

## RESPONSE TO COUNCIL QUESTIONS RE: 2/6/18 CITY COUNCIL AGENDA

### **Agenda Item #: 1.D**

**Title: Accept the Addendum to the Water Pollution Control Plant Master Plan Program EIR, Authorize the City Manager to Accept Grant Funds, and Execute a Sub-recipient Grant Agreement and Approve Budget Modification No. 39 to Appropriate \$380,000 from the San Francisco Bay Water Quality Improvement Fund Grant for the Caribbean Drive Green Street Demonstration Project**

Council Question: It appears that the PEIR Addendum covers more changes to the Adopted PEIR than just the Caribbean Drive Green Street Demonstration Project that is described in the Staff report. Is that correct? Namely, the PEIR Addendum also contemplates the “making [of] adjustments to the design to better meet City objectives” (PIER Addendum p 2-1). Are these other “adjustments to the design” the ones that arose out of public input at the Sept. 19, 2017 community meeting? Is Council being asked to approve these other adjustments to the design by virtue of approving the EIR Addendum?

Staff Response: The adjustments to the design are particular for the green street enhancements which include the bioretention areas. The details of the changes that were contemplated based on the community meeting are included in the addendum, but that level of detail was not included or necessary in the PEIR.

Council Question: In considering the EIR Addendum, I have to say that Figure 2 is very difficult to read. Can Staff please provide clearer diagrams of the project, that are sufficiently zoomed-in to be readable and would at a minimum show all of the proposed modifications to the previously approved project, as described on pages 2-1 and 2-3 of the EIR Addendum.

Staff Response: Staff will provide Council with revised hard copies of the diagram at the City Council meeting.

Council Question: Members of the public have recently raised concerns about this project, namely: (a) concerns that the project puts bicyclists and pedestrians in close proximity to vehicles on this particular stretch of Caribbean Drive; and (b) concerns that other users of the project and passers-by will become alarmed at the sight of hunting weapons being carried by individuals between the project and legal hunting areas in the Baylands. Can Staff please respond to these concerns?

Staff Response: Bicyclists currently ride alongside the travel lane on Caribbean. This project enhances the bicycle lane by providing an additional foot of travel (bike lane width will increase from 5-foot wide to 6-foot wide) and a 2-foot buffer between the bicycle lane and the vehicle travel lane. Exposure of unconcealed weapons currently exists in the general area. The Department of Public Safety is unaware of any regulations which would force hunters to carry their weaponry in a concealed state while travelling from parking to hunting grounds.

**Agenda Item #: 1.E****Title: Reject Proposals for Emergency Operations Center Site Analysis and Feasibility Study (F18-141)**

Council Question: I was surprised at the sites being considered for a permanent EOC. With previous discussions with Staff, I thought that there were three other locations being considered (as opposed to the two listed):

1. Making the existing temporary location permanent (and find additional training room space).
2. Possible space at Fire Station 5.
3. Addition to DPS Building

Staff Response: Some clarification is needed regarding the intent of the EOC site analysis that was proposed and is now recommended to be deferred. The intent of the analysis was to potentially identify a location for a backup (secondary) EOC in the event the current primary EOC was not usable.

As for the permanent dedicated EOC, possible locations discussed as part of the Civic Center Modernization Project were: 1) in the planned Public Safety Building Addition; 2) in the planned new City Hall Building; or 3) offsite at one of the City's fire stations. At the recent City Council Strategic Planning Meeting, staff recommended that it be located in the planned Public Safety Building Addition. This is subject to final review and approval by the Council as part of the Civic Center Master Plan approval process.

**Agenda Item #: 1.F****Title: Authorize Amending an Existing Contract for the Preliminary Design and Environmental Clearance of the Bernardo Undercrossing Project (F17-075) and Approve a Cost Sharing Agreement with the City of Mountain View and a Service Agreement with the Peninsula Corridor Joint Powers Board Regarding the Project and Approval of Budget Modification No. 38**

Council Question: If the Bernardo Undercrossing is constructed under Amendment 1 as shown on the last page of Attachment 1, what would happen to the building currently situated on the north edge of Central Expressway at the east side of Bernardo Avenue? To Staff's knowledge, is that parcel currently owned by either the City of Mountain View or the County of Santa Clara?

Staff Response: The parcel situated to the north of Central Expressway and east of Bernardo is privately owned. Staff from the City of Mountain View suggest that there may be demand for redevelopment of some parcels within the East Whisman Precise Plan area. Mountain View staff have indicated that they are contemplating the possibility of seeking a dedication for a public plaza at this location that could occur either as part of the Precise Plan process or during a subsequent development application process.

Please note that the diagram presents a single preliminary concept for the purposes of illustrating the potential size and location of the undercrossing. The two concepts presented are subject to change

based on the outcome of the planning process. The planning process will generate other preliminary concepts that may differ from those shown in the attachment.

