

Appendix A
Notice of Preparation and Comment
Letters Received



NOTICE OF PREPARATION
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
For the El Camino Real Corridor Specific Plan

TO: State Clearinghouse; Responsible Agencies, Trustee Agencies, and Other Interested Agencies; Interested Parties and Organizations

SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the El Camino Real Corridor Specific Plan and Notice of Public Scoping Meeting

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

CONTACT: Rosemarie Zulueta, Senior Planner
456 W. Olive Avenue
P.O. Box 3707
Sunnyvale, CA 94088-3707
rzulueta@sunnyvale.ca.gov
Phone: 408-730-7437

NOTICE IS HEREBY GIVEN THAT The City of Sunnyvale (lead agency) will prepare a Draft Environmental Impact Report (Draft EIR) for the proposed El Camino Real Corridor Plan. This Notice of Preparation (NOP) is being distributed to applicable responsible agencies, trustee agencies, and interested parties as required by the California Environmental Quality Act (CEQA). Interested agencies are requested to comment on the project's scope and on the content of the descriptions of the significant environmental issues and reasonable alternatives and mitigation measures to be explored in the Draft EIR. The project location and description are summarized below.

A copy of this NOP, project related documents and more information can be found on the City's project website at <http://plansunnyvaleecr.m-group.us/>

A 30-DAY NOP REVIEW PERIOD: A 30-day NOP public review period will begin on Monday October 30, 2017, and will run through Friday December 1, 2017. Written comments should be submitted no later than 5:00 p.m. on Friday December 1, 2017. Please indicate a contact person in your response and send your comments to:

rzulueta@sunnyvale.ca.gov

or

City of Sunnyvale – Community Development Dept.
Attn: Rosemarie Zulueta, Senior Planner
456 W. Olive Avenue
P.O. Box 3707
Sunnyvale, CA 94088-3707

PUBLIC SCOPING MEETING: The City will hold a Scoping Meeting on **Thursday, November 9, 2017 from 6:30 p.m. to 8:00 p.m.**, in the City Council Chamber, City Hall located at 456 W. Olive Avenue, Sunnyvale, California 94086 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 Program EIR as well as the range of practicable alternatives to be evaluated.

PROJECT-RELATED DOCUMENTS: Project related documents can be found on the project webpage: <http://plansunnyvaleecr.m-group.us/>

PROJECT LOCATION: Sunnyvale is located in northwest Santa Clara County in an area commonly referred to as the South Bay or Silicon Valley. Sunnyvale is surrounded by Mountain View to the west, Cupertino to the south, Santa Clara to the east, and the San Francisco Bay Area to the north. Regional access to Sunnyvale is via Interstate 280 to the south and US Highway 101 to the north. The ECR Plan project area is comprised of approximately 350 acres of properties that are along El Camino Real, running diagonally across the city from east to west from Mountain View to Santa Clara. The ECR Plan Area is shown in Figure 1.

PROJECT BACKGROUND: In January 2014, the Sunnyvale City Council initially convened to update and clarify policies in the Precise Plan for El Camino Real. The original Precise Plan for El Camino Real was completed in 1993 and updated in 2007. Since that time, market conditions have continued to evolve and development interest in the Sunnyvale El Camino Real corridor has greatly increased. Today, the 4-mile stretch of El Camino Real in Sunnyvale remains an important regional connector as well as a valuable economic asset to the city. The corridor hosts a range of land uses, including general commercial and retail, automobile dealerships, hotels, multi-family

residential housing, and restaurants. It is the most traveled multimodal corridor in the city and serves the needs of local neighborhoods as well as regional communities. Although the 2007 Precise Plan enhances the vision for El Camino Real, it lacks sufficient detail to effectively guide development and address the perceived challenges raised by community stakeholders.

After kicking off the update of the Precise Plan on 2015, the City assembled a citizen's advisory committee to guide the process, and land use alternatives for the corridor were developed. In September 2016, the City began presenting a series of ongoing public workshops to report on recent project activities and support an open discussion on the City's Vision Statement, Vision Priorities, and Land Use Alternatives that would guide the project moving forward. In August 2017, the City Council identified a Preferred Land Use Alternative, and studies will begin to assess and refine the details of the proposed land use mix.

PROJECT CHARACTERISTICS: The purpose of the El Camino Real Corridor Plan is to provide an overall vision and guidance to transform the Project Area into a vibrant mixed-use corridor with improved streetscapes and safer environments for walking, bicycling, and other modes of transportation, while preserving the quality of life of adjacent neighborhoods and existing assets to the community. The Plan would include development policies, land use regulations, design guidelines, infrastructure assessment, and implementation and financing program to help guide development within the Project Area over the next 20-30 years. The El Camino Real Corridor Plan would also include recommendations for conceptual modifications to the roadway and streetscape enhancements to enable safer and a greater number of multi-modal transportation options along Sunnyvale's stretch of El Camino Real. The Project may also include amendments to the Sunnyvale General Plan and the Sunnyvale Municipal Code.

The preferred land use alternative that has been selected by the City Council to be studied could include up to 6,900 residential units and up to 730,000 square feet of commercial development beyond that which currently exists in the Project Area. As shown in Figure 2, a land use concept that includes development concentrated in four key transportation "nodes" along the corridor has been developed, which helped the City assess the total development potential that could be available along El Camino Real. However, the environmental analysis that will occur (described in greater detail below) will help inform the land use plan that is developed for the final Specific Plan.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR will evaluate potential environmental impacts of the project. The Draft EIR will propose mitigation to avoid and/or reduce impacts deemed potentially significant, identify reasonable alternatives, and compare the environmental impacts of the alternatives to the project's impacts.

Based on the project description and the City's understanding of the environmental issues associated with the project, the following topics will be analyzed in detail in the Draft EIR:

- Aesthetics – This section will analyze potential impacts due to the revitalization of existing buildings, restaurants, shops, pathways, open space, and landscaping along the corridor.
- Air Quality – An air quality analysis will be prepared in accordance with CEQA and Bay Area Air Quality Management District requirements. A discussion of the project’s contribution to regional air quality impacts will be included.
- Biological Resources – This section will address potential impacts to wildlife and vegetation due to tree removal and alteration of drainage features.
- Cultural and Tribal Cultural Resources – The Draft EIR will determine whether structures in the project area are eligible for listing on the California Register of Historical Resources. Additionally, the Draft EIR will examine potential adverse impacts the project would have on tribal cultural resources (in compliance with AB 52).
- Geology and Soils – This section will analyze potential geological and seismic impacts from project construction and operation.
- Greenhouse Gas Emissions/Energy – The Draft EIR will analyze the project’s contribution to greenhouse gas emissions and the anticipated energy use associated with the project.
- Hazards and Hazardous Materials – This section will discuss potential exposure to toxic substances resulting from project construction.
- Hydrology and Water Quality – The Draft EIR will analyze construction and operational impacts on drainage patterns and water quality along the corridor.
- Land Use and Planning – This section will analyze the project’s consistency with City land use and planning policies.
- Noise – This section will analyze short-term impacts due to potential construction noise on sensitive receptors and long-term noise exposure from operational noise sources.
- Population and Housing – This section will examine existing and future development and growth impacts along the project corridor.
- Public Services – The Draft EIR will analyze the project’s impact on public services, including police and fire protection.
- Recreation – The Draft EIR will analyze the project’s impacts on recreational and open space resources.
- Traffic and Circulation – The Draft EIR will analyze the project’s impacts on both level of service and vehicle miles traveled within the project study area.
- Utilities – This section will analyze the potential impacts from the project and associated demands for water supply and wastewater service.

The Draft EIR will also discuss the cumulative impacts of the project in combination with other closely related past, present, and reasonably foreseeable probable future projects in the vicinity.

Based on initial review and scoping of the project, the following environmental resources would not require additional analysis, as no impacts would occur:

- Agriculture and Forestry Resources
- Mineral Resources

The Draft EIR will describe and evaluate the comparative merits of a reasonable range of alternatives to the project that could reasonably accomplish most of the basic project objectives and could avoid or substantially lessen one or more of the significant impacts. The Draft EIR will also analyze the “No Project Alternative” and will identify the environmentally superior alternative. The Draft EIR will briefly describe and explain any alternatives that were eliminated from detailed consideration. The alternatives to be analyzed will be developed during the environmental review process and will consider input received during the public scoping process.

THE PURPOSE OF THIS NOTICE: In accordance with the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 15082), the City has prepared this NOP to inform 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 and interested parties the opportunity 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 (State CEQA Guidelines 14 CCR Section 15082[b]).


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

The City requests that any potential Responsible or Trustee Agency responding to this notice do so in a manner consistent with CEQA Guidelines Section 15082(b). All parties that have submitted their names and e-mail or mailing addresses will be notified as part of the Master Plan’s CEQA review process.

A copy of the NOP can be found on the project website (<http://plansunnyvaleecr.m-group.us/>) and on file at the City of Sunnyvale’s One-Stop Permit Center, 456 W. Olive Avenue, Sunnyvale, CA 94086.

If you wish to be placed on the mailing list or have any questions or need additional information, please contact Rosemarie Zulueta, Senior Planner, City of Sunnyvale, at 408-730-7437 or rzulueta@sunnyvale.ca.gov

