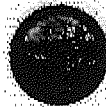


STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
OAKLAND, CA 94612
PHONE (510) 286-6053
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March 13, 2014

SCL101921
SCL-101-44.825
SCH# 2013052010

Mr. Ryan Kuchenig
City of Sunnyvale
Dept. of Community Development
456 West Olive Avenue
Sunnyvale, CA 94088

Dear Mr. Kuchenig:

East Weddell Residential Project – Final Environmental Impact Report (FEIR)

Thank you for continuing to include the California Department of Transportation (Caltrans) in the East Weddell Residential Project review process for the project referenced above. We have reviewed the FEIR and have the following comments.

Traffic Impact Analysis (TIA)

As stated in the Draft Environmental Impact Report (DEIR) letter, dated October 21, 2013, Caltrans requested that the City of Sunnyvale (City) please consider contingency mitigation measures, if the intersections at the State Route (SR) 237 ramps at North Fair Oaks Avenue, the ramps at Mathilda and U.S. Highway (Highway) 101, and at the other State facilities noted in the DEIR fall to unacceptable LOS levels and to include the contingency measures in the Final Environmental Impact Report.

However, the requested contingency measures were not included in the FEIR. Response A-1 by the City states, "As part of the project traffic impact analysis (TIA) prepared for the Draft EIR (Section 4.10, Transportation), TJKM analyzed expected vehicle project trip assignments for the State Route (SR) 237 ramps at North Fair Oaks Avenue and Highway 101 ramps at Mathilda Avenue. Based on expected project vehicle trip assignments, fewer than 10 trips per lane per approach are expected to be added to the ramp intersections relative to these interchanges under worst-case Full Buildout Scenario project conditions. As a result, neither interchange meets the minimum threshold for analysis based on Santa Clara Valley Transportation Authority (VTA) criteria of 10 added project trips per lane, and therefore neither was analyzed for level of service (LOS) impacts."

Response A-1 does not discuss any contingency measures for unacceptable LOS levels. Caltrans again recommends that contingency measures for unacceptable LOS levels be incorporated into the FEIR before its certification.

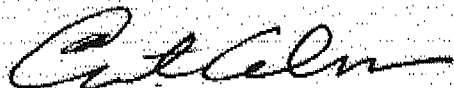
Mr. Ryan Kuchenig/City of Sunnyvale

March 13, 2014

Page 2

Should you have any questions regarding this letter, please call Brian Brandert of my staff at (510) 286-5505.

Sincerely,



ERIK ALM, AICP

District Branch Chief

Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse
Rob Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy
Robert Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy