The project should provide on-ramp storage capacity evaluations to avoid queue overflow and encroachment onto city streets near the SR 82 and US 101 on-ramps.

Finally, the project should evaluate the operational efficiency of nearby freeway segments to avoid traffic conflicts such as inadequate weaving distances and queue overflow onto the freeway.

• US 101 and N. Mathilda Avenue ramps, and
The intersections of SR 82 at:

- S. Wolf Road
- S. Fair Oaks Avenue
- S. Sunnyvale Avenue
- Mathilda Avenue
- S. Pastoria Avenue
- S. Mary Avenue
- S. Bernardo Avenue
- Sylvan Avenue, and
- SR 85 ramps

Signal Timing

Please note the signal related work will have to be coordinated, reviewed, and approved by the Office of Signal Operations. New lane configurations may require adjusting existing loop detectors and traffic signals at intersections. Signal timing adjustments may be required due to the proposed development.

Signalized intersections with turning movements exceeding 300 vehicles per hour (vph), will have to provide “dual turn” lanes where applicable, see latest Highway Design Manual (HDM) sections 405.2 and 405.3. Additional through-traffic lanes may be required if the existing number of through-traffic lanes in each direction cannot accommodate anticipated forecasted traffic as shown in the submittal.

Multimodal Planning

Please identify project-generated travel demand and estimate the costs of public transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT. The project's primary and secondary effects on pedestrians, bicyclists, disabled travelers and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases.

Mitigating project impacts necessarily includes providing additional options for multimodal travel. As mentioned in the 2018 *Santa Clara Countywide Bicycle Plan*, the proposed S. Mary Avenue bikeway nearby requires funding. Impact fees should be contributed to the proposed bikeway to increase multimodal connectivity and bike ridership. Caltrans requests that this be conditioned for approval. Please send Caltrans a staff report upon project completion.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 4d: Suburban Communities (Neighborhoods)** where location efficiency factors, such as community design, are weak to moderate and regional accessibility varies. Given the place type and size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures will be critical in order to facilitate efficient transportation access to and from the site and reduce transportation impacts associated with the project. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and transit access;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Transit subsidies on an ongoing basis;
- Ten percent vehicle parking reductions;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces;
- Designated parking spaces for a car share program;
- Unbundled parking;
- Showers, changing rooms and clothing lockers for employees that commute via active transportation;
- Emergency Ride Home program;
- Employee transportation coordinator;
- Secured bicycle storage facilities;
- Fix-it bicycle repair station(s);

- Bicycle route mapping resources;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:
<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Cultural Resources

There are cultural resources recorded within and adjacent to the boundaries of the Specific Plan Area. As part of the environmental review, we recommend that the City of Sunnyvale require environmental review for the specific development proposals that includes the preparation of cultural resource technical studies that at a minimum include a records search at the Northwest Information Center of the California Historical Resources Information System (CHRIS) at Sonoma State University and a field survey of the project area by a qualified archaeologist and a qualified architectural historian.

Additionally, per CEQA and Assembly Bill (AB) 52, we recommend that the City of Sunnyvale conduct Native American consultation with tribes, groups, and individuals who are interested in the project area and may have knowledge of Tribal Cultural Resources, Traditional Cultural Properties, or other sacred sites.

Lead Agency

As the Lead Agency, the City of Sunnyvale is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. Per CEQA Section 15206, this project meets the criteria of statewide, regional or areawide significance; this project should be submitted to the Santa Clara Valley Transportation Authority and the Metropolitan Transportation Commission for comment and review.

Mr. Hogan, City of Sunnyvale
June 5, 2018
Page 5

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jerry Cheung at 510-286-5562 or jerry.cheung@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

C: State Clearinghouse



June 5, 2018

City of Sunnyvale
Planning Division
P.O. Box 3707
Sunnyvale, CA 94088-3707

Attention: David Hogan

Subject: Downtown Specific Plan Amendments and Specific Development Project

Dear Mr. Hogan:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for the Downtown Specific Plan Amendments and Specific Development Project for the area generally bounded by Caltrain tracks, Bayview Avenue, El Camino Real, and Charles Street. We have the following comments.

Land Use

VTA supports the proposed land use intensifications within the Downtown Specific Plan Area, anchored by the Sunnyvale Caltrain Station and the VTA Sunnyvale transit center on Frances Way.

VTA is increasing service in this area per VTA's Board adopted Next Network FY 2018-2019 Transit Service Plan. The Rapid 522 will continue to serve El Camino Real; Rapid 523 will travel through the downtown area via Sunnyvale Avenue, and also serve Sunnyvale/El Camino Real (under the El Camino Real Specific Plan). The Downtown area will continue to be served by Routes 53 and 55. Route 32 will be renamed to 21, and rerouted along Maude to make a Peery Park/Downtown connection. Route 20, a new route that connects Downtown Sunnyvale with the Milpitas BART Station and the intensifying employment areas along Arques, will provide 15-minute service during weekday peak periods and 30-minute service all day.

More information about the Next Network service changes is available at <http://nextnetwork.vta.org/>

Transportation Impact Analysis (TIA) Report

The October 2014 version of the VTA TIA Guidelines, which can be found at <http://www.vta.org/cmp/tia-guidelines>, include updated procedures for documenting auto trip reductions, analyzing non-auto modes, and evaluating mitigation measures and improvements to address project impacts and effects on the transportation system. For any questions about the

updated TIA Guidelines, please contact Brent Pearse of the VTA Planning and Programming Division at 408-546-7985 or Brent.Pearse@vta.org.

Pedestrian and Bicycle Analysis & Access to Transit

VTA requests that the DEIR/TIA analysis of Pedestrian and Bicycle modes consider the completeness of the pedestrian and bicycle network on roadways and intersections adjacent to and nearby the project site.

VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking for the project. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from <http://www.vta.org/bikeprogram>.

VTA recommends high-quality pedestrian accommodations along all project frontages, which should be done in accordance with the Downtown Specific Plan's Streetscape Design Standards. Such accommodations support access to transit.

Transportation Demand Management (TDM) and Trip Reduction

VTA supports reducing the number of single occupant vehicle trips generated by the proposed developments. The proposed developments should comply with the City's required TDM measures, such as the Multi-family Residential TDM program. For non-residential projects, VTA recommends updating the TDM and trip reduction measures to the most up-to-date City standards used in other Sunnyvale Specific Plans. For example, the Downtown Specific Plan should include mandatory trip reduction targets (e.g. 20% reduction of daily trips and at least 35% reduction for peak hour trips), robust monitoring, unbundled parking, shared parking, parking pricing, among other measures.

Plan Goals/Policies – Faster Transit

VTA is currently developing initiatives and partnerships to make transit faster and prevent degradations in travel speed. VTA seeks the City of Sunnyvale's partnership to include text in the Downtown Specific Plan that affirms the fast movement of transit through the Downtown area as a priority, and actionable through the implementation of measures including, but not limited to, transit signal priority (TSP) or street markings. These measures help transit move people farther faster. This initiative works hand-in-hand with our agencies' shared goals for Transit Oriented Development by improving on-time performance, helping to steward a transit system that is more cost-effective, builds ridership, and proportionally increases transit service. VTA looks forward to discussing this recommendation further with City staff.

Intersection and Freeway Analysis & Mitigation Measures

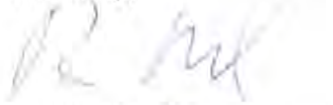
Based on the project's location, there may be impacts to one or more intersections and/or freeway segments. If the intersection and freeway analyses indicates significant impacts based on

City of Sunnyvale
June 5, 2018
Page 3

Congestion Management Program (CMP) criteria, VTA suggests early coordination with the appropriate agencies in identifying potential mitigation measures and opportunities for voluntary contributions to regional transportation improvements in or near the impacted facility in the latest Valley Transportation Plan (VTP).

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,



Roy Molseed
Senior Environmental Planner

cc: Patricia Maurice, Caltrans
Brian Ashurst, Caltrans

SU1803

County of Santa Clara

Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
1-408-573-2400



June 6, 2018

David Hogan, Senior Planner

dhogan@sunnyvale.ca.gov

City of Sunnyvale

Community Development Department, Planning Division

456 W. Olive Ave.

Sunnyvale, CA 94086

SUBJECT: NOP DEIR-Downtown Specific Plan CityLine

Dear Mr. Hogan:

The County of Santa Clara Roads and Airports Department appreciates the opportunity to review the Proposed Traffic Impact Assessment and is submitting the following comments:

- Please include in the TIA the following:
 - a. Central Expressway at Mary,
 - b. Mathilda Square-loop ramps,
 - c. Fair-Oaks on/off ramps,
 - d. Lawrence ramps,
 - e. Central and Whisman,
 - f. Central and Ferguson,
 - g. Lawrence/Monroe,
 - h. Lawrence/Arques,
 - i. Lawrence/Homestead and,
 - j. Lawrence/280

If you have any questions or concerns about these comments, please contact me at (408) 573-2482 or ellen.talbo@rda.sccgov.org.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Talbo", with a long horizontal line extending to the right.

Ellen Talbo, AICP

County Transportation Planner

cc: Ananth Prasad, *County Traffic Engineer*