Figure 1: ECR Plan Area

 Sunnyvale El Camino Real Corridor Plan (ECR Plan)
Study Area

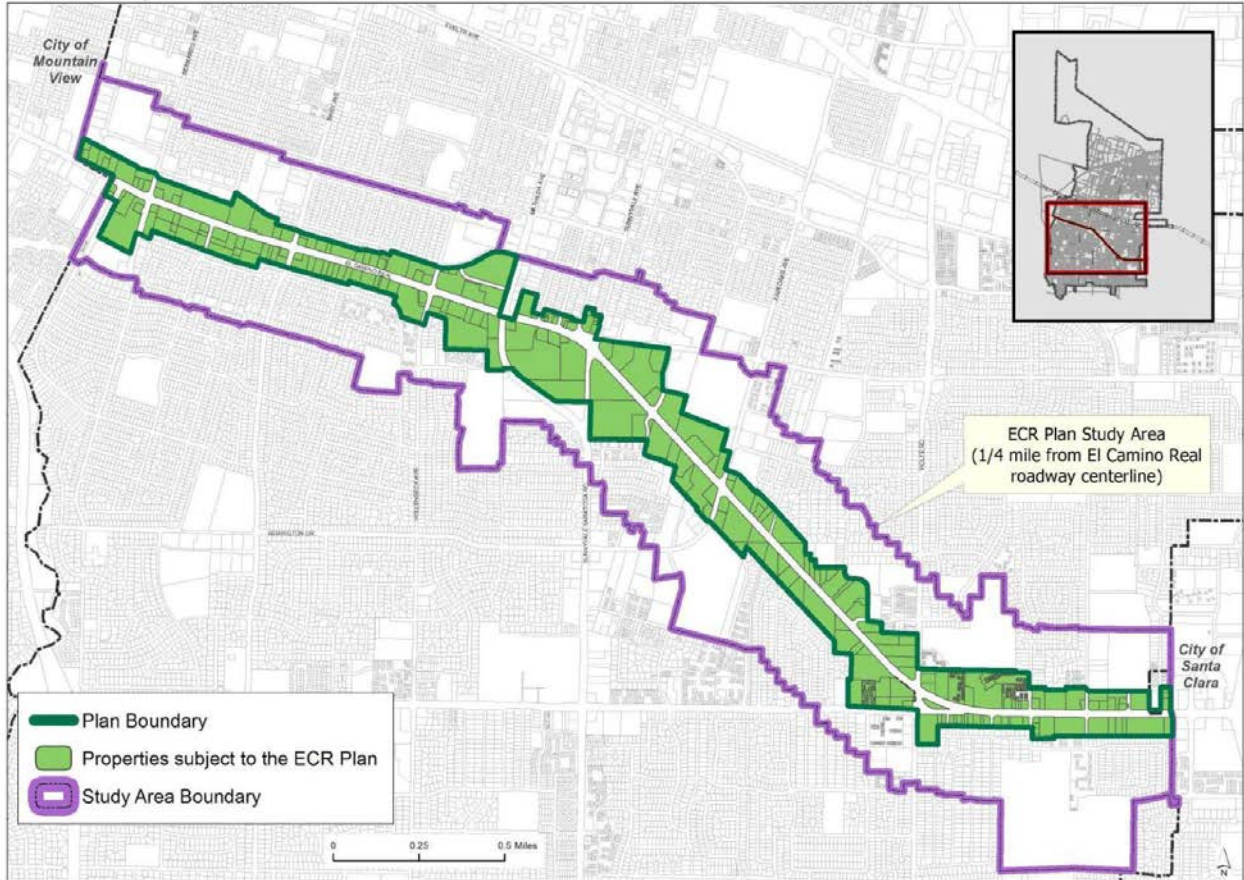


Figure 2: Land Use Concept/Preferred Land Use Alternative



Rosemarie Zulueta

From: Rosemarie Zulueta
Sent: Monday, November 06, 2017 2:29 PM
To: 'Janet M. Laurain'
Subject: RE: El Camino Real Corridor Specific Plan

Hello Janet,

The El Camino Real Corridor Specific Plan is a City-initiated project. Because it is a long-range Specific Plan that is being prepared, there are no specific developments included and developers are not directly involved. There are developers on the interested parties mailing list for updates to the Specific Plan process, along with residents, property owners, business owners and other members of the community.

ROSEMARIE ZULUETA

Senior Planner

Community Development Department
City of Sunnyvale
Phone: 408-730-7437

From: Janet M. Laurain [mailto:jlaurain@adamsbroadwell.com]
Sent: Tuesday, October 31, 2017 1:32 PM
To: Rosemarie Zulueta <rzulueta@sunnyvale.ca.gov>
Subject: El Camino Real Corridor Specific Plan

Ms. Zulueta,

Can you please tell me if any developers are involved in the El Camino Real Corridor Specific Plan?

Thank you, in advance, for your help.

Janet Laurain

Janet M. Laurain, Paralegal
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
(650) 589-1660
jlaurain@adamsbroadwell.com

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The purpose of the project is to provide an overall vision and guidance to transform the Project Area into a vibrant mixed-use corridor with improved streetscapes and safer environments for walking, bicycling, and other modes of transportation. The ECR Plan would include development policies, land use regulations, design guidelines, infrastructure assessment, and an implementation and financing program to help guide development within the Project Area over the next 20-30 years. The ECR Plan would also include recommendations for conceptual modifications to the roadway and streetscape enhancements to enable safer and a greater number of multi-modal transportation options along this stretch of SR 82.

The Preferred Land Use Alternative that has been selected by the City Council to be studied could include up to 6,900 residential units and up to 730,000 square feet of commercial development beyond that which currently exists in the Project Area. A land use concept that includes development concentrated in four key transportation “nodes” along the corridor has been developed, which helped the City assess the total development potential that should be available along SR 82.

Travel Demand Analysis

Please submit a travel demand analysis that provides VMT resulting from the proposed project. With the enactment of Senate Bill (SB) 743, Caltrans is focusing on transportation infrastructure that supports smart growth and efficient development to ensure alignment with State policies through the use of efficient development patterns, innovative travel demand reduction strategies, multimodal improvements, and VMT as the primary transportation impact metric. For projects reviewed under the California Environmental Quality Act (CEQA), Caltrans uses VMT as the metric for evaluating transportation impacts and mitigation. Please ensure that the travel demand analysis includes:

1. A vicinity map, regional location map, and site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. Clearly identify the State right-of-way (ROW). Project driveways, local roads and intersections, car/bike parking, and transit facilities should be mapped.
2. Schematic illustrations of walking, biking and auto traffic conditions at the project site and study area roadways, trip distribution percentages and volumes, as well as intersection geometrics (i.e., lane configurations for AM and PM peak periods). Operational concerns for all SR 82 road users that may increase the potential for future collisions should be identified and fully mitigated in a manner that does not further raise VMT.

Two Multimodal Access and Connectivity Vision options for modifications to the SR 82 existing lane configuration are being proposed for the Santa Clara Valley Transportation Authority (VTA) Bus Rapid Transit (BRT), sponsored by the City in coordination with neighboring jurisdictions and the VTA:

- Mixed Flow Design – buses operate in a mixed-traffic lane next to the curb, with wide-stop spacing, off-board fare collection and multiple door boarding (see ECR Corridor Specific Plan, *Figure B13 VTA BRT Concept Plans: Mixed Flow*, p. B-20).

- Dedicated Lanes – buses operate at higher speed along a bus-only lane created through conversion of a travel lane adjacent to the median, and stations include off-board fare collection and multiple door boarding (see ECR Corridor Specific Plan, *Figure B-13 VTA BRT Concept Plan: Dedicated Lanes*, p. B-20).

These proposed modifications completely change the lane arrangement at the intersections and throughout the roadway, so Caltrans recommends the City perform a RTP/SCS consistency check and re-run the model to forecast the project's regional 2040 VMT (see *Plan Bay Area 2040*). Also, that the project use a regional travel forecasting model to estimate opening year no project and opening year plus project VMT. Verify the model is sensitive to short-term induced travel effects through dynamic validation and sensitivity testing.

As the City works to develop design guidelines and recommendations for conceptual modifications to SR 82, Caltrans recommends the following resources: Caltrans' *Main Street, California – A Guide for Improving Community and Transportation Vitality* (see www.dot.ca.gov/hq/LandArch/mainstreet/main_street_3rd_edition.pdf), the Caltrans *Highway Design Manual* and *Encroachment Permit Manual*, the "Grand Boulevard Multimodal Transportation Corridor Plan" (see www.grandboulevard.net/projects/multi-modal-corridor-plan) (please note those included Caltrans standards are outdated), and the National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* (see www.nacto.org/publication/urban-street-design-guide/).

3. A VMT analysis pursuant to the City's guidelines or, if the City has no guidelines, the Office of Planning and Research's Draft Guidelines. Projects that result in automobile VMT per capita greater than 15% below existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact.
4. Mitigation for increasing VMT, which should be identified and mitigated in a manner that does not further raise VMT. Mitigation may include contributions to VTA's latest Valley Transportation Plan (VTP) and should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
5. The project's primary and secondary effects on pedestrians, bicycles, disabled travelers and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

The CEQA Guidelines Section 15206(b) requires the Draft Environmental Impact Report (DEIR) for this project be circulated to the Metropolitan Planning Organization (MPO) because of the project's statewide, regional, and areawide significance.

Vehicle Trip Reduction

To reduce VMT the project should include:

- Membership in a transportation management association (TMA).
- Transit subsidies and/or EcoPasses on a permanent basis to all employees and residents.
- Ten percent vehicle parking reduction.
- Unbundling of residential parking.
- Transit and trip planning resources.
- Carpool and vanpool ride-matching support.
- Carpool and clean-fuel parking spaces.
- Secured bicycle storage facilities.
- Bicycles for employees and residents to access nearby destinations.
- Showers, changing rooms, and clothing lockers.
- Bicycle repair station(s).
- Transportation and commute information kiosk(s).
- Outdoor patios, outdoor areas, furniture, pedestrian pathways, picnic and recreational areas.
- Nearby walkable amenities.
- Kick-off commuter event at full occupancy.
- Employee transportation coordinator.
- Emergency Ride Home program.
- Bicycle route mapping resources and bicycle parking incentives.

Transportation Demand Management (TDM) 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, please also refer to “Reforming Parking Policies to Support Smart Growth,” a MTC study funded by Caltrans, for sample parking ratios and strategies that support compact growth. Reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on SR 82 and the STN. These smart growth approaches are consistent with the MTC’s RTP/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

Cultural Resources

Caltrans requires that a project’s environmental document include documentation of a current archaeological record search from the Northwest Information Center of the California Historical Resources Information System if construction activities are proposed within State ROW. Current records searches must be no more than five years old. Caltrans requires the records search, and if warranted, a cultural resource study by a qualified, professional archaeologist, and evidence of Native American consultation to ensure compliance with the California Environmental Policy Act (CEQA), Section 5024.5 and 50967 of the California Public Resources Code, and Volume 2 of Caltrans Standard Environmental Reference (www.dot.ca.gov/ser/vol2/vol2.htm).

These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in State ROW. Work subject to these requirements

Ms. Rosemarie Zulueta/City of Sunnyvale

December 1, 2017

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includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to State ROW.

Lead Agency

As the lead agency, the City is responsible for all project mitigation, including any needed improvements to the STN and for VMT reduction. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit

Please be advised that any ingress-egress, work (e.g., construction, vegetation management, landscaping, drainage improvement, etc.), staging, storage, or traffic control that is conducted within or adjacent to or encroaches upon the State ROW requires an encroachment permit that is issued by Caltrans. Where construction related traffic restrictions and detours affect the STN, a Transportation Management Plan (TMP) or construction Transportation Impact Analysis (TIA) may be required. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process.

To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW as well as any applicable specifications, calculations, maps, etc. must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. It is important to note that, in order to uphold the Caltrans statutory responsibility to protect the safety of the traveling public, if this information is not adequately provided, then a permit will not be issued for said encroachments. See the following website for more information:

www.dot.ca.gov/hq/traffops/developserv/permits.

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse – electronic copy
Robert Swierk, VTA – electronic copy



December 1, 2017

Attn: Rosemarie Zulueta
Community Development Department, Planning Division
456 W. Olive Avenue
Sunnyvale, CA 94086
E: rzulueta@sunnyvale.ca.gov

Subject: Notice of Preparation of Draft Environmental Impact Report for the El Camino Real Specific Plan

Dear Ms. Zulueta,

Thank you for the opportunity to provide comments regarding the Notice of Preparation (NOP) of Draft Environmental Impact Report (EIR) for the El Camino Real Specific Plan. The City of Santa Clara would like to highlight areas of proposed extended analysis below for your consideration.

