ATTACHMENT 3

CITY OF SUNNYVALE
LAND USE AND TRANSPORTATION ELEMENT
FINAL ENVIRONMENTAL IMPACT REPORT

SCH No. 2012032003

Prepared for:

CITY OF SUNNYVALE
456 W. OLIVE AVENUE
SUNNYVALE, CA 94086

Prepared by:

Michael Baker INTERNATIONAL

2729 PROSPECT PARK DRIVE, SUITE 220
RANCHO CORDOVA, CA 95670

JANUARY 2017

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MICHAEL BAKER INTERNATIONAL
2729 PROSPECT PARK DRIVE, SUITE 220
RANCHO CORDOVA, CA 95670

JANUARY 2017

ATTACHMENT 3

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1.0 INTRODUCTION

ATTACHMENT 3

This Final Environmental Impact Report (Final EIR) was prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Section 15132). The City of Sunnyvale (City) is the lead agency for the environmental review of the proposed Land Use and Transportation Element (LUTE) (Draft LUTE; proposed project). The City has the principal responsibility for approving the proposed project.

1.1 BACKGROUND AND PURPOSE OF THE EIR

The following is an overview of the environmental review process for the proposed project that led to the preparation of this Final EIR.

NOTICE OF PREPARATION

A Notice of Preparation (NOP) dated March 2, 2012, was completed for the project under the project title *Sunnyvale Land Use and Transportation Element (LUTE) Update and Climate Action Plan (CAP)* (SCH #2012032003), and a scoping meeting was held on March 22, 2012. