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Delivered by Hand

Dept of Community Development
Attn: Hanson Hom
456 West Olive Avenue
Sunnyvale, CA 94088-3707

Re: Appeal of Planning Commission Decision(s) re
Project 2013-7542 (Special Development Permit for 420 S.
Pastoria) to Sunnyvale City Council

Dear Director Hom:

This letter states my reasons for appealing the Planning Commission decision on November 25, 2013 in the above-named matter. These are as follows:

1. The play area for toddlers, ages 2-3, is immediately adjacent to Pastoria. This is a very poor idea, allowing such small children to be exposed to automobile and even truck air pollution. In addition, since there will be an entrance to the building on the western side of the building, on Pastoria, there appears to be no plan to prevent parents parking on that side and walking their children into the entrance on Pastoria. Thus, toddlers could be exposed, the late afternoon, to not only the air pollution from ambient traffic on Pastoria, but also from this additional nearer air pollution from parents stopping and starting their automobiles within a few feet of them.
2. The project trip distribution and Assignment is erroneously designed. It is quite clear that from the location of 420 S. Pastoria that all traffic must come, if by road, by Pastoria from the South, Pastoria from the North, and from Sutter. On the Schedule shown on page 19, Sutter is not shown at all. Rather strange. And we are to believe that only 10% of the traffic is to go north on Pastoria, and 5% is to go south [not on

Pastoria despite the fact 420 S Pastoria is about 1/8-1/4th mile to El Camino Real], but on Hollenbeck. The major traffic impact of this project is within three blocks of 420 S Pastoria, not further away, say on Mary Avenue or Mathilda Avenue.

3. Based on my own experience and observation, I believe that the amount of parking planned is roughly off by 100%. Page 24 of the traffic impact analysis says

“Based on the proposed drop off and pick up schedule, the highest demand for parking would occur between 9:00 and 9:15 am. Approximately 72 students would be dropped off during this 15-minute time period.

For purposed of this study it was assumed that it takes about five minutes for a parent to drop a child off or pick a child up at a day care facility. This means that a parking space would turn over three times during a 15-minute period.”

This is self serving clap-trap. You start off with 47 parking spaces, and so you need that the parking spaces turn over 3 times during a 15-minute period. Based on my experience and observation, a turnover rate of about half that amount is much more reasonable.

We are talking about parents dropping off children, small children, and saying goodbye to such children, and checking with other parents and children. A seven to ten minute average drop off time is much more reasonable.

At least we should all realize that the basic assumption underlying determination of appropriate amount of parking is an exercise in convenient fantasy.

4. Related to parking, and particularly to the ease of parking and dropped off students by parents is the fact that, in general, despite the high number of students being dropped off in a short period of time, the traffic pattern is two directional in a rather constricted area. This makes it even less likely that parents in this time frame will be able to drop off or pick up their students in a 5 minute time envelope
5. The traffic impact analysis is defective in three additional ways:
 - a. Given the allegation presented above “Based on the proposed drop off and pick up schedule, the highest demand for parking would occur between 9:00 and 9:15 am. Approximately 72 students would be dropped off during this 15-minute time period, it becomes clear that the lack of focus on 15-minute time frame may give an wrong impression. According to Figure 6, of the Traffic Impact Analysis Existing Conditions Intersection

Peak Hour Volumes, 258 vehicles go north through the Pastoria and Sutter intersection per am peak hour, and 178 vehicles go south through that same intersection. If we were to translate those numbers into 15-minute numbers, the numbers would be 65 vehicles going north and 45 vehicles going south. This suggests that for certain times of day, the traffic generated by the proposed child care center would increase the traffic in the nearby area of S. Pastoria by 50-80%.

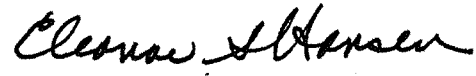
- b. In the remainder of the Traffic Impact Analysis, the focus is on the effect of Level of Service, particularly at intersections on Mary and Mathilda, which would not expect to be impacted by this project. This gives the picture to readers that this project has not significant impacts although there are indications that it will have severe impacts to nearby residents.
- c. The Traffic Impact Analysis omits a comparison of the current and existing conditions alone to current and existing conditions with the project. Even given that this analysis would have, in this study have only been of the effect on Level of Service, and largely at intersections far removed physically from the location of the project, I believe that, taken in conjunction of the other weakness of the traffic impact analysis, that it serves to have a prejudicial effect in leading readers to conclude that there is no significant traffic impact, when there might be.

As it is, one can note that although according to Figure 6, of the Traffic Impact Analysis Existing Conditions Intersection Peak Hour Volumes, 258 vehicles go north through the S Pastoria and Sutter intersection per am peak hour, and 178 vehicles go south through that same intersection, according to the statement at the second to the last paragraph of the first paragraph of 4.2 Project Trip Generation, "This project is projected to generate 790 daily trips, of which 204 will be generated during the AM peak hour and 170 will be generated during the PM peak hour." This again indicates a close to doubling in the traffic in nearby neighborhood due to the vehicles coming and going from the planned day care center.

- 6. I had a chance to drive around the subject property on December 2, 2013 on the mid afternoon. I noted that residential properties abut the subject property on the north. The reports prepared by the applicant and staff indicate their evidence that those residents will not be impacted by the sounds of children playing in the play yards on the eastern side of the property. I hate to think what restrictions will need to be placed on students to ensure that they will not be a nuisance to the neighbors. However, I can assure you that I would know the traffic

noise and air pollution effects of an additional 790 cars going past the fence in my back yard. And I do not believe this was addressed or not adequately.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Eleanor S. Hansen". The script is cursive and fluid, with the first name "Eleanor" being more prominent than the last name "Hansen".

Eleanor S. Hansen