- Sunnyvale's El Camino Real corridor, as proposed, will be accommodating a significant amount of growth within the City in terms of residential units and commercial development. As this development will directly impact traffic within the City of Santa Clara, it is requested that traffic impacts within neighboring cities are analyzed in addition to the intersections that will be analyzed within Sunnyvale. Intersections that should be included in your traffic analysis in other neighboring cities along El Camino Real should follow the ten trip rule from the VTA TIA Guidelines.
- According to the CMP Guidelines, the traffic analysis must include an analysis of bicycle and pedestrian facilities in terms of their availability, project effects on future bike/pedestrian plans, and improvements proposed by the project. Maps and information on existing and planned bicycle facilities within Santa Clara can be found on the City's website at <http://santaclaraca.gov/government/departments/public-works/engineering/committees/bicycle-and-pedestrian-advisory-committee>.
- The project borders the western boundary of the City of Santa Clara. Relevant approved and pending projects within Santa Clara need to be included in the study estimates of Background and Cumulative traffic volumes, respectively. This is consistent with the CMP Guidelines. Please contact the Santa Clara Planning Division for the list of approved and pending projects within Santa Clara.

- The NOP outlines that the draft EIR will analyze the project's impact on both level of service and vehicle miles traveled within the project study area. Could you please clarify the extent of level of service (including number of intersections) and the extent of vehicle miles traveled that will be studied within the project area?
- Fair share contributions should be made for significant impacts found along roadways and/or intersections, including the expressways.
- Greenhouse Gas Emissions (GHG) should be analyzed through the life of the El Camino Real Specific Plan and not only until 2020 as specified in the Climate Action Plan (2014).

The City of Santa Clara thanks you for the opportunity to review and comment on the NOP. Please do not hesitate to contact us with any questions regarding our comments and concerns.

Sincerely,

A handwritten signature in cursive script that reads "Anna McGill".

Anna McGill

Associate Planner- Community Development Department

RE: SCL17299 - Sunnyvale El Camino Real Corridor Specific Plan NOP (Caltrans GTS Database #: 04-SCL-2017-00299)

[Shahid Abbas <SAbbas@sunnyvale.ca.gov>](mailto:SAbbas@sunnyvale.ca.gov)

Fri 12/1/2017 1:59 PM

To: Rosemarie Zulueta <rzulueta@sunnyvale.ca.gov>; Kristi Bascom <KBascom@m-group.us>;

Cc: Ralph Garcia <RGarcia@sunnyvale.ca.gov>;

Caltrans is asking for a lane configuration with a dedicated bus lane option on ECR. Please note the City Council does not support a dedicated bus lane on ECR within the City of Sunnyvale. Given that we may not need to go into the detail of this option, you may just need to highlight this fact in the response. Thanks.

From: Rosemarie Zulueta

Sent: Friday, December 01, 2017 1:18 PM

To: Kristi Bascom <KBascom@m-group.us>

Cc: Shahid Abbas <SAbbas@sunnyvale.ca.gov>; Ralph Garcia <RGarcia@sunnyvale.ca.gov>

Subject: Fw: SCL17299 - Sunnyvale El Camino Real Corridor Specific Plan NOP (Caltrans GTS Database #: 04-SCL-2017-00299)

Hi Kristi,

Here are comments from Caltrans.

Rosemarie Zulueta, Senior Planner
Community Development Department
City of Sunnyvale
Phone: (408) 730-7437
rzulueta@sunnyvale.ca.gov

The Department of Community Development is innovative in promoting sustainable development while enhancing the economy, community character and quality of life in Sunnyvale.

Save the environment. Please don't print this email unless you really need to.

From: Ashurst, Brian@DOT <brian.ashurst@dot.ca.gov>

Sent: Friday, December 1, 2017 11:27 AM

To: Rosemarie Zulueta

Cc: Swierk, Robert; Cerezo, Melissa; Pearse, Brent; state.clearinghouse@opr.ca.gov

Subject: SCL17299 - Sunnyvale El Camino Real Corridor Specific Plan NOP (Caltrans GTS Database #: 04-SCL-2017-00299)

Hello Ms. Zulueta:

Please see attached comment letter on the above-referenced project. The original hard copy is being mailed to you via USPS.

Please confirm receipt of this letter.

Thank you very much,

County of Santa Clara

Roads and Airports Department

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



December 1, 2017

Rosemarie Zulueta
Senior Planner
City of Sunnyvale
456 W. Olive Avenue
Sunnyvale, CA 94086

**SUBJECT: Notice of Preparation of Draft Environmental Impact Report
El Camino Real Corridor Specific Plan**

Dear Ms. Zulueta:

The County of Santa Clara Roads and Airports Department is submitting the following comments.

A Transportation Impact Analysis (TIA) should be prepared for the proposed project following the latest adopted Congestion Management Program (CMP) TIA Guidelines and Vehicle Miles Traveled analysis to identify significant impacts for the DEIR. The TIA should include, but not be limited to, all signalized, unsignalized, CMP and non-CMP intersections on the Central Expressway between Bernardo and Lawrence, and on Lawrence Expressway between Central Expressway and Homestead. The analysis should be conducted using County signal timing for County study intersections and the most recent CMP count and LOS data for CMP intersections. The County will provide the correct signal timing settings for the TIA upon request.

The *Comprehensive County Expressway Planning Study - 2008 Update* adopted by the Board of Supervisors in March 2009 should be consulted for a list of mitigation measures for significant impacts to the expressways. Should the *Expressway Study* not include an improvement that would mitigate a significant impact, the TIA should identify mitigation measures that would address the significant impact. Mitigation measures listed in the TIA should be incorporated into the EIR document. This project particularly presents traffic impacts to Lawrence Expressway operations. We suggest having a specific discussion with the City regarding contribution of development impact fees to the Lawrence Expressway Grade Separation project as this plan moves forward. Please contact Ellen Talbo, County Transportation Planner, to discuss.

Thank you for the opportunity to comment on the Notice of Preparation of DEIR. If you have any questions 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", is written over a horizontal line.

Ellen Talbo

County Transportation Planner

cc: Ananth Prasad

Board of Supervisors: Mike Wasserman, Cindy Chavez, Dave Cortese, Ken Yeager, S. Joseph Simitian
County Executive: Jeffrey V. Smith

Rosemarie Zulueta

From: Andy Gonzales <kg6rwo2@gmail.com>
Sent: Thursday, November 02, 2017 2:08 PM
To: Rosemarie Zulueta
Subject: ECRCorridor

From what I can see from the concepts described, traffic on El Camino, already a mess due to recent development, will be far worse. In addition, car traffic will be thrown onto the residential streets parallel to El Camino. These points are not acceptable.

Putting bicycles in the mix will take a lane, like the disaster on Mary, and create huge slowdowns. Olive Ave parallels El Camino, why not use Olive for bicycles? This type of traffic should not be objectionable there.

If you insist on creating the potential car traffic on residential streets, install speed bumps to slow down the cars / discourage use - like on Blair. I would prefer not have the car traffic stay on El Camino AND remove the bumps on Blair but if the traffic does come, then bumps everywhere.

Another thought would be to use Evelyn? A bike path could be integrated into the adjacent rail corridor when it is upgraded for electrification of CalTrain. There already are high rise residential and office project near Evelyn and the Murphy street downtown.

--

Andy Gonzales

Rosemarie Zulueta

From: Rosemarie Zulueta
Sent: Thursday, November 09, 2017 10:08 AM
To: 'Andy Gonzales'
Subject: RE: ECRCorridor

There will be a public review period for comments when the Draft Specific Plan and Draft Environmental Impact Report are prepared. There will also be additional public meetings, including public hearings with the Planning Commission and the City Council, who will ultimately make the final decision on the adoption of the Plan. As I mentioned in my previous email, the circulation improvements in the Strategy document I sent you a link to are **preliminary** and **conceptual**. These were developed from the many people who have participated in the process by attending the public meetings the City has held in the past couple years and providing input in other various ways, including online surveys. These concepts will require further study/analysis if the City Council decides to implement these in the future.

I will go ahead and place your email address in the mailing list so that you can stay updated about the process. Thank you.

ROSEMARIE ZULUETA

Senior Planner

Community Development Department
City of Sunnyvale
Phone: 408-730-7437

From: Andy Gonzales [mailto:kg6rwo2@gmail.com]
Sent: Wednesday, November 08, 2017 9:18 AM
To: Rosemarie Zulueta <rzulueta@sunnyvale.ca.gov>
Subject: Re: ECRCorridor

Are you really serious?

Eventhing about this plan is terrible. Who set the priorities?

This plan does everything it can to cause more congestion on El Camino. There will certainly be more traffic in the residential streets which WE DO NOT WANT. For safety and prperty values.

Then you have the Bike Boulevard mixed in directly with the (increased) number of cars - a huge safety hazard and frustration. We certainly don't want that on Blair.

My obseration is that bike riders often stray out of their lanes so I guess putting them IN the lanes is the (il)logical next step. I also see that bikers do not observe the traffic rule - i.e. stopping at stop signs and red lights.

If you have a bike lane on Evelyn, then enhance what you have rather than building new.

Mary Ave is a disaster - why didn't you use the parking lanes for bike traffic.

If you want to improve transit why not get CalTrains to add express stops at Sunnyvale.

Also, get the light rail extended to Sunnyvale

Is there going to be a public vote on this?

On Wed, Nov 8, 2017 at 8:41 AM, Rosemarie Zulueta <rzulueta@sunnyvale.ca.gov> wrote:

Hello Andy,

Thank you for your comments. Your comments related to the scope of the Draft Environmental Impact Report (DEIR) for the El Camino Real Corridor Specific Plan will be taken into consideration as the DEIR is prepared (such as potential impacts to traffic circulation/patterns if the amount of growth that Council has directed for study were to be built in the next 20-30 years).

We have discussed possible recommendations for improvements to the roadway and multimodal access with the community advisory committee, including ways to incorporate bicycle lanes on El Camino Real and other alternatives, such as a bike route/boulevard on a parallel street: <http://plansunnyvalecr.m-group.us/update/2017/8/9/ecrpac-meeting-5-thursday-august-24-630-900-pm>. These recommendations are based on the input we have received from the community regarding access on El Camino Real. The strategies in the [Multimodal Access and Circulation Strategy](#) are preliminary and conceptual, and will require a separate and future effort to implement, and not as part of the Specific Plan process. The Specific Plan would include some of these concepts as a directive for further study (and will require extensive coordination with Caltrans who owns and maintains the roadway), but it will not be a focus of the Environmental Impact Report we are preparing for the Specific Plan. You'll see, however, that the concepts included in the Strategy document avoid removing a lane.

There are bike lanes on Evelyn Ave., but several community members have voiced a desire to explore bike lanes on El Camino Real.

(For more information about the community advisory committee, see <http://plansunnyvalecr.m-group.us/ecrpac> and <http://plansunnyvalecr.m-group.us/resources/>.)

Thank you again for your comments and participation in this process. Would you like your email contact to be placed on the El Camino Real Corridor Plan interested parties list to receive email updates about the process?

ROSEMARIE ZULUETA

Senior Planner

Community Development Department

City of Sunnyvale

Phone: [408-730-7437](tel:408-730-7437)

From: Andy Gonzales [mailto:kg6rwo2@gmail.com]
Sent: Thursday, November 02, 2017 2:08 PM
To: Rosemarie Zulueta <rzulueta@sunnyvale.ca.gov>
Subject: ECRCorridor

From what I can see from the concepts described, traffic on El Camino, already a mess due to recent development, will be far worse. In addition, car traffic will be thrown onto the residential streets parallel to El Camino. These points are not acceptable.

Putting bicycles in the mix will take a lane, like the disaster on Mary, and create huge slowdowns. Olive Ave parallels El Camino, why not use Olive for bicycles? This type of traffic should not be objectionable there.

If you insist on creating the potential car traffic on residential streets, install speed bumps to slow down the cars / discourage use - like on Blair. I would prefer not have the car traffic stay on El Camino AND remove the bumps on Blair but if the traffic does come, then bumps everywhere.

Another thought would be to use Evelyn? A bike path could be integrated into the adjacent rail corridor when it is upgraded for electrification of CalTrain. There already are high rise residential and office project near Evelyn and the Murphy street downtown.

--

Andy Gonzales

--

Andy Gonzales

Rosemarie Zulueta

From: Stan Hendryx <stanhendryx@ajtutoring.com>
Sent: Friday, November 03, 2017 10:28 AM
To: Rosemarie Zulueta
Cc: Livable Sunnyvale
Subject: Scope of ECR Corridor DEIR

Hello Rosemarie,

This is a followup addendum to my earlier message, if you please.

A critical finding the City has to make is whether the El Camino Real Corridor is a transit priority area. The criterion is that there must be existing or planned bus stops within a mile of one another that serve two or more routes with 15 minute intervals during the morning and afternoon peak commute periods. All that is needed is at least four such existing or planned bus stops along El Camino Real in Sunnyvale for the entire Corridor to be a transit priority area. We are arguably at that level now, or nearly so, and certainly should plan to be, the sooner the better. Given that improved mobility within Sunnyvale is a top priority for our citizens and our workers, it is incumbent upon our City Government to establish such mobility goals in our General Plan or its subordinate Specific Plans, particularly the El Camino Real Corridor Precise Plan, and to commit itself to the achievement of those goals within the 20 to 30 year planning horizon. We cannot have the Plan say or imply that we have no plans to provide 15 minute peak service intervals at at least at four stops along or across El Camino Real within the next 30 years! Not to make such plans and commitments at this time would be a dereliction of duty, indefensible, and politically unacceptable. We simply cannot have the Plan not commit to making the El Camino Real Corridor a transit priority area within the next thirty years. We must have a finding, for the purposes of the El Camino Real Corridor Precise Plan, that the Corridor, all of it, is a transit priority area. This finding must be made before the scope of the DEIR can be decided.

With a finding that the El Camino Real Corridor is a transit priority area, aesthetics and parking are out of scope of the DEIR, as explained in my original message. The proper place to address aesthetics and parking is the El Camino Real Corridor Precise Plan itself. Whether the level at which these issues have already been addressed in the Plan is adequate, or not, needs to be determined by the project team and its advisors.

There are advantages for housing in transit priority areas, so housing advocates should support the El Camino Real Corridor as a transit priority area.

El Camino Real is a State highway. VTA is the major provider of public transit in Sunnyvale, but not the only provider. Several jurisdictions are involved in addressing our mobility challenges. This is a very complex matter. The El Camino Real Corridor Precise Plan should commit the City to working with these parties as necessary to meet our mobility goals, as these goals should be expressed in the Plan.

Related to this, we should strive to increase Sunnyvale's influence on the VTA. Our Mayor is a member of the VTA Board of Directors. Thank you, Mayor Hendricks, for your great service there! I understand this is a rotating seat with other cities. As the second-largest city in the VTA system, much larger than any other city except San Jose, we should work to get Sunnyvale a permanent seat on the Board. This is important to attaining our mobility goals.

Thank you again, Rosemarie, for your hard work leading the ECR Corridor project!

Sincerely,

Stan Hendryx

—————original message—————

Hello Rosemarie,

I just received your Notice of Preparation of a DEIR for the ECR Corridor and an invitation to the November 9 Scoping Meeting. Congratulations on bringing this important project to this point! I live and own property in the Downtown Node, one block from El Camino, so I have a very direct personal interest in what happens in the Corridor. I appreciate the hard work and devotion you and your team have invested in this project over the last three years.

The list of topics proposed to be analyzed in detail in the Draft EIR is headed by Aesthetics (Notice, p.4). I am writing to ask that Aesthetics be removed from the list. Although aesthetics are important in the evolution of the ECR Corridor, they shall not, by State Law, be considered significant impacts on the environment in the ECR Corridor, because the Corridor is a transit priority area. Aesthetics is not an appropriate topic for this DEIR and is out of scope. Neither is parking an appropriate topic for this DEIR, and is out of scope.

This DEIR is being prepared pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Division 13, sections 21000 - 21189.57.

“Transit priority area” means an area within one-half mile of a major transit stop that is existing or planned, ... (§21099(a)(7)).

“Major transit stop” means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. (§21064.3)

VTA bus service in the ECR Corridor defines the Corridor as a transit priority area. The Corridor is served by VTA bus routes 22 and 522 on El Camino Real with major intersecting routes at the nodes. These are the most heavily traveled routes with the highest service levels in the VTA system. There are major transit stops less than a mile apart all along the ECR Corridor. VTA continues to press for increasing transit service in the Corridor, including Bus Rapid Transit. Local transit service developed in your 20 to 30 year planning horizon will interconnect with El Camino. The ECR Corridor comprises infill sites with existing or planned residential, mixed-use residential and employment center projects. The role of the Corridor as a transit priority area will be heightened as the Corridor evolves.

Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. (§21099(d)(1)).

Since aesthetic and parking impacts in the Corridor are not going to be considered significant impacts, it is inappropriate and a distraction to analyze aesthetics and parking in this DEIR. This does not mean aesthetics and parking are not important, just that they are not appropriate topics for this DEIR. Indeed, CEQA is clear on this:

§21099(d)(2) (A) This subdivision does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies.

(B) For the purposes of this subdivision, aesthetic impacts do not include impacts on historical or cultural resources.

For the record, my house is a historical or cultural resource, being a registered landmark in the City.

Let us keep the focus of this DEIR on *environmental* impacts – noise, pollution, safety and such – and stay away from issues such as building heights, setbacks, artwork and parking in this DEIR. Let us not be distracted by issues that, in the end, will not be considered to be significant impacts, but rather focus our limited time, attention and money on those topics that are relevant to a CEQA DEIR in a transit priority area. Please drop aesthetics and parking from the scope of this DEIR.

Thank you!

Stan Hendryx
505 S Murphy Ave.
Sunnyvale, CA 94086

Rosemarie Zulueta

From: Stan Hendryx <stan@hendryxassoc.com>
Sent: Friday, November 10, 2017 10:36 AM
To: Rosemarie Zulueta
Cc: Livable Sunnyvale; Darcy Kremin
Subject: Scope of ECR Corridor DEIR

Hello Rosemarie,

Thank you for the very good scoping meeting last night! It was great to hear the spirited free-flowing discussion and meet members of your team and other attendees. Lots of good input and information exchange! As was suggested, I am writing this to summarize my contributions, adding to my earlier comments.

The El Camino Real Corridor Precise Plan needs to contain our vision, to describe our wants and needs for the Corridor, including many forms of transportation for the next 20-30 years. We have heard too often in these ECR planning meetings, “We don’t control the roadway!” We have shied away from addressing the transportation aspect of the Corridor. Please, let’s move beyond this and plan the future we want, and commit ourselves to working with the agencies to make it happen. Mobility is the highest priority in every polling of Sunnyvale residents and workers. We should be proactive! We should plan at least a level of transit service such that the entire corridor in Sunnyvale is a CEQA transit priority area. This is a useful minimum; we need more transit than that. We are virtually there now, with the four nodes. Planning a fifth major transit stop at Pastoria or Mary is not unreasonable, especially given the likelihood of extending Mary Avenue over 101 to Moffett Park. That would make the entire ECR Corridor in Sunnyvale a CEQA transit priority area.

The ECR Corridor Precise Plan needs to be open to and encourage new modes of transportation and technology that will benefit Sunnyvale. This should include, but not be limited to, pod cars, public or private shuttle services, automated vehicles, and smart signals. We should envision and encourage in the Plan increased use of public-private partnerships to undertake transportation projects in Sunnyvale and between our neighboring cities.

Your list of scope topics for the DEIR is extensive. The topics are not equally important, to the environment or to Sunnyvale. We cannot afford an exhaustive study of each of these topics in the DEIR, nor is such needed. The list must be prioritized and pruned. The DEIR budget needs to be allocated to the highest priority topics. Some topics might fall below the line, analyzed just at a high level or not at all, because of budget limitations. There was no discussion last night about priorities in setting the scope. Please prioritize the list and show us the percentage of the budget you would allocate to each topic. What is the total budget for the DEIR preparation and review? I submit that the highest priority topic for the DEIR should be mobility, including traffic, VMT and the likely impact of alternative modes of transportation. Aesthetics and parking should be dropped from the list, since CEQA defines these as not having a significant impact in transit priority areas. See my original email, below, for citations to CEQA about this.

Analysis of traffic and alternative modes of transportation is very technical and highly complex, yet sorely needed in this DEIR. We are fortunate to have at our disposal one of the best transportation models in the world. Regrettably, it is very underutilized. I’m speaking of the activity-based model developed by the Metropolitan Transportation Commission for the Bay Area. This is a multi-level model, including:

- a transportation demand model with geographical resolution to the census tract level for daily trip origins and destinations in the Bay Area, and time resolution to a fraction of an hour, with several trip

purposes—work, school, shopping, recreation... Synthetic populations of more than 7 million people and their transportation needs can be generated for simulation of Bay Area proposals based on actual census and trip data collected.

- a mode choice model that includes single occupancy vehicles, multiple occupancy vehicles, busses, trains and light rail, and bicycles. This model could be extended to include alternative modes such as pod cars, shuttles and automated vehicle taxi services.
- a network model that includes all major highways and rail lines in the Bay Area and many secondary streets that access census blocks. This model could be extended to include a pod car network.
- a housing choice model could be added to study migration patterns to new housing and its impact on transportation

This model has been used mainly to study Bay Area freeway project proposals, including HOV and toll proposals. VTA uses it to a too-limited extent. VTA's dedicated-lane ERC BRT proposal was not modeled, just spread-sheet estimates were made. That proposal failed, the failure aided by the lack of meaningful impact analysis. MTC models and data are open to the public. Planners are especially invited to partake. The model can be adapted for local studies as well. Please do all you can in the way of modeling and simulation of the ECR Corridor in Sunnyvale with its major cross streets and alternative routes. Some of the other impacts derive from the traffic and transportation study, including GHG and noise. Devoting most of the DEIR budget to traffic and transportation would be a most valuable reusable contribution to our city planning.

Thank you again for your efforts on our behalf!

Sincerely,

Stan Hendryx

—————original message—————

Hello Rosemarie,

This is a followup addendum to my earlier message, if you please.

A critical finding the City has to make is whether the El Camino Real Corridor is a transit priority area. The criterion is that there must be existing or planned bus stops within a mile of one another that serve two or more routes with 15 minute intervals during the morning and afternoon peak commute periods. All that is needed is at least four such existing or planned bus stops along El Camino Real in Sunnyvale for the entire Corridor to be a transit priority area. We are arguably at that level now, or nearly so, and certainly should plan to be, the sooner the better. Given that improved mobility within Sunnyvale is a top priority for our citizens and our workers, it is incumbent upon our City Government to establish such mobility goals in our General Plan or its subordinate Specific Plans, particularly the El Camino Real Corridor Precise Plan, and to commit itself to the achievement of those goals within the 20 to 30 year planning horizon. We cannot have the Plan say or imply that we have no plans to provide 15 minute peak service intervals at at least at four stops along or across El Camino Real within the next 30 years! Not to make such plans and commitments at this time would be a dereliction of duty, indefensible, and politically unacceptable. We simply cannot have the Plan not commit to making the El Camino Real Corridor a transit priority area within the next thirty years. We must have a finding, for the purposes of the El Camino Real Corridor Precise Plan, that the Corridor, all of it, is a transit priority area. This finding must be made before the scope of the DEIR can be decided.

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Thank you again, Rosemarie, for your hard work leading the ECR Corridor project!

Sincerely,

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Thank you!

Stan Hendryx
505 S Murphy Ave.
Sunnyvale, CA 94086

Rosemarie Zulueta

From: Barbara Holden <gcsparrow@comcast.net>
Sent: Wednesday, November 01, 2017 7:30 AM
To: Rosemarie Zulueta
Subject: el camino plan

Have you been to Winchester Ave in Campbell south of Campbell Ave?

They are trying to implement highdensity with retail on ground floor, and it has not been successful.

In the case of the (4? story) townhouse/apt development at the sw corner of Winchester & El Caminito, the contrast between the quiet residential street & the looming new construction is very unpleasant.

I don't see Sunnyvale having the same problem, as El Camino doesn't have much if any SFR right next to it, but I think it would be worth your time

to walk the west side of Winchester between Campbell & Budd & just look at what is going on. Most of the new retail has been vacant for over 5 years.

Finally, would you please point to the area in this doc where they discuss traffic? Because the northbound left turn lane from EC to Bernardo is already at D level (i.e., almost half the time during 11-1 weekdays it takes me 2 lights to make the turn)

https://static1.squarespace.com/static/55f09921e4b09c801f7c4895/t/56743f6bbfe8733f12b15f28/1450458987836/AIAArch101_Sunnyvale_2015-12-3Final.pdf

Thank you

Barbara F. Holden
408 483 4152

Rosemarie Zulueta

From: Rosemarie Zulueta
Sent: Tuesday, November 07, 2017 1:57 PM
To: 'Barbara Holden'
Subject: RE: el camino plan

Hello Barbara,

Thank you for your comments. Sorry for the delayed response as I have been out of the office due to a family emergency.

I have not been in that area recently, but the issue you raise regarding compatibility of new developments with existing adjacent residential has been a hot topic throughout the community outreach process for the El Camino Real Corridor Specific Plan project. This is also one of the most important issues we, City staff Planners, and the decision makers address when reviewing proposed developments on El Camino Real and throughout our City. There are actually stretches of Sunnyvale's El Camino Real that are directly adjacent to single-family homes. The preliminary land use plan that Council has chosen for staff to study further in creating the El Camino Real Corridor Plan (which you can find more information about on the home page of the project website at <http://plansunnyvaleecr.m-group.us/>) shows potential mixed use designations mainly on the larger properties at major intersections that are not directly adjacent to single-family home properties. These areas are called "nodes". One of the goals in updating the 2007 Precise Plan for El Camino Real is to create more specific development standards and design guidelines that would better address potential incompatibilities between newer (and perhaps taller) developments and existing adjacent uses, particularly those that are lower in scale as are single-family homes.

We are still in the process of creating the draft El Camino Real Corridor Specific Plan. At this point, staff is tasked to do the proper analysis to determine what the potential impacts to the environment would be if the number of residential units and commercial floor area in the preliminary land use plan that Council chose were to be built in the next 30 years. That is what the Draft Environmental Impact Report (DEIR) that we will be preparing will include. The EIR will include topics such as traffic, noise, air quality and infrastructure. The link you included in your email is to a general presentation an architect had given to the community advisory committee as an introduction to architecture and urban design concepts. For more information on the advisory committee, visit <http://plansunnyvaleecr.m-group.us/ecrpac>.

We will look at the potential traffic impacts in the preparation of the DEIR for the El Camino Real Corridor Specific Plan (ECR Plan). Your comment regarding traffic, will be taken into consideration as the DEIR is prepared. Once the DEIR is prepared, we will hold another review and comment period for the public to provide comments on its adequacy. Would you like me to place your email address on the interested parties email list?

Thank you for participating in this process.

ROSEMARIE ZULUETA

Senior Planner

Community Development Department

City of Sunnyvale

Phone: 408-730-7437

From: Barbara Holden [mailto:gcsparrow@comcast.net]
Sent: Wednesday, November 01, 2017 7:30 AM
To: Rosemarie Zulueta <rzulueta@sunnyvale.ca.gov>
Subject: el camino plan

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Thank you

Barbara F. Holden

408 483 4152

Rosemarie Zulueta

From: John & Betty Licking <jlicking@sbcglobal.net>
Sent: Tuesday, October 31, 2017 8:42 PM
To: Rosemarie Zulueta
Subject: El Camino Real Corridor Specific Plan

John Licking
1249 Robbia Ct.
Sunnyvale, CA 94087

Nov 1, 2017

City of Sunnyvale – Community Development Dept.
Attn: Rosemarie Zulueta, Senior Planner
456 W. Olive Ave.
Sunnyvale, CA 94086

Regarding: Preparation for the Draft Program Environmental Impact Report
for the El Camino Real Corridor Specific Plan

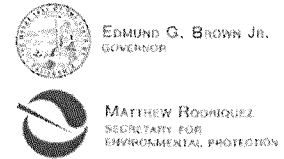
Dear Rosemarie Zulueta:

I do realize that you will be looking at a number of important areas, but the one I feel most important is how projects like this affect traffic. Put more people in a space and there will be more traffic. One very important consideration is that with all the new jobs coming to this area, those working in those jobs will need a place to live. If they live close to the jobs there will be more people in a small area so there will be more traffic locally. Some think the decision is between do we want more traffic or less, we want less, and as this will make more traffic here this is bad. I'm sure this will be a commonly expressed concern. However this overlooks an important point. More people will need to be somewhere. If they are here, then there will just be more traffic here as that is where both the jobs and housing are. If they are somewhere else further away from the jobs, there will still be more traffic here because those people will all need to drive from there to here for their jobs. However if they drive from further away to here for their jobs there will be more traffic not just where they are but also all along the roads from where they live to where the jobs are, here. More traffic in just one localized area seems preferable to more traffic over a longer distance away as well as locally. It is therefore very reasonable to place the living quarters of people closer to where the jobs are which means right here.

Another consideration then becomes how can we mitigate local traffic. This actually is easier than how do we mitigate both local traffic as well as traffic from a distance. When dealing with local traffic then we have some possible solutions such as public transportation which works well when there is a concentration of people and jobs in a smaller area. Right now public transportation doesn't work well because people are so spread out and moving housing further away would continue to practically prohibit public transportation from becoming practical but locating housing closer to jobs would make public transportation at least feasible.

Thank you for your consideration,

John Licking



EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

State Water Resources Control Board
Division of Drinking Water

RECEIVED

DEC 01 2017

PLANNING DIVISION

November 20, 2017

Ms. Rosemarie Zulueta
Senior Planner
Community Development Department, Planning Division
City of Sunnyvale
456 West Olive Avenue
Sunnyvale, CA 94086

**NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR EL CAMINO REAL CORRIDOR SPECIFIC PLAN (SCH#2017102082)
CITY OF SUNNYVALE, WATER SYSTEM NO. 4310014**

Dear Ms. Zulueta:

The State Water Resources Control Board's (SWRCB) Division of Drinking Water's (Division or DDW) comments on the proposed project are as follows:

The preferred land use alternative that has been selected by the City of Sunnyvale's (City) City Council to be studied for El Camino Real Corridor Specific Plan (Plan) could include up to 6900 residential units and up to 730,000 square feet of commercial development in approximately 350 acres of properties located along El Camino Real, running diagonal across the City from east to west from Mountain View to Santa Clara. The City is planning to provide water supply for the project, which will include both potable and recycled water. The Division would like to know how the City, in meeting the water requirements for the project, intends to comply with the applicable requirements of California Waterworks Standards, Chapter 16, Title 22, California Code of Regulations (CCR).

In addition, in the event that any capital improvement project within the scope of the Plan would require additional water facilities and capacities in order to meet the water demands of the project, the City will need to apply for and obtain the necessary (amended) permits from the Division regarding any additions or changes to its system, in accordance with Section 116550, Article 7, Chapter 4, California Health and Safety Code (CHSC). This section specifies that no person operating a water system shall modify, add to or change his or her source of supply or method of treatment or change his or her distribution system as authorized by a valid permit issued to him or her by the Division, unless the person first submits an application to the Division and receives an amended permit as provided in this chapter authorizing the modification, addition or change in his or her source of supply or method of treatment.

FELICIA MARCUS, CHAIR | EILEEN SOBECK, EXECUTIVE DIRECTOR

850 Marina Bay Parkway, Bldg. P, 2nd Floor, Richmond, CA 94804-6403 | www.waterboards.ca.gov

Finally, any proposed water system improvement within the scope of the Plan must comply with the provisions of the California Waterworks Standards, Chapter 16, Title 22, CCR.

If you have any questions, please call Jose P. Lozano IV at (510) 620-3459 or myself at (510) 620-3453.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric Lacy". The signature is fluid and cursive, with a large loop at the end of the last name.

Eric Lacy, P.E.
District Engineer
Santa Clara District
Division of Drinking Water
State Water Resources Control Board

cc: Santa Clara County Environmental Health Department

Office of Planning and Research
State Clearinghouse
P. O. Box 3044
Sacramento, CA 95812-3044

Mr. Mansour Nasser, P.E.
Water and Sewer Division Manager
Environmental Services Department
City of Sunnyvale
221 Commercial Street
P.O. Box 3707
Sunnyvale, CA 94088-3707

Fwd: Hollenbeck Street Study

Rosemarie Zulueta <rzulueta@sunnyvale.ca.gov>

Thu 11/30/2017 12:52 PM

To: Kristi Bascom <KBascom@m-group.us>;

 1 attachments (804 KB)

Hollenbeck Street Data.pdf;

EIR Scoping comments.

