

RESPONSE(S) TO COUNCIL QUESTION(S)

RE: 12/13/2016 AGENDA

Agenda Item #: Overall Numbering Issue

Title: Council Agenda

Question(s): The first non-consent item this time is numbered "1", instead of "2", which would seem to conflict with the consent calendar, which is item 1.

Staff Response(s): Following the Consent Calendar, Council will adjourn to a special Joint Meeting of City Council and the Sunnyvale Financing Authority; the one General Business item to be considered is Item 1: 16-0690. Following action on that item, the regular City Council meeting will reconvene and Council will consider Public Hearing/General Business Item 2.

Agenda Item #: 1D

Title: Modify an Existing Purchase Order, Approve a New Purchase Order for Emergency Sewer Repairs for the Environmental Services Department (F17-046), Make a CEQA Finding of Categorical Exemption and Approve Budget Modification No. 22

Question(s): I'm trying to understand why we are not just specifying the value increase, but "authorize the City Manager to increase the value of the existing PO and amend the term of the PO if emergency sewer repairs are required before December 14, 2016."

That gives the City Manager only one day for the emergency after our meeting?

Staff Response(s): On December 14, a new PO will be issued in the amount of \$200,000, with the prior one expiring on December 13. As of the RTC posting date of 12/8, there was a total of \$105,345 in outstanding invoices requiring an increase in the expiring PO to \$195,345. If an emergency sewage spill occurs between 12/8 and 12/13, the total requested amount would need to be increased, so staff is asking Council to authorize the City Manager to increase the PO in the event of an emergency spill between the RTC posting date and Council approval.

Agenda Item #: 1E and 1L

Title: 1E: Report on Receipt and Use of Development Impact Fees

1L: Award Bid for Columbia Middle School Swimming Pool Renovation Project

Question(s): The report shows a park dedication fund balance of \$8.7 million as of the end of FY 2015/16. Item 1L reports a park dedication fund balance of \$32 million. That's a substantial difference to occur in less than six months. Are both numbers correct? If so, what's the reason for the sudden surge?

Staff Response(s): There are two reasons for the difference. First, item 1E is the Annual Status Report related to the use of development impact fees collected in Fiscal Year 2015/16 that are subject to the Mitigation Fee Act. Only a portion of the City's

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Park Dedication Fees are subject to the Mitigation Fee Act. The balance of these funds at FY 2015/16 year end, after expenditures, is \$8.7 M. Park Dedication Fees assessed pursuant to the Quimby Act are exempt from the reporting requirements included in the Mitigation Fee Act. Fee revenue from the exempt source totaled \$12.1M for FY 2015/16 with approximately \$900,000 spent. This is different from what is represented in the FY 2016/17 Budget and reflected as the Capital Projects Reserve. That includes not only both sources of revenue, but estimated carryover balance from prior years needed to fund future projects. Therefore the two numbers, while related, don't represent the same "Ending Balance."

Agenda Item #: 1G

Title: Authorize the City Manager to Enter Into Multi-year Agreements for Contingency Staffing and Professional and Technical Contracted Services for the Information Technology Department (F17-049 and F17-050)

Question(s): There is no cap on the value of the approval of multi-year contracts above \$100K (as part of the \$15Million that was previously approved). **Is there similar upper limits on this \$500K \$1Million on similar contracts? How will this be reported/reviewed by City Council?**

Staff Response(s): The total budget for various IT projects includes everything from software and hardware purchases, back-fill staffing, and procurement and implementation consultant services. As staff moves through the procurement process on the Council approved projects, different ancillary software, hardware, and consultant services will be required. Depending on availability of resources, staff requests flexibility to contract with various vendors and cannot foresee the anticipated amount for these contracts. However, as with all City contracts, contracts will be managed within the Council approved budgets for each individual project and the acquisition of major applications will be brought forward separately to Council for contract award such as the recent purchase of the Customer Relationship Management system.

Agenda Item #: 1K

Title: Adopt a Resolution Approving Installation of All-Way Stop Sign Control at Bernardo Avenue and Knickerbocker Drive, and Adopt a Finding that the Project is Exempt Under the California Environmental Quality Act

Question(s): Was a roundabout evaluated for this intersection as opposed to creating a 4-way stop? What notification was done to the households near this intersection?

Staff Response(s): (1) Staff did not evaluate for this intersection, however, even with the installation of a roundabout, a 4-way stop would be required. A roundabout would also require property acquisition from the four properties at the corners. Notifications

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were mailed to all residents and property owners within 300 feet of the intersection of Bernardo Avenue and Knickerbocker Drive.