Council Question: I've looked on the Mountain View website but can't find my answers. What is the timing of Mountain View's East Whisman Precise Plan? [The scoping was in September of 2017]

Staff Response: The tentative schedule, according to their project website, the City of Mountain View is developing the draft precise plan and conducting environmental review and adopting the updated Precise Plan sometime in the spring of this year. A copy of their proposed plan is attached. No EIR has been published (Sunnyvale provided the attached comment letter on their NOP back in September 2017).

Council Question: About how much additional housing/office is being considered for approval in the Whisman area?

Staff Response: The Plan Update is seeking approval for the following development program:

Use	Net New
Office	Up to 2.3m s.f.
Retail	100,000 s.f.
Hotel	200 hotel rooms
MF Residential	5,000 units

**Agenda Item #: 1.H**

**Title: Approve 2018 Board and Commission Work Plans**

Council Question: Regarding the BPAC Annual Calendar, my understanding is that the City will update our Safe Routes to School plan and our Pedestrian Circulation plan at the same time our Bicycle Master Plan is being updated. Will the BPAC be reviewing these other two plans at the same time they are reviewing the Bicycle Master Plan (e.g. May 2018 and a second meeting to be scheduled)?

Staff Response: Yes. Once a consultant is selected for this study, there will be one report with three subsections: Bicycle Mater Plan, Safe Route to School Plan, and Pedestrian Safety and Circulation Plan, all these plans will be presented to the Bicycle and Pedestrian Advisory Commission (BPAC) for input anticipated for May 2018. Subsequently, a draft report will be presented to BPAC in 2019 (date is yet to be determined).

**Agenda Item #: 2**

**Title: Proposed Project: General Plan Amendment Initiation: to consider amendments to the Moffett Park Specific Plan; File #: 2017-7743; Locations: Moffett Park Specific Plan Area; Applicant/Owner: Google, Inc. (applicant)/various owners; Environmental Review: The project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15378 (a)**

Council Question: Doesn't the Moffett Park Specific Plan update have to wait until the Mary Overpass plan decision is finalized since this has direct impacts upon the traffic flow of the MPSP?

Staff Response: The ultimate decision on the Mary Avenue extension will inform land use decisions for the Moffett Park area. A General Plan (Specific Plan) Amendment could be initiated and studies could commence while the Mary Avenue process unfolds.

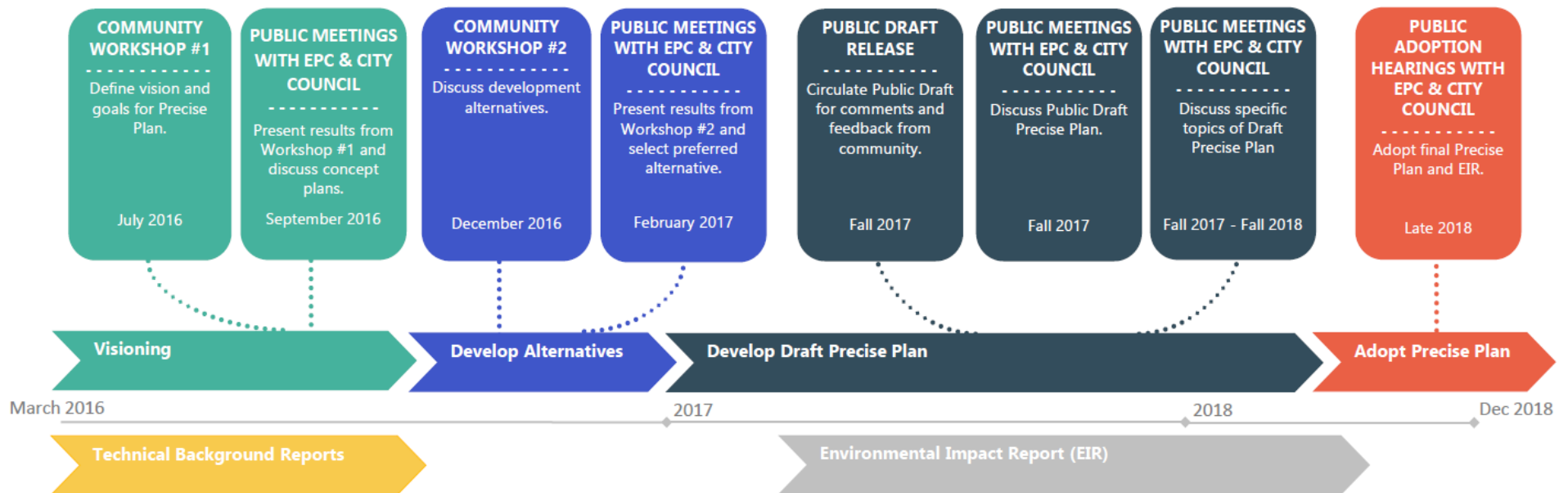
Council Question: Would the plan also look at new opportunities/options of transportation from Moffett Park to downtown Sunnyvale (light rail spur/people-mover/etc.)?

Staff Response: Transportation options would be part of the Moffett Park Specific Plan (MPSP), at this time there are no specific opportunities that have been identified. The City Council could direct that certain transportation features be included in the study.