ROSEMARIE ZULUETA
Senior Planner
Community Development Department
City of Sunnyvale
Phone: 408-730-7437

From: Gary Guiffre <gary.guiffre@gmail.com>
Sent: Thursday, November 30, 2017 12:05:28 PM
To: Rosemarie Zulueta
Cc: Gary Guiffre
Subject: Hollenbeck Street Study

Hi Rosemarie,

Attached are my thoughts and PDF street study that you can share with the appropriate individuals. I hope this will shed some light on the traffic situation on Hollenbeck Ave. from a resident's viewpoint. If you have any questions, please do not hesitate to contact me.

Regards,

Gary

Hollenbeck Street Data

By ECRPAC Member Gary Guiffre
November 30, 2017

The following pages highlight, with photos and data, my concerns about traffic conditions, now and in the future on Hollenbeck Ave. based on my observations over the past several days. I own a home located at 888 Hollenbeck Ave. and have live there since 1979. I am not a traffic or road construction engineer, but my background is in mechanical and electrical engineering. I photographed the condition of the road surface along Hollenbeck Ave. and traffic backup at different times of the day. I also took average noise levels from my front door with a hand-held decibel meter and individual vehicle noise levels with a smart phone professional decibel app. All decibel readings use the standard weighting of dB(A).

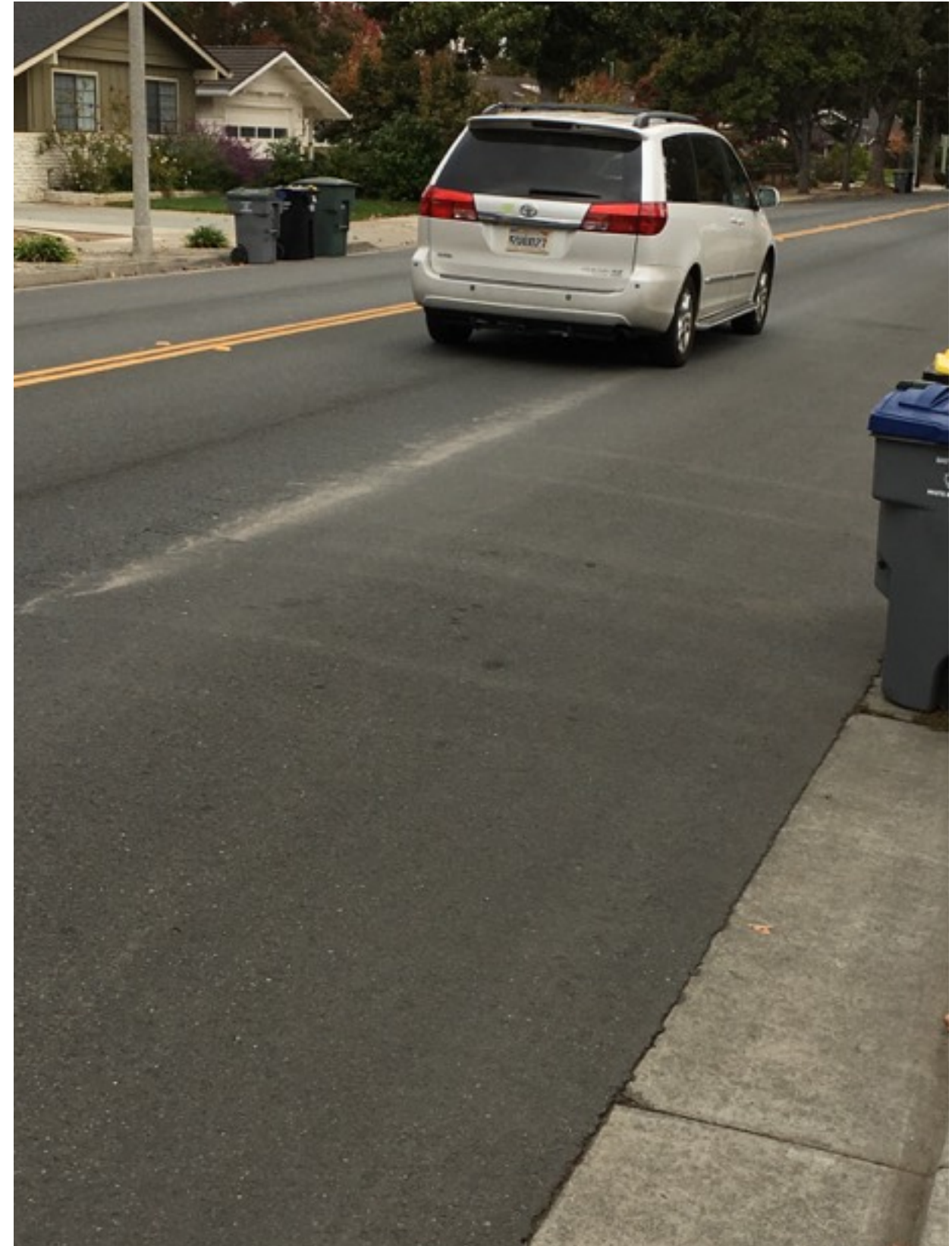
Current condition of the road surface on Hollenbeck Ave.

At the end of October 2012, repaving of Hollenbeck Ave. commenced. 5 years later the road surface is deteriorating. Is this due to the weight, or number of vehicles using the street?



Typical vehicle travel path

The majority of vehicles traveling on Hollenbeck Ave drive right on the path of the deteriorating road surfaces, as this vehicle illustrates. Road noise over a damaged road surface is much louder than on a smooth road surface in good condition.



Calibrated Hand-held decibel meter

Some readings were taken outside at my front door at a height level of 4 feet to capture the sound level intensity that reaches my home. The reading shown was taken at 9AM. The American Speech-Language-Hearing Association states that the level of 70dBA is rated as Very Loud, and typical of traffic on a busy street.



Traffic density northbound 8AM

This traffic density is typical on weekdays, during the commute time. I have to be backed into my driveway to enter the traffic flow, if I want to head north. Backing out of the driveway is much more risky, if I can find a gap in the traffic.



Traffic density southbound 6PM

This traffic density is typical on weekdays for the evening commute. I have to be backed into my driveway to enter the traffic flow, and usually have to go around the block to a stoplight to head southbound.



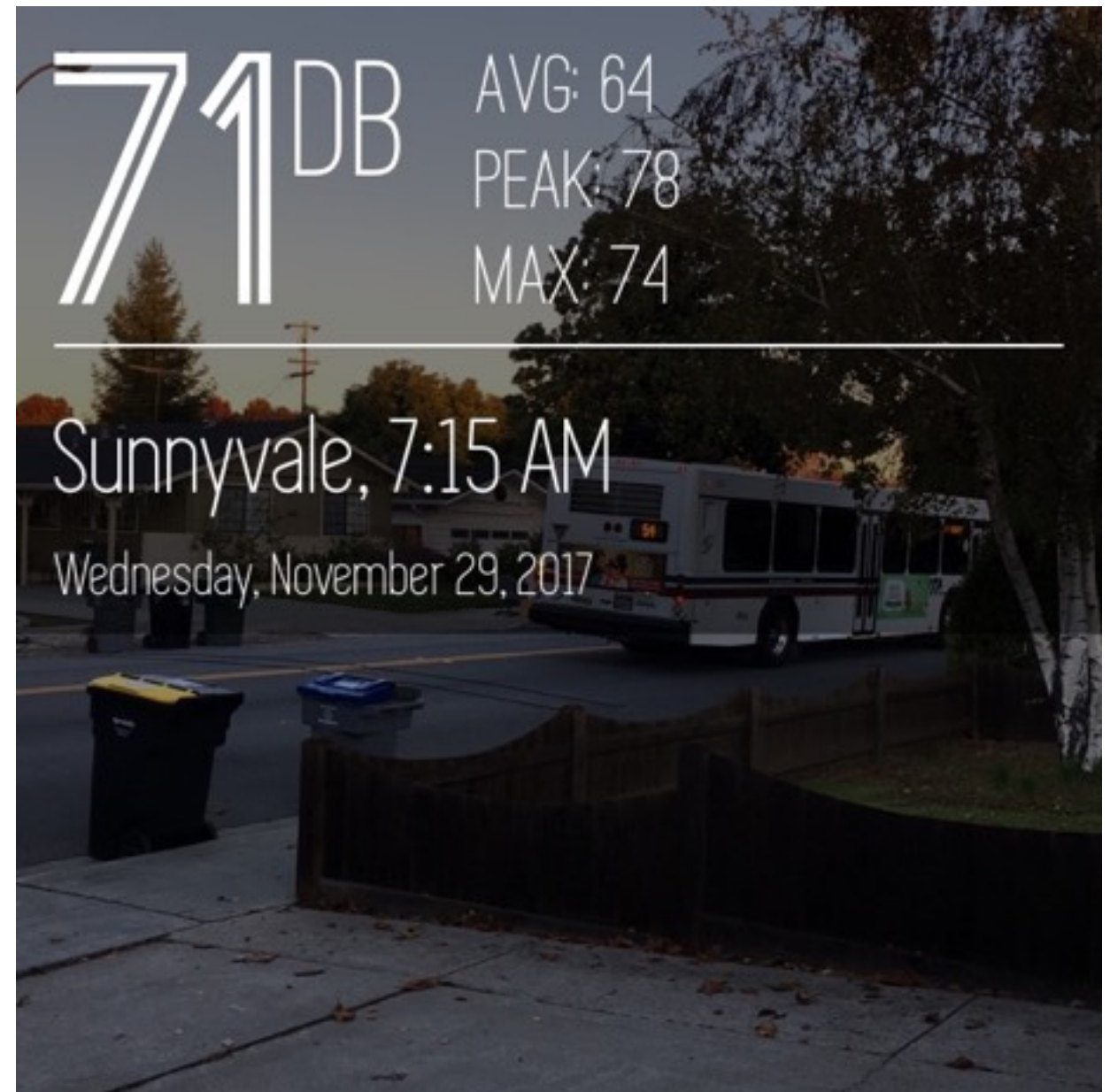
Traffic density southbound 6PM

Even the “high tech” buses use Hollenbeck Ave., along with the VTA buses. The VTA bus route was slated to be removed from Hollenbeck Ave. at the end of October, according to VTA.