Agenda Item #: 1Q

Title: Adopt Ordinance No. 3106-16 Amending the Precise Zoning Plan, Zoning Districts Map, to Rezone Certain 59 Contiguous Properties located between Hollenbeck Avenue, Torrington Drive, Spinosa Drive and Sheraton Drive R-1 (Low Density Residential) Zoning District to R-1/S (Low Density Residential/Single-Story) Zoning District

Question(s): When does Staff think that they will come back with the zoning code amendment regarding split zoning; and, create an R-1/S buffer of a specified width on 1160 and 1158 Hollenbeck Avenue and 696 Sheraton Drive that would be effective after the zoning code amendment regarding split zoning is effective?

Staff Response(s): We are still preparing the work schedule for 2017; as of now, the first part of 2017 seems feasible, but the benefit of getting through the Jan/Feb Policy Priority and Study Issue process is desired.

Agenda Item #: 5

Title: Proposed Project: Related Actions on related applications on five parcels, commonly referred to as Butcher's Corner, totaling 5.49 acres at El Camino Real/ Wolfe Road/Fremont Avenue: CEQA: Adopt a Resolution to Certify the Environmental Impact Report, adopt a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program HERITAGE RESOURCE DESIGNATION: Consideration Heritage Resource designation for six trees on the former Butcher Property (871 E. Fremont Avenue) REZONE: Introduction of an Ordinance to rezone one parcel from C-1/ECR to R-3/ECR, SPECIAL DEVELOPMENT PERMIT: To allow 138 residential units (39 townhomes and 99 flats) and 6,934 square feet of retail/office use with surface and underground parking, VESTING TENTATIVE MAP: To create 40 lots and one common lot, which includes 39 townhome lots and one lot for condominium purposes (99 residential condominiums and one commercial condominium), and File #: 2014-7373 Location: 871 and 895 E. Fremont Ave. (APNs: 211-25-011, 211-25-033, 211-25-034, 211-25-038 and 211-25-039) Zoning: R-3/ECR and C-1/EC

Question(s): A) How many residential projects do we already have in Sunnyvale above 5 stories (Zoning R3/R4/R5) and what was their maximum height? B) What is the maximum height along Fremont already? C) During the PC Meeting, Staff said there was adequate queuing on the left turn lane from Fremont to Kingfisher. However, when I looked, it only seemed there was room for three cars to queue for a left turn. Beyond that, the left and u-turn traffic would start affecting Fremont itself. **What is the**

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queue length for the turn lane? D) The Final EIR says there are unmitigated traffic issues with the Kingfisher Intersection. A traffic light was not seen as feasible, but wouldn't that only queue up eastbound Fremont Traffic? Isn't it possible we start queuing Kingfisher u-turns and left turns back towards the Fremont/Wolfe Intersection? Staff is NOT recommending an exit on El Camino. E) **Won't the queuing be less when there is a new dedicated lane on Wolfe Road (that is now being added)?** F) **Has the developer looked at negotiating an easement with the apartments north along El Camino to create new egress from the site?** This would mean that the residents would all not have to make a right onto Fremont to leave the site (and 3/4 of them make a u-turn at Kingfisher to go back to Wolfe Road to go north/east/south). G) **This egress has been proposed for more than a year. How long would additional analysis take for a possible El Camino egress solution?** The issues with the DRAFT EIR concerning known projects that weren't fully evaluated in the DEIR was raised in April 2016, but not restudied for the Final EIR. H) **How long would it take a consultant to perform the traffic study to add the missing projects?** I) **What would be the effects to the project to save the additional 2 trees that the Heritage Commission proposed to save?** J) As opposed to Caltrain vs VTA passes, **would it be possible to condition the option per unit to choose one or the other?** K) There seems to be some confusion regarding the appropriate student generation rate and what the project's effect will be on Stocklemeir and other nearby schools. **Can staff clarify where they get their number estimates and what has been the response from the School District?** L) There seems to be confusion about the accuracy of the FEIR in this area. I have been told previously that the recycled water lines going in along Wolfe Road were being installed with appropriate outlets for known usage areas (e.g. Sunken Gardens). **Is something being added at this point in the water line for possible use of recycled water usage at this site? What points in the newly created recycled line along Wolfe Road have possible future use for this water use?**

Staff Response(s): A) There are maybe a dozen residential buildings at 5 stories and none over 5 stories. B) The maximum height depends on the zoning. The R-4 property across the street has a 55 foot maximum; however an additional 5 feet is permitted for green building and an additional 5 is permitted for underground parking, for a total of 10 feet or 65 feet total. The nearby R-3 properties have a 35 feet limit (before incentives). R-0 is 30 feet and C-1 is 40 feet. The Wild Palms hotel is zoned C-2/ECR and has the same height limits as the subject property 75 feet before incentive increases. C) The storage capacity of the west-bound left turn lane at Fremont and Kingfisher intersection is 100 feet. Based on the queuing analysis done by the consultant, the 95th percentile queue length for this movement is 25 feet. Thus, there is adequate storage for the proposed queue for this movement. The 95th percentile queue length represents a condition where 95 percent of the time during the peak hour, traffic volumes will be less than or equal to the queue length determined by the analysis. D) Introducing a new

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signal at Fremont and Kingfisher would affect operations along both the eastbound and westbound approaches of Fremont especially between the signals at Wolfe and Rembrandt Drive. Also it may be difficult to coordinate the signal timing at the proposed Kingfisher signal with the other two signals at Wolfe and Rembrandt Drive. Thus, adding another signal between these two signalized intersections would cause additional delay for drivers once they reach the Kingfisher intersection. E) The additional turn lane on south-bound (SB) Wolfe would improve operations at the Wolfe and Fremont intersection especially along the SB approach. In addition, the operations at the project driveway were found to be adequate as the level of service for movements at this intersection was found to be at an acceptable level of service or better. F) Staff is not aware of whether or not there were any conversations with the adjacent property owner. G) We estimate that it would take 4-8 weeks to complete any additional analysis. However, as discussed in the EIR, staff doesn't recommend an egress along El Camino due to safety concerns. H) The analysis was completed meeting all CEQA requirements, and included all projects at the time of the Notice of Preparation (NOP). Per the request of the Planning Commission staff completed an analysis with the new project list and no new impacts were identified (see attached memo from Hexagon, the City's traffic consultant). I) The building locations or configurations would need to change which could affect the entire site plan. J) Student generation numbers were obtained from the two school districts—Cupertino Union School District and Fremont Union High School District. K) The option of Caltrain or VTA passes by unit is not workable as these agencies require them for the entire complex to get the reduced rates. It is possible to have passes that provide both Caltrain and VTA bus. L) This issue is addressed in the Report to Council: the site is within the CalWater service area and both CalWater and the SCVWD would need to agree to the use of the reclaimed water. The water may be limited to landscape use only, and may have additional restrictions for residential developments.

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lot, which includes 39 townhome lots and one lot for condominium purposes (99 residential condominiums and one commercial condominium), and File #: 2014-7373 Location: 871 and 895 E. Fremont Ave. (APNs: 211-25-011, 211-25-033, 211-25-034, 211-25-038 and 211-25-039) Zoning: R-3/ECR and C-1/EC

Question(s): The project deviates in terms of distance between buildings. Staff seems to be tolerating the dramatically reduced setbacks by saying "it's OK because it allows the mass to be concentrated in the center. But the alternative to granting the deviation wouldn't seem to be" concentrating the mass outward" - it would seem to be "reducing the mass and number of units to support the setbacks". Why is the reduced setback a factor of the siting of buildings instead of more intuitively being a factor of the proposed site density?

Staff Response(s): Staff was able to justify the reduced separation between buildings. The City Council has discretion on whether or not to grant deviations. As a point of information the reduced separation distance between townhomes is a common request granted for projects throughout the City.

Agenda Item #: 6

Title: Proposed Project: Related actions on the LAKESIDE SPECIFIC PLAN and EIR for an 8.83-acre site: SPECIFIC PLAN AMENDMENT: to revise the land use configuration, increase the height allowance, and make other miscellaneous updates. SPECIAL DEVELOPMENT PERMIT: for development of an existing vacant site with two new buildings and associated site improvements - a six-story, 263-room hotel with an attached 3,000 sq. ft. restaurant and an attached three-level above grade parking structure; and a five-story, 250-unit apartment building over a two-level, above-grade podium parking garage TENTATIVE PARCEL MAP: to subdivide the site into two - with a lot for each land use. CEQA: Adopt a Resolution to Certify the Supplemental Environmental Impact Report, adopt a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program File #: 2015-7576 Location: 1250 Lakeside Drive (APNs: 216-43-035 and -036) Zoning: LSP Applicant / Owner: Sunnyvale Partners, Ltd (applicant) / Aircoa Equity Interests, Inc. (owner) Environmental Review: Supplemental Environmental Impact Report

Question(s): COA: PS-1b: 1. Per Planning Commission direction, the number of electric vehicle charging spaces for the residential building shall be increased from 63 spaces to the capacity of the existing infrastructure onsite, and not more than 90 spaces. **A) Can Staff explain "capacity of the existing infrastructure onsite"?**

What infrastructure is referred to here? B) Does Staff have a recommendation of the distribution of EV Chargers between hotel and residential? The hotel shuttle (for hotel guests, residents and employees) is referred to in one section as only to the

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airport, and another as to the airport and major transit stops. **C) Can you clarify what the goals are for this shuttle (and how the COAs should be clarified)?**

Staff Response(s): A) This language refers to the existing electrical infrastructure serving the site. The caveat that the spaces be increased to the existing infrastructure capacity was due to a concern from the applicant that increasing the EV spaces may lead to installation of another electrical transformer, in addition to those needed for the new buildings. B) The increase in EV spaces was intended to be placed in the residential parking garage. Corrections will be emailed to the Councilmembers and made available to the public at the Council meeting. C) The shuttle service is to the airport and major transit stops (e.g. Caltrain stations). Thank you for noting the inconsistency in the conditions of approval. Condition GC-12d can be updated to include major transit stops in the language. Corrections will be emailed to the Councilmembers and made available to the public at the Council meeting.



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: December 8, 2016
To: Terri McCracken of Place Works
From: Kai-Ling Kuo, Gary Black
Subject: Cumulative Traffic Impact Analysis for Butcher's Corner Development Project

The memorandum presents the results of a new cumulative traffic impact analysis that has been conducted in addition to the cumulative analysis presented in the traffic impact analysis (TIA) report for the Project's DEIR. The Sunnyvale Planning Commission requested a re-examination of cumulative traffic impacts based on a more current project list, in order to determine if the cumulative traffic growth assumed in the TIA sufficiently accounts for development projects proposed since December 2014.

The results of the analysis indicate that the cumulative trips generated by the additional projects would not cause any new traffic impacts beyond those already identified in the EIR.

Additional Projects

Based on the most recent project list provided by the City on November 30, 2016 and the comments for the DEIR, the following additional projects are identified to potentially add considerable trips to the study intersections and are included in the cumulative trip estimates. The cumulative trips generated by these projects were obtained from the projects' TIAs or estimated by the Hexagon staff if the traffic studies were not available.

Sunnyvale Projects:

- 725 S Fair Oaks Ave
- 777 Sunnyvale-Saratoga Rd
- 845 W Maude Ave
- 615 N Mathilda Ave
- 221 N Mathilda Ave
- 610 N Mary Ave
- 684 W Maude Ave
- 1120 Kifer Rd
- 1050 Kifer Rd
- 520 Almanor Ave
- 803 W El Camino Real
- 265 Sobrante Way
- 840 W. California Ave
- 954 Henderson Ave
- 900 Henderson Ave
- 1008 E El Camino Real
- 1313 S Wolfe Rd
- 830 E El Camino Real
- 150 Aries Way

Projects outside of Sunnyvale:

- 3610 & 3700 El Camino Real (Gateway Village in Santa Clara)
- 3501 El Camino Real (Lawrence Square in Santa Clara)
- 19500 Pruneridge Ave (Hamptons Apartments in Cupertino)
- Cupertino Village
- Hyatt House Hotel in Cupertino
- Cupertino Main Street

Attachment 1 summarizes the status of these additional projects and how project trips were estimated. Attachment 5 presents the list of projects that were considered in the TIA and this cumulative analysis.

Cumulative Trip Comparison

The trips generated by the additional projects were compared to the cumulative growth trips calculated using the growth rates in the TIA. Attachment 2 summarizes the total cumulative trips from new projects, Attachment 3 summarizes cumulative growth trips assumed in the TIA, and Attachment 4 shows the cumulative trip differences ("cumulative growth trips" minus "total new cumulative trips"). Table 1 summarizes the total entering trips at each study intersection and the trip difference.

Table 1
Comparison of Cumulative Trip Estimates

No. Intersection	Cumulative Growth Trips in TIA		Cumulative Trips from New Projects		Trip Difference (Cumulative Growth minus New Project Trips)	
	AM	PM	AM	PM	AM	PM
1 Wolfe Rd & Homestead Rd	735	786	289	455	446	331
2 Wolfe Rd & Fremont Ave	705	845	248	297	457	548
3 Wolfe Rd & El Camino Real (SR 82)	959	1,181	635	600	324	581
4 Wolfe Rd & Old San Francisco Rd/Reed Ave	679	864	144	162	535	702
5 Kingfisher Way & Fremont Ave	313	374	30	40	283	334
6 Fieldfair Dr/Rembrandt Dr & Fremont Ave	336	366	30	40	306	326
7 Bobwhite Ave/Manet Dr & Fremont Ave	382	411	30	40	352	371
8 Sunnyvale-Saratoga Ave & Homestead Rd	1,292	1,365	266	266	1,026	1,099
9 Sunnyvale-Saratoga Rd & Fremont Ave	1,168	1,196	459	433	709	763
10 Sunnyvale-Saratoga Ave & Remington Dr	981	1,042	505	464	476	578
11 Mathilda Ave & El Camino Real (SR 82)	1,029	1,309	1,110	1,003	-81	306

The analysis shows that the cumulative growth assumed in the TIA is more than enough to cover the trips from new developments, except at the Mathilda Avenue/El Camino Real intersection. At this intersection, the TIA cumulative growth trips are 81 trips fewer than the new cumulative trips in the AM peak hour, which is only 1.3% of the intersection volume (6,072) under cumulative plus project conditions.