Attachment

# EAST WHISMAN PRECISE PLAN

## Project Schedule



Revised March 2017



September 15, 2017

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Re: Comments on the Notice of Preparation for the East Whisman Precise Plan

Dear Mr. Anderson:

Thank you for the opportunity to comment on the Notice of Preparation for the proposed East Whisman Precise Plan (project or Precise Plan) in Mountain View. This letter includes all City of Sunnyvale comments.

**General Questions and Comments:**

1. The East Whisman Precise Plan area south of SR 237 immediately abuts a medium-density residential neighborhood within the City of Sunnyvale. We request that the City of Mountain View provide outreach to Sunnyvale residents, and that the notice area be expanded if the traffic impacts show potential significant impacts to the nearby Sunnyvale neighborhoods.
2. The East Whisman Precise Plan is in proximity of the City of Sunnyvale's recently adopted Peery Park Specific Plan Area. The Peery Park Plan Area is undergoing significant changes with several projects under construction, multiple development entitlements issued just within the past year, and additional pending development applications in the pipeline. Please contact the City of Sunnyvale to obtain a list of development projects and their status to be included in the East Whisman Precise Plan's cumulative impacts analysis.

**Public Services and Recreation**

1. Encinal Park is near the East Whisman Precise Plan area, and is heavily used by nearby residents and businesses. We are concerned that additional density proposed in the Precise Plan area may have significant impacts to existing City of Sunnyvale services and facilities, especially

related to Encinal Park. We request that the City of Mountain View take this into consideration when discussing public services and recreation.

**Traffic and Transportation Input for the Notice of Preparation:**

If you have questions on the following traffic related items, please contact Ralph Garcia, Senior Transportation Planner, Dept. of Public Works, [rgarcia@sunnyvale.ca.gov](mailto:rgarcia@sunnyvale.ca.gov) or (408) 730-7551.

1. The City of Sunnyvale uses criteria found within the VTA Transportation Impact Analysis (TIA) Guidelines as a basis for determining study intersections. Accordingly, municipal and CMP intersections with ten or more project trips per lane added to any intersection movement should be analyzed. The East Whisman Precise Plan would add up to 2.3 million net new square feet of office uses, 100,000 net new square feet of retail uses, 200 new hotel rooms, and 5,000 multi-family residential units. In light of the project size and location, it is expected that project trips would travel to and from the east through intersections located within the City of Sunnyvale which is likely to trigger the need for intersections analysis. Intersections along Mary Avenue, Evelyn Avenue, North Mathilda Avenue, Maude Avenue, and Evelyn Avenue should be considered within the traffic analysis. Traffic conditions at the study intersections are typically conducted for the AM and PM peak hours under existing and future analysis scenarios. At a minimum the following intersections should be considered for analysis:
  - US 101/SR 237 and Mathilda Avenue interchange intersections
  - Mary Avenue and Evelyn Avenue
  - Mary Avenue and Central Expressway
  - Mary Avenue and Maude Avenue
  - Maude Avenue and SR 237 Ramps
  - Pastoria Avenue and Maude Avenue
  - Mathilda Avenue and Maude Avenue
2. Corridor analysis should be considered for Mathilda Avenue, Evelyn Avenue, Mary Avenue and Maude Avenue.
3. The project site is located near the City of Sunnyvale's western border. Relevant approved projects within Sunnyvale and other neighboring jurisdictions need to be included in the study estimates of the Background traffic volumes. This is consistent with the VTA TIA Guidelines. Please contact the City of Sunnyvale to get a list of approved projects to include in the study.
4. Truck routes and construction-related activity impacts on the City of Sunnyvale and regional corridors need to be investigated and mitigated if necessary.

5. Similarly, pending projects within Sunnyvale and other neighboring municipalities and/or the application of an annual growth rate need to be incorporated in the Cumulative traffic volume estimates in order to reflect the growth in both the local and regional traffic. Please contact the City of Sunnyvale to get a list of pending projects to include in the study.
6. Evaluation of the alternative modes of transportation should be included in this project's traffic analysis. The VTA CMP Guidelines indicate that traffic analysis must include transit facilities in terms of transit service availability, transit capacity relative to the increased demand, impact of increased traffic delays on the service, and the need for transit access improvements. According to the CMP Guidelines, the traffic analysis must also evaluate 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 Sunnyvale can be supplied upon request.
7. The proposed project is significant in size and is expected to affect the Sunnyvale roadway network. The City of Sunnyvale is requesting to review the draft TIA report. The project's traffic analysis and potential impacts could save time in the review and approval process of the EIR.

The City of Sunnyvale appreciates your consideration of the requested study scope elements described above. Please contact Kelly Cha, Associate Planner, at (408) 730-7408 or [kcha@sunnyvale.ca.gov](mailto:kcha@sunnyvale.ca.gov) if you have any questions or concerns about items discussed in this letter.

Sincerely,



Rosemarie Zulueta  
Acting Principal Planner, Community Development Department

cc: Trudi Ryan, Director, Community Development Department  
Manuel Pineda, Director, Department of Public Works  
Andrew Miner, Planning Officer  
Shahid Abbas, Transportation/Traffic Manager  
Ralph Garcia, Senior Transportation Engineer