

RESPONSE TO COUNCIL QUESTIONS RE: 6/30/2020 CITY COUNCIL AGENDA

Agenda Item #: 1.E

Title: Award a Three-year Contract to Mountain View Community Television for Management of the Sunnyvale Government Access and Public Access Channels (F20-157)

Council Question: Does the City get any type of report about the number of residents that view the Sunnyvale KSUN Channel?

Staff Response: The City does not receive a report from Mountain View Community Television (KMVT) that details the number of residents that view the Sunnyvale KSUN Channel. Staff confirmed with KMVT that viewership information is not available for this television broadcast service.

Agenda Item #: 2

Title: Adopt a Resolution Establishing Vehicle Miles Traveled (VMT) as the Threshold of Significance for Analysis under the California Environmental Quality Act (CEQA), Adopt a Council Policy for Transportation Impact Analysis, and Find that the Action is Exempt from CEQA

Council Question: What would be the effect if Sunnyvale decided to use 20%, instead of 15% as the reduction factor? I am just trying to understand the impact this lever can have.

Staff Response: If the City Council adopts the exemptions for transit supportive projects (high quality transit corridors), a lot of City neighborhoods within the boundaries of an area plan (El Camino Real, Lawrence Station, Downtown, Peery Park, Moffett Park), that are at least 35 du/acre (residential) or 75% FAR (employment) would be deemed less than significant environmental impact, regardless of the threshold selected for the rest of the city. The reduction goal does not change that boundary. For those portions of the city that are not in area plans, it could make a bigger difference between the proposed 15% reduction goal versus a 20% reduction goal.

Residential: For residential, a 20% reduction goal to the Countywide average would look similar to using the Citywide average as the baseline. The 20% standard would significantly increase the areas of the City subject to significant (and likely unmitigable) impacts which could result in needing to make statement of over-riding considerations to implement city goals to support development of housing. In the Sunnyvale Heat Maps, no residential areas of the City would be green and many areas would be red (dark pink) indicating mitigation will be required and likely to be unmitigable. To the extent that housing is a state, regional and local high priority, it would make a big difference to implement such a reduction goal. We have attached 2 Residential Heat Maps showing a 15% reduction versus a 20% reduction of Countywide average for comparison purposes.

Non-residential: Increasing the reduction goal for non-residential development would make new employment developments much more difficult and would likely result in significant (and like unmitigable) impacts which could result in needing to make statements of over-riding considerations.

Council Question: Do we have VMT City Average (Res/Bus) of other cities around us? (PA, MV, Cupertino, SC)

Staff Response: Below are VMT City Averages for Residential and Employment from other cities around Sunnyvale:

City	Residential	Employment
Sunnyvale	10.34	17.85
Cupertino	13.42	17.01
Mountain View	10.32	18.54
Palo Alto	9.48	16.71
Santa Clara	9.39	16.34

Council Question: For Residential VMT Threshold, why wouldn't we have new residential projects at least meet Sunnyvale's existing average (as opposed to 15% of County number)?

Staff Response: To clarify it would be a 15% reduction of the countywide average (85% of countywide VMT average). A specific number could be adopted (vs. a percentage of a number) but as transportation tends to be a regional issue and employees cross city boundaries quite a bit to get to a job, it seems more representative to use the Countywide average.

Council Question: How will staff make the determination if LOS will be required ("may be required" is part of the policy)?

Staff Response: As the City is still required to maintain conformance with Congestion Management Program (CMP) requirements at the County level in order to maintain eligibility for Gas Tax revenues, projects will be analyzing LOS at regionally significant intersections if they generate 10 or more vehicular trips per lane at CMP roadways. LOS analysis will also be conducted as part of Local Transportation Analysis at nearby intersections to identify efficiency and capacity improvements to facilitate access.

Council Question: Going forward, how long does Staff expect to continue to request LOS evaluation for projects?

Staff Response: LOS will continue to be evaluated as part of Congestion Management Program (CMP) requirements to maintain eligibility to receive Gas Tax revenues until legislation is enacted to modify CMP requirements. The proposed Transportation Policy also identifies continued usage of LOS at nearby local intersections to ensure safe and efficient transportation for all users and to facilitate project access and circulation in order to minimize impacts to nearby neighborhoods.

Agenda Item #: 3

Title: Approve a Temporary Eastbound Tasman Drive Lane Closure During COVID-19 to Create a Temporary Pathway, and Approve Budget Modification No. 30 in the amount of \$30,000 and Finding of California Environmental Quality Act (CEQA) Categorical Exemption

Council Question: I wonder why the current proposal is to put the bike lane on the Eastbound side of Tasman rather than on the Westbound side?

Staff Response: The original request received was a general statement of reducing a travel lane to allow connections along the section of Tasman Drive from Lawrence Expressway to Fair Oaks Avenue where sidewalks are missing. In order to respond to the request staff reviewed the area including an understanding of ADA connectivity and what would be most cost effective. This resulted in a detailed look at utilizing the traffic signal and existing ADA curb ramps at the Tasman Drive/Vienna Drive intersection and when comparing the lengths of traffic control necessary to connect missing sidewalk the southern alignment (eastbound Tasman Drive side) was a shorter distance to the next ADA access point at Tasman Court. This side would also allow a continuous pathway from Lawrence Expressway to Fair Oaks Avenue. Staff is also looking to fine tune the southern alignment to look at shorter lengths of lane closure by connecting to the existing sidewalk, further east, closer to Calle Isabella or Calle Victoria and installing a temporary ADA ramp instead of a lane closure all the way Tasman Court. This design would create the continuous pathway and reduce the cost to implement.