To confirm that the additional 81 trips would not result in a new significant traffic impact at this intersection, a level of service analysis was conducted for cumulative conditions in the AM peak hour using the new estimate of cumulative trips (by replacing the cumulative growth trips used in the TIA). The level of service results show that the intersection would continue to operate at LOS D under both no-project and project cumulative conditions, which is better than the acceptable level of service standard of LOS E for the intersection.

Therefore, the cumulative trips generated by the additional new projects would not cause any new traffic impacts beyond those already identified in the EIR.

Attachments

Attachment 1 - New Projects for Cumulative Analysis

Attachment 2 - Total New Cumulative Project Trips

Attachment 3 - Cumulative Growth Trips Assumed in TIA

Attachment 4 - Cumulative Trip Difference (TIA Cumulative Growth minus New Cumulative Trips)

Attachment 5 - Butcher's Corner Cumulative Project List

Attachment 1 - New Projects for Cumulative Analysis

Sunnyvale Projects have TIA

Project Type	Planning Permit File No.	Address	Planning Permit Status	Trip Estimate Method
Commercial	2015-7303	725 S Fair Oaks Ave	Approved	Project TIA (Kimly Horn)
Commercial	2015-7399	777 Sunnyvale-Saratoga Rd	Approved	Project TIA (Kimly Horn)
Industrial	2015-7539	845 W Maude Ave	Approved	PPSP Near-term TIA (Hexagon)
Industrial	2013-7609	615 N Mathilda Ave	Comments Provided	Mathilda Commons TIA (Hexagon)
Industrial	2015-7302	221 N Mathilda Ave	Comments Provided	PPSP Near-term TIA (Hexagon)
Industrial	2015-7879	610 N Mary Ave	Comments Provided	PPSP Irvine TIA (Hexagon)
Industrial	2015-8126	684 W Maude Ave	Comments Provided	PPSP Near-term TIA (Hexagon)
Mixed Use	2016-7882	1120 Kifer Rd	Comments Provided	LSAP TIA (Hexagon)
Industrial	2016-7212	1050 Kifer Rd	Pending Review	Intuitive TIA (Hexagon)
Industrial	2015-7256	520 Almanor Ave	Pending Review	PPSP Near-term TIA (Hexagon)

Sunnyvale Projects don't have TIA

Project Type	Planning Permit File No.	Address	Planning Permit Status	Trip Estimate Method
Mixed Use	2015-7756	803 W El Camino Real	Approved	Estimated by Hexagon
Industrial	2016-7173	265 Sobrante Way	Comments Provided	Estimated by Hexagon
Industrial	2016-7787	840 W. California Ave	Comments Provided	Estimated by Hexagon
Residential	2015-7706	954 Henderson Ave	Comments Provided	Estimated by Hexagon
Residential	2015-7707	900 Henderson Ave	Comments Provided	Estimated by Hexagon
Residential	2016-7293	1008 E El Camino Real	Comments Provided	Estimated by Hexagon
Commercial	2015-8116	1313 S Wolfe Rd	Pending Review	Estimated by Hexagon
Commercial	2016-7898	830 E El Camino Real	Pending Review	Estimated by Hexagon
Mixed Use	2016-7438	150 Aries Way	Pending Review	Estimated by Hexagon

Project outside of Sunnyvale

Project Type	City	Address/Project Name	Planning Permit Status	Trip Estimate Method
Mixed Use	Santa Clara	Gateway Village - 3610 & 3700 El Camino Real	Approved	Project TIA (Fehr & Peers)
Mixed Use	Santa Clara	Lawrence Square - 3501 El Camino Real	Pending	Estimated by Hexagon
Residential	Cupertino	Hamptons Apartments - 19500 Pruneridge Ave	Approved	Project TIA (Fehr & Peers)
Commercial	Cupertino	Cupertino Village	Approved	Project TIA (Hexagon)
Commercial	Cupertino	Hyatt House Hotel	Approved	Project TIA (Hexagon)
Commercial	Cupertino	Main Street Development	Approved	Project TIA (Fehr & Peers)
Commercial	Cupertino	Cupertino Main Street	Approved	Project TIA (Fehr & Peers)