Decibel reading early morning

This decibel reading was taken
of the VTA bus at the date and
time stated on the picture



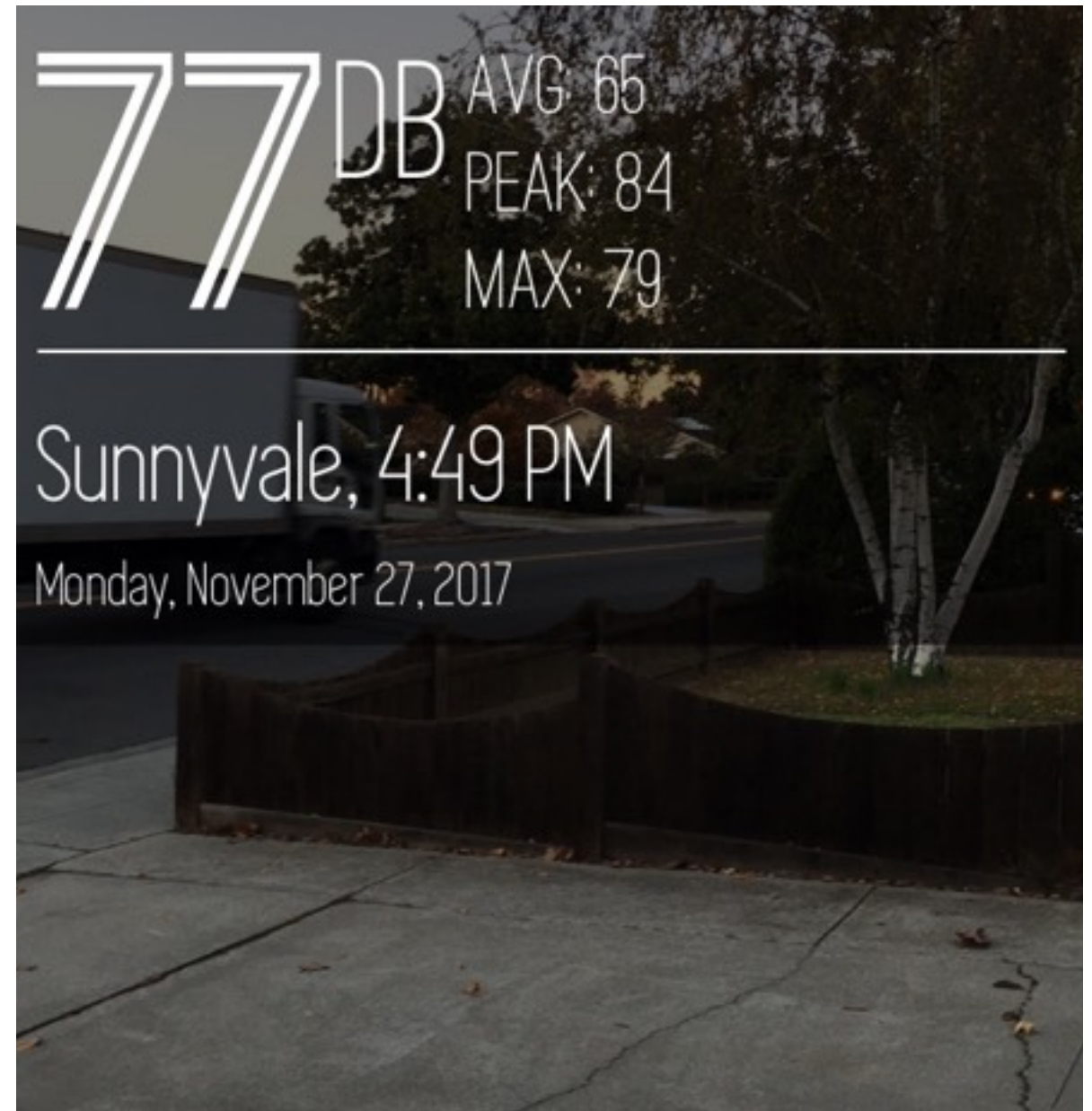
Decibel reading mid-afternoon

This decibel reading was taken
of this SYSCO truck at the date
and time stated on the picture



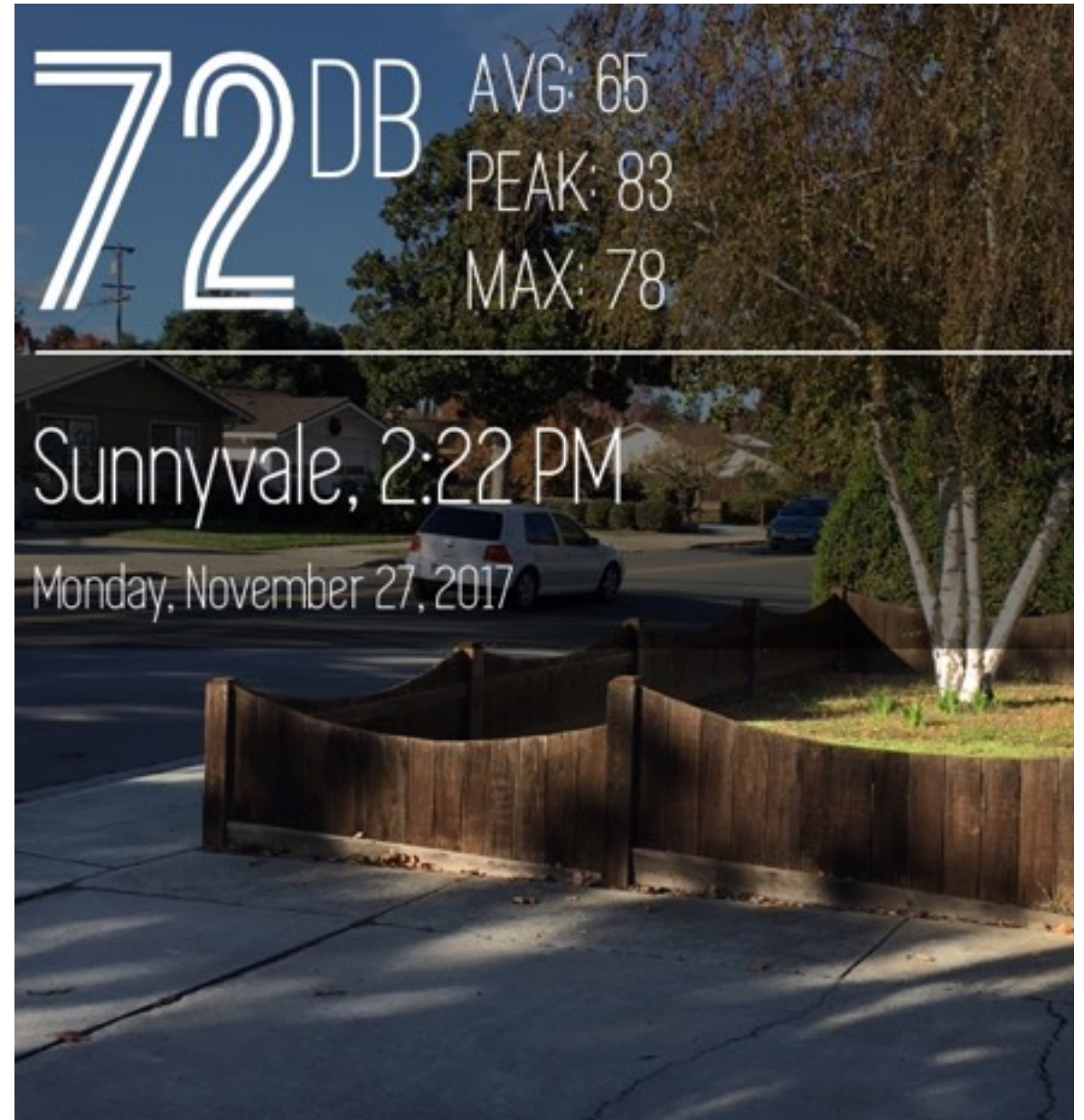
Decibel reading early evening

This decibel reading was taken
of this truck(coming into view)
at the date and time stated on
the picture



Decibel reading mid-afternoon

This decibel reading was taken of this passenger car at the date and time stated on the picture. Even passenger cars register a very loud decibel reading, not just trucks and buses.



Conclusion

It is my hope that this un-professional study will shed some light on how I, as a homeowner on Hollenbeck Ave., view and deal with the traffic and noise on the street. I personally feel that the 3 ton limit for all vehicles, that used to be posted on Hollenbeck Ave., should be reinstated and enforced, with the exception of the VTA bus, if that route is to remain. Hollenbeck Ave., as stated in city documents, is called a residential collector. I don't believe that a residential collector is designed to carry this amount of vehicles and generate noise levels in the very loud range, as measured by a decibel meter. If cars, trucks, and buses actually did the speed limit, the noise levels would be much lower.

A. Water and sewage infrastructure:

(1) The indoor and outdoor water needs and the sewage discharge requirement of the full plan should be evaluated. If more capable infrastructure is needed, developers should be required to pay into a fund for upgrading the infrastructure as a whole as soon as the new specific plan takes effect.

(2) Furthermore, the projected water consumption for flushing toilets should be estimated. Purple pipes should be required for all new buildings. Funding mechanisms for extending the present recycled water delivery system should be studied.

B. Traffic and vehicle emissions:

(1) Vehicle-induced emissions include carbon dioxide and criteria pollutants such as nitrogen oxides and particulate matters. Their increases due to traffic congestion (lower miles per gallon and idling engines) should be included.

(2) The delays at major intersections during peak commute hours should be analyzed, as time-averaged delays are not very informative and do not inspire concrete mitigation strategies or improvements in transportation demand management plans.

(3) Traffic diversions to other west-east roads should be understood. Evelyn and Fremont Ave are already busy in their own rights.

(4) The emissions due to driving for longer distances to schools and to shopping centers outside Sunnyvale should be evaluated.

While the City does not intend to displace businesses in the rezoning, inevitably some property owners will be lured to redevelop for the high profitability of the residential housing market. Some businesses may well be displaced and cannot find their way back into mixed use settings in Sunnyvale. One way to assess the additional driving needed would be to compare the full rezoned plan with the projection of the existing plan.

El Camino Real in Sunnyvale is some distance away from the closest mass transit – Caltrain. A city shuttle system should be set up, to take people to go between the major intersections on El Camino Real and the Caltrain station during commute hours, with schedules that match the Caltrain's schedule. A city shuttle system can be funded by developers, corporations and government agencies.

It is foreseeable that the children of new residents on El Camino Real will likely have to go to public schools which are further away and less crowded, or to private schools in various locations. When parents have to drive their children to school, they would most unlikely subscribe to ride sharing or public transit, even if public transit can in theory take them to work. A city shuttle should also make stops at some of the public schools.

It seems unfortunate that not even a single new school is planned for the increasing population with children.

Rosemarie Zulueta

From: John ORourke <jtor@yahoo.com>
Sent: Wednesday, November 08, 2017 11:38 AM
To: Rosemarie Zulueta
Subject: Re: El Camino Real EIR

Thank you for your comments. I wonder if there is a saturation point for "growth". In my opinion this point has already been exceeded by Google and others in this area.

Regards,
John O'Rourke

On Tuesday, November 7, 2017 3:00 PM, Rosemarie Zulueta <rzulueta@sunnyvale.ca.gov> wrote:

Hello John,

Thank you for your comments. Sorry for the delayed response as I have been out of the office due to a family emergency.