The west bound direction of Tasman Drive from Lawrence Expressway to Fair Oaks Drive does not have sidewalk, except a short section near Fair Oaks Drive. There are a significant number of trees between the roadway edge and the existing wall for the mobile home park. This segment is more difficult to establish an ADA pathway as the Western Driveway for Casa Amigos is private property with fire access requirements, and the location of the tie-in point back to the existing sidewalk west on Tasman Court toward Fair Oaks Drive does not have an be ADA accessible point to connect to the existing sidewalk.

It is important to note that the proposed lane closure is a pathway, that is primarily for pedestrians, not a bike lane or two-way bike lane. Since the traffic volumes are reduced on Tasman Drive due to Covid-19, it is easier to for bicyclist to ride on the existing travel lanes in each direction.

Council Question: Did Staff consider closing a lane on both the north and south side of Tasman for pedestrian/bike traffic? Would the north side closure have a similar cost?

Staff Response: Staff did review the north and south sides of Tasman holistically for an accessible pedestrian pathway connection between Lawrence Expressway to Fair Oaks that was cost effective and accessible. This resulted in the identification of a pathway that utilized the existing traffic signal and ADA curb ramps at the Tasman Drive/Vienna Drive intersection along with connecting the shorter sidewalk gap to the Fair Oaks Avenue/Tasman Drive traffic signal and ADA curb ramps. The focus was on creating a continuous pathway between Lawrence Expressway and Fair Oaks Drive, while being cost effective and meeting ADA requirements. The proposed pathway is primarily for pedestrians and with the reduction in traffic along this corridor, bicyclists can utilize the travel lanes.

The cost for the north side of Tasman Drive (westbound Tasman Drive) would depend on the limits of the closure. However, if it was assumed to start at Vienna Drive, similar to the south side, and extend to the existing sidewalk near the corner of Fair Oaks Drive, it would be more costly than on the north side. The increase in cost would be due to the increased length of closure and a new ADA access ramp would need to be constructed. There are many utilities in the area, which would need to be coordinated for the construction of the ADA ramp and a contractor hired to perform the work.

Agenda Item #: 4

Title: Receive the Results of Public Outreach in Connection with the Study Issue to Evaluate Options for Revisions to the Sunnyvale Business License Tax (FIN 19-01); Discussion and Provide Direction Regarding a Potential Ballot Measure for the November 3, 2020 Election to Increase the Business License Tax by Removing the Employee and Rental Unit Caps on the Business License Tax

Council Question: The Draft Ballot Language says the proposed tax would generate approximately \$400k a year. How much of this is from the Business and how much from the Rental Property?

Staff Response: Approximately \$370,000 is associated with business related revenue and an estimated \$30,000 per year for multi-family properties.

Agenda Item #: Information Only

Title: Information/Action Items

Council Question: There were several Info Items that were due in June. Will these be sent to Council separately, or as part of an upcoming meeting?

Staff Response:

Five items are currently identified as being due in June.

- The two VMT items will be addressed during the June 30 meeting.
- Public Works has an item on the operating costs for Washington Community Swim Center which will move to a late July date.
- Current delinquency rates in utilities are tracking below last year, indicating no significant change in the timely payment of City utility bills. Additionally, the City is not entering into a higher number of payment agreements than normal. Staff will continue to monitor progress over the year and bring Council periodic updates as delinquencies may take some time to develop due to the lag resulting from the bi-monthly billing process.
- Staff can provide an update on recruiting efforts in July.



City of Sunnyvale Residential VMT Heat Map

Countywide Average as of December 2019

Sunnyvale

Countywide Average of
13.33 HVMT/Capita with 15% Threshold

- Threshold VMT areas
- Countywide Average VMT areas
- Mitigatable VMT areas
- Immitigable VMT areas
- Zero Residential VMT per capita
- Frequent Bus Stop
- VTA Light Rail Station
- Caltrain Station
- SPECIFIC PLAN BOUNDARY

City of
Mountain View

Peery Park
Specific Plan

Moffett Park
Specific Plan

Lakeside
Specific Plan
Lawrence/101
Specific Plan

Arques
Specific Plan

Lawrence Station
Area Plan

Downtown
Specific Plan

Precise Plan for
Eliminating

City of
Santa Clara

City of Cupertino

Community Development Department, 2020

0.5

Miles

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City of Sunnyvale Residential VMT Heat Map

Countywide Average as of December

Countywide Average of
13.33 HVMT/Capita with 20% Threshold

- Threshold VMT areas
- Countywide Average VMT areas
- Mitigatable VMT areas
- Immitigable VMT areas
- Zero Residential VMT per capita
- Frequent Bus Stop
- VTA Light Rail Station
- Caltrain Station
- SPECIFIC PLAN BOUNDARY

City of
Mountain View

Peery Park
Specific Plan

Downtown
Specific Plan

Specific Plan for El Camino Real

Moffett Park
Specific Plan

TASMAN

Lakeside
Specific Plan
Lawrence/101
Specific Plan

Arques
Specific Plan

Lawrence Station
Area Plan

City of
Santa Clara

City of Cupertino