Attachment 2 - Total New Cumulative Project Trips

12/5/2016

AM Peak Hour

PM Peak Hour

Study														Study														Intersection Name (N/S & E/W)	
Inter. #	NIL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOT	Inter. #	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOT		
1	31	93	28	0	92	0	2	4	24	13	0	2	289	1	46	103	31	1	158	0	6	9	53	41	5	2	455	Wolfe Rd & Homestead Rd	
2	11	110	7	0	100	14	0	0	3	0	3	0	248	2	9	68	27	0	160	6	0	0	14	0	13	0	297	Wolfe Rd & Fremont Ave	
3	53	54	3	8	42	4	2	74	14	57	296	28	635	3	3	62	4	29	83	0	0	255	48	35	65	16	600	Wolfe Rd & El Camino Real (SR 82) *	
4	0	82	0	0	38	0	0	4	0	0	20	0	144	4	0	48	0	0	82	0	13	19	0	0	0	0	162	Wolfe Rd & Old San Francisco Rd/Reed Ave	
5	0	0	0	0	0	0	0	5	0	0	25	0	30	5	0	0	0	0	0	0	26	0	0	14	0	40	Kingfisher Way & Fremont Ave		
6	0	0	0	0	0	0	0	5	0	0	25	0	30	6	0	0	0	0	0	0	26	0	0	14	0	40	Fieldfair Dr/Rembrandt Dr & Fremont Ave		
7	0	0	0	0	0	0	0	5	0	0	25	0	30	7	0	0	0	0	0	0	26	0	0	14	0	40	Bobwhite Ave/Manet Dr & Fremont Ave		
8	0	213	2	2	44	0	0	2	0	1	1	1	266	8	0	48	4	4	194	0	0	4	0	4	4	4	266	Sunnyvale-Saratoga Ave & Homestead Rd *	
9	0	342	3	0	57	5	25	2	0	14	11	0	459	9	0	61	13	0	305	23	4	13	0	6	8	0	433	Sunnyvale-Saratoga Rd & Fremont Ave *	
10	0	430	0	0	65	0	0	7	0	0	3	0	505	10	0	75	0	0	383	0	0	3	0	0	3	0	464	Sunnyvale-Saratoga Ave & Remington Dr *	
11	2	475	0	39	68	21	109	63	10	2	115	206	1,110	11	5	72	0	187	419	100	13	93	5	0	65	44	1,003	Mathilda Ave & El Camino Real (SR 82) *	

Attachment 3 - Cumulative Growth Trips Assumed in TIA

12/6/2016

AM Peak Hour

PM Peak Hour

Study														Study														Intersection Name (N/S & E/W)	
Inter. #	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOT	Inter. #	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOT		
1	37	179	31	18	139	18	28	77	48	39	104	16	735	1	36	133	27	21	199	18	28	91	73	43	104	14	786	Wolfe Rd & Homestead Rd	
2	33	242	7	4	129	98	82	50	34	1	8	17	705	2	37	146	13	11	284	115	76	82	68	2	6	6	845	Wolfe Rd & Fremont Ave	
3	75	260	7	22	116	14	14	70	38	75	208	60	959	3	64	115	48	51	247	23	19	276	90	70	146	31	1,181	Wolfe Rd & El Camino Real (SR 82) *	
4	13	264	20	7	83	23	48	67	14	32	79	29	679	4	16	98	27	37	329	47	62	103	27	41	62	15	864	Wolfe Rd & Old San Francisco Rd/Reed Ave	
5	6	0	5	0	0	0	2	134	8	7	151	0	313	5	2	0	2	0	0	1	4	199	14	17	133	2	374	Kingfisher Way & Fremont Ave	
6	6	0	1	1	0	3	3	135	9	2	177	1	336	6	2	0	1	0	0	2	7	198	17	4	133	2	366	Fieldfair Dr/Rembrandt Dr & Fremont Ave	
7	4	7	2	3	6	5	20	114	6	4	194	18	382	7	2	1	1	5	3	8	18	207	18	4	134	10	411	Bobwhite Ave/Manet Dr & Fremont Ave	
8	56	451	38	31	227	19	54	66	68	98	122	62	1,292	8	81	302	122	74	339	29	40	147	37	61	97	35	1,365	Sunnyvale-Saratoga Ave & Homestead Rd *	
9	44	423	32	23	167	46	60	107	31	49	139	46	1,168	9	44	184	35	59	415	47	60	149	44	42	89	26	1,196	Sunnyvale-Saratoga Rd & Fremont Ave *	
10	21	463	58	7	124	22	35	74	24	79	63	11	981	10	50	190	75	35	406	27	28	59	32	64	65	10	1,042	Sunnyvale-Saratoga Ave & Remington Dr *	
11	68	343	3	32	65	42	76	98	13	5	223	60	1,029	11	35	70	10	114	387	77	51	257	30	41	189	48	1,309	Mathilda Ave & El Camino Real (SR 82) *	