The purpose of an Environmental Impact Report (EIR) is to analyze and disclose to the public the potential impacts of a project before the decision makers can make a decision on the project. In this case, the City Council has chosen the land use alternative that includes 6,900 new residential units and 730,000 square feet of commercial that could potentially be built along the corridor over the life of the El Camino Real Corridor Specific Plan (20 to 30 years) as the "project" to analyze. The EIR will include mitigations or ways to address these potential impacts so that they can be reduced or made less significant. Before a final El Camino Real Corridor Specific Plan can be adopted by the City Council, the EIR must first be reviewed by the public and then certified by the City Council. The EIR will include other alternatives to this potential growth scenario for consideration. In other words, the City Council could very well end up adopting a Plan that includes fewer units or less commercial square footage to be added to the corridor for the next 20 to 30 years after consideration of the potential impacts and mitigations identified in the EIR.

It is important to note, however, that just because a Specific Plan could allow for a certain number of new units or amount of commercial space, that does not mean this is required or that it *will* happen in the next 20 to 30 years. The number of units that have been built on El Camino Real from 1993 to 2017 has been at most just half of what the previous General Plan had considered for El Camino Real.

I hope this helps. Please feel free to give me a call if you'd like to chat more about the process. I have placed your email address in the interested parties list for email updates on the EIR and El Camino Real Corridor Specific Plan process. Thanks for your participation.

ROSEMARIE ZULUETA

Senior Planner

Community Development Department
City of Sunnyvale
Phone: 408-730-7437

From: John ORourke [mailto:jtor@yahoo.com]
Sent: Wednesday, November 01, 2017 11:14 AM

To: Rosemarie Zulueta <rzulueta@sunnyvale.ca.gov>

Subject: El Camino Real EIR

Please keep us informed about this EIR. I wonder how you can state that there could be 6,900 new residential residences and 730,000 square feet of commercial development before the study? This area is already overcrowded and traffic is grid locked during most of the day. What if the study says that the density of this area must be reduced; which in my opinion it should be.

John O'Rourke



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December 1, 2017

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

Attention: Rosemarie Zulueta

Subject: El Camino Real Corridor Specific Plan NOP

Dear Ms. Zulueta:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for a specific plan to guide development along the El Camino corridor. We have the following comments.

Project Location and Land Use/Transportation Integration

VTA supports the proposed land use intensification in the plan area, located on the regional transportation network directly served by VTA Rapid 522, Rapid 523 (2018) and Route 22.

VTA supports policies and plans that target growth around the established cores, transportation corridors, and station areas in the County, as described in VTA's *Community Design & Transportation* (CDT) Program and CDT Manual. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and has been endorsed by all 15 Santa Clara County cities and the County.

Pedestrian Accommodations and Access to Transit

The DEIR/TIA analysis should consider the quality of pedestrian accommodations both within and near the plan area. Such analysis should consider the completeness and quality of the pedestrian and bicycle network on roadways and intersections adjacent to and nearby the plan area.

Give the increased pedestrian volumes associated with the plan, VTA recommends that the City widen all sidewalks and install buffered landscaping strips on all frontages. This is supported by the Draft El Camino Corridor Specific Plan, 2040 Vision Element 1, which calls for "efficient circulation patterns" and Element 2, which supports "safe and convenient multi-modal access".

VTA also recommends that the DEIR include VTA's Pedestrian Access to Transit Plan as an approved background document in its analysis. The Pedestrian Access to Transit Plan includes Focus Area L on El Camino and Fair Oaks-Remington Drive, and Focus Area F on El Camino

Real east of State Route 85. The plan documents recommended pedestrian enhancements, issues and opportunities for the pedestrian environment. VTA recommends that the City include in the DEIR all improvements documented in Focus Area L and F of the Pedestrian Access to Transit Plan as part of the transportation analysis chapter for all alternatives.

Additional details of the plan are located here: <http://www.vta.org/projects-and-programs/planning/pedestrian-program> and an interactive map of recommendations is located here: <https://gis.vta.org/pedaccess/>

Bicycle and Pedestrian Circulation and Safety

The DEIR/TIA analysis should consider circulation of pedestrians and bicyclists along and across the corridor. VTA recommends that the DEIR include VTA's Countywide Bicycle Plan 2017/18 update as an approved background document in its analysis. The Public Review Draft plan is anticipated to be available February 2018. VTA can provide a map of updated Cross County Bicycle Corridors and Across Barrier Connections by request.

The DEIR/TIA analysis should also reference the work Sunnyvale is currently conducting to update its local planning documents related to bicycling, walking, safe routes to school and Vision Zero.

Transportation Impact Analysis (TIA) Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for projects expected to generate 100 or more net new peak-hour trips. Based on the information provided on the size of this project, a TIA may be required. The updated 2014 VTA *TIA Guidelines*, which can be found at <http://www.vta.org/cmp/tia-guidelines>. For any questions about the updated *TIA Guidelines*, please contact Brent Pearse of the VTA Planning and Program Development Division at 408-546-7985 or Brent.Pearse@vta.org.

For any questions related to VMT analysis as proposed by the project NOP please contact Robert Swierk of the VTA Planning and Program Development Division at 408-321-5949 or Robert.Swierk@vta.org.

Transportation and CMP Analysis

VTA recommends that the City take a multimodal approach to transportation analysis in the DEIR, including meaningful analyses of impacts and mitigation measures for pedestrian, bicycle, and transit modes in addition to automobiles.

While VTA is supportive of increasing development densities along El Camino Real, which is one of VTA's highest ridership transit corridors, VTA notes that the quality of transit service on

El Camino Real is declining. Travel speeds for VTA Route 22 and Rapid 522 have dropped due to increased automobile volumes along the corridor. As a result, VTA has added more buses to maintain the same frequency of service. The end result means VTA is offering a service with reduced appeal while increasing in operating cost. Given the potential for increased auto congestion to exacerbate transit schedule reliability issues and further increase travel times along the El Camino Corridor, VTA recommends that the DEIR/TIA include a Transit Delay Analysis per Section 9.2 of the 2014 VTA *TIA Guidelines*. If increased transit delay is found, transit priority measures, queue jump lanes, transit priority signal timing (as noted above), and/or improvements to transit stops and passenger amenities, would constitute appropriate offsetting measures.

VTA encourages the City of Sunnyvale to consider the following street design and land use changes that can have a positive effect on the transit travel experience:

- Improve the transit rider waiting experience by incorporating easy access and ample lighting to bus stops in future redevelopment projects.
- Improve access to transit stops by providing safe mid-block crossings in locations where there are large gaps between signalized crossings, and direct walking paths from developments to the transit stop.
- Install curb-bulbouts/decreased curb radii at crosswalks to shorten crossing distances and improve the safety and comfort of pedestrians by decreasing the speed of right-turning vehicles and placing pedestrians more in the sightlines of drivers.
- Increase transit signal priority on El Camino Real. Presently, Route 522 buses can only hold a green light for an approaching vehicle once every five minutes. Decreasing or eliminating this restriction will expedite bus travel, as would preferential enhancements that allow a Rapid 522 bus to turn a red light green upon approach.
- Provide adequate roadway space for a transit connection between the Rapid 522 on El Camino and the future Rapid 523 on Sunnyvale-Saratoga Road. This intersection will be a key transfer point for transit riders.

VTA also recommends early coordination with appropriate agencies in identifying potential mitigation measures should there be impacts to intersection or freeway segments. Potential mitigations measures could include Voluntary Contributions to transportation improvements documented in the latest Valley Transportation Plan (VTP).

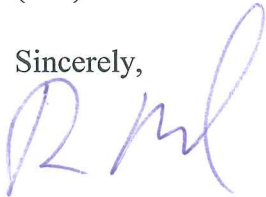
Transportation Demand Management and Auto Trip Reduction

VTA recommends the DEIR/TIA analyze how Transportation Demand Management strategies can reduce auto trips, vehicle miles travels and greenhouse gas emissions. VTA recommends the Plan include a comprehensive TDM program requirement for all development.

City of Sunnyvale
December 1, 2017
Page 4

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

SU1708

Rosemarie Zulueta

From: Rosemarie Zulueta
Sent: Tuesday, November 07, 2017 1:03 PM
To: 'Karen Wang'; Planning AP
Subject: RE: Question regarding increasing residential density: ECR Corridor Specific Plan R+

Hello Karen,

My name is Rosemarie Zulueta, and I'm the City staff assigned to manage the ECR Corridor Specific Plan (ECR Plan) project. First, I apologize for the delayed reply as I've been out of the office due to a family emergency.

The City Council chose the Alternative R+ land use scenario to study further for the preparation of the ECR Plan. The densities that were assigned to each property along the corridor was more of an exercise to determine the maximum growth capacity (residential and commercial) for the corridor. Nothing has been adopted or finalized. These designations could still change as we continue with the process. You can find this preliminary land use plan on the project website at <http://plansunnyvaleecr.m-group.us/>.

Even if the Cherry Orchard or other existing townhome communities were to receive an increased residential density in the final ECR Plan, that doesn't mean the City is requiring these properties to increase densities or redevelop. It would be up to the property owners to decide if they would want to redevelop their property or add units, and then go through the development review process with the City. Townhome communities with homeowners associations like Las Palmas would most likely not take advantage of the new designation. There are property owners of apartment complexes throughout the City, however, that have gone through the City's review process to add units, either through the conversion of laundry buildings (and each unit is remodeled to have individual laundry hookups), or through the construction of new buildings if there is space on the property.

I hope this clarifies things a bit. Please feel free to give me a call if you'd like to chat about this further. Also, please let me know if you'd like your email address to be placed on the ECR Plan interested parties list to receive updates and any other upcoming public meetings for the ECR Plan process.

ROSEMARIE ZULUETA

Senior Planner

Community Development Department
City of Sunnyvale
Phone: 408-730-7437

From: Karen Wang [mailto:kjwang@gmail.com]
Sent: Monday, October 30, 2017 10:36 PM
To: Planning AP <planning@sunnyvale.ca.gov>; Rosemarie Zulueta <rzulueta@sunnyvale.ca.gov>
Subject: Question regarding increasing residential density: ECR Corridor Specific Plan R+

Dear Planning Commissioners,

I am a resident in one of the community nodes that has been flagged with an option to be redeveloped to increase the residential density (for example, from 24 du/ac to 36 du/ac, or 36 to 45 du/ac) in the Preferred Alternative R+ plan.

Where can I find more details regarding this how these proposed options would work? While I am generally supportive of Alternative R+ to improve transportation and provide more affordable housing, this appears to be

a direct impact to my community which is along El Camino Real. How would this plan work, would additional residences be built in nearby vacant areas within the vicinity, or is the "option" to redevelop and rebuild existing townhouse communities?

Please let me know where to find out more details on how the proposal of increasing residential density would work in already existing communities like Cherry Orchard or Las Palmas, both of which I saw were directly mentioned.

Thank you in advance for the clarification.

Regards,
Karen Wang