Attachment 4 - Cumulative Trip Difference (TIA Cumulative Growth minus New Cumulative Trips)

12/6/2016

AM Peak Hour

PM Peak Hour

Study														Study														Intersection Name (N/S & E/W)	
Inter. #	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOT	Inter. #	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOT		
1	6	86	3	18	47	18	26	73	24	26	104	14	446	1	-10	30	-4	20	41	18	22	82	20	2	99	12	331	Wolfe Rd & Homestead Rd	
2	22	132	0	4	29	84	82	50	31	1	5	17	457	2	28	78	-14	11	124	109	76	82	54	2	-7	6	548	Wolfe Rd & Fremont Ave	
3	22	206	4	14	74	10	12	-4	24	18	-88	32	324	3	61	53	44	22	164	23	19	21	42	35	81	15	581	Wolfe Rd & El Camino Real (SR 82) *	
4	13	182	20	7	45	23	48	63	14	32	59	29	535	4	16	50	27	37	247	47	49	84	27	41	62	15	702	Wolfe Rd & Old San Francisco Rd/Reed Ave	
5	6	0	5	0	0	0	2	129	8	7	126	0	283	5	2	0	2	0	0	1	4	173	14	17	119	2	334	Kingfisher Way & Fremont Ave	
6	6	0	1	1	0	3	3	130	9	2	152	1	306	6	2	0	1	0	0	2	7	172	17	4	119	2	326	Fieldfair Dr/Rembrandt Dr & Fremont Ave	
7	4	7	2	3	6	5	20	109	6	4	169	18	352	7	2	1	1	5	3	8	18	181	18	4	120	10	371	Bobwhite Ave/Manet Dr & Fremont Ave	
8	56	238	36	29	183	19	54	64	68	97	121	61	1,026	8	81	254	118	70	145	29	40	143	37	57	93	31	1,099	Sunnyvale-Saratoga Ave & Homestead Rd *	
9	44	81	29	23	110	41	35	105	31	35	128	46	709	9	44	123	22	59	110	24	56	136	44	36	81	26	763	Sunnyvale-Saratoga Rd & Fremont Ave *	
10	21	33	58	7	59	22	35	67	24	79	60	11	476	10	50	115	75	35	23	27	28	56	32	64	62	10	578	Sunnyvale-Saratoga Ave & Remington Dr *	
11	66	-132	3	-7	-3	21	-33	35	3	3	108	-146	-81	11	30	-2	10	-73	-32	-23	38	164	25	41	124	4	306	Mathilda Ave & El Camino Real (SR 82) *	

Attachment 5 - Butcher's Corner Cumulative Project List

	Project Name/Address	Cumulative Analysis Status at time of DEIR & FEIR	Cumulative Analysis Status for CC Memo
Included in Draft EIR	1081 Innovation Way/1111 Lockheed Martin Way	Accounted for in background conditions of the DEIR.	
	1095 West El Camino Real	Accounted for in background conditions of the DEIR.	
	1152 Bordeaux	Accounted for in background conditions of the DEIR.	
	420 South Pastoria Avenue	Accounted for in background conditions of the DEIR.	
	455 Mathilda Avenue	Accounted for in background conditions of the DEIR.	
	457-475 East Evelyn Avenue	Accounted for in background conditions of the DEIR.	
	495 E Java Drive/549 Baltic Way	Accounted for in background conditions of the DEIR.	
	560 South Mathilda Avenue	Accounted for in background conditions of the DEIR.	
	636 West Fremont Avenue	Accounted for in background conditions of the DEIR.	
	660 West El Camino Real	Accounted for in background conditions of the DEIR.	
	696 West El Camino Real	Accounted for in background conditions of the DEIR.	
	955 Stewart Drive	Accounted for in background conditions of the DEIR.	
	Apple Campus 2, Cupertino	Accounted for in background conditions of the DEIR.	
	1010 Sunnyvale-Saratoga Avenue	Accounted for in cumulative conditions of the DEIR.	
	1500 Partridge Ave	Accounted for in cumulative conditions of the DEIR.	
	280 Santa Ana Court (Landbank)	Accounted for in cumulative conditions of the DEIR.	
	590 West El Camino Real, Sunnyvale	Accounted for in cumulative conditions of the DEIR.	
	701-729 East Evelyn Avenue	Accounted for in cumulative conditions of the DEIR.	
	861 East El Camino Real	Accounted for in cumulative conditions of the DEIR.	
	915 De Guigne Drive	Accounted for in cumulative conditions of the DEIR.	
Addressed in Response to Comments for the Final EIR	1008 E. El Camino Real	Accounted for in growth projections per RTC in FEIR.	Accounted for in Dec. 2016 Traffic Analysis
	10123 North Wolfe Road (Cupertino Village) in Cupertino	Accounted for in growth projections per RTC in FEIR.	Accounted for in Dec. 2016 Traffic Analysis
	1080 Stewart Drive	Accounted for in growth projections per RTC in FEIR.	Far from and small amount of new trips generated.
	1111 W. El Camino Real	Accounted for in growth projections per RTC in FEIR.	<i>No longer an active proposal. Not on City's project list dated 11/30/16.</i>
	1313 S. Wolfe Road	Accounted for in growth projections per RTC in FEIR.	Accounted for in Dec. 2016 Traffic Analysis
	3610 and 3700 El Camino Real (Gateway Village) in Santa Clara	Accounted for in growth projections per RTC in FEIR.	Accounted for in Dec. 2016 Traffic Analysis
	598 W. El Camino real	Accounted for in growth projections per RTC in FEIR.	<i>No longer an active proposal. Not on City's project list dated 11/30/16.</i>
	725 S. Fair Oaks	Accounted for in growth projections per RTC in FEIR.	Accounted for in Dec. 2016 Traffic Analysis
	777 Sunnyvale-Saratoga Road	Accounted for in growth projections per RTC in FEIR.	Accounted for in Dec. 2016 Traffic Analysis
	803 W. El Camino Real	Accounted for in growth projections per RTC in FEIR.	Accounted for in Dec. 2016 Traffic Analysis
	830 E. El Camino real	Accounted for in growth projections per RTC in FEIR.	Accounted for in Dec. 2016 Traffic Analysis
	845 Maria Lane	Accounted for in growth projections per RTC in FEIR.	Accounted for in Dec. 2016 Traffic Analysis

	Project Name/Address	Cumulative Analysis Status at time of DEIR & FEIR	Cumulative Analysis Status for CC Memo
	850 E. El Camino Real	Accounted for in growth projections per RTC in FEIR.	<i>No longer an active proposal. Not on City's project list dated 11/30/16.</i>
	970 W. El Camino Real	Accounted for in growth projections per RTC in FEIR.	<i>No longer an active proposal. Not on City's project list dated 11/30/16.</i>
	The Hills at Vallco Project in Cupertino	Accounted for in growth projections per RTC in FEIR.	<i>No longer an active proposal. Cupertino voters denied Measure D on November 2016 ballot. Per Cupertino website on 12/7/16, the project is hold.</i>
	2505 Town Center Lane	Accounted for in growth projections per RTC in FEIR.	Approved 2007; mostly built out. Far from project and small amount of remaining new trips generated.
Addressed per Request of Planning Commission	19500 Pruneridge Ave (The Hamptons Project) in Cupertino	NOI released after Butcher's Corner Project DEIR;	Accounted for in Dec. 2016 Traffic Analysis
	1205 W. El Camino Real	Post-NOP - no application yet; not required	<i>No longer an active proposal. Not on City's project list dated 11/30/16.</i>
	1050 Kifer Rd		Accounted for in Dec. 2016 Traffic Analysis
	1120 Kifer Rd		Accounted for in Dec. 2016 Traffic Analysis
	150 Aries Way		Accounted for in Dec. 2016 Traffic Analysis
	221 N Mathilda Ave		Accounted for in Dec. 2016 Traffic Analysis
	265 Sobrante Way		Accounted for in Dec. 2016 Traffic Analysis
	3501 El Camino Real (Lawrence Square)		Accounted for in Dec. 2016 Traffic Analysis
	520 Almanor Ave		Accounted for in Dec. 2016 Traffic Analysis
	610 N Mary Ave		Accounted for in Dec. 2016 Traffic Analysis
	615 N Mathilda Ave		Accounted for in Dec. 2016 Traffic Analysis
	684 W Maude Ave		Accounted for in Dec. 2016 Traffic Analysis
	840 W. California Ave		Accounted for in Dec. 2016 Traffic Analysis
	900 Henderson Ave		Accounted for in Dec. 2016 Traffic Analysis
	954 Henderson Ave		Accounted for in Dec. 2016 Traffic Analysis
	Hyatt House Hotel (no address provided in Hexagon Table)		Accounted for in Dec. 2016 Traffic Analysis
	Cupertino Main Street (no address provided in Hexagon Table)		Accounted for in Dec. 2016 Traffic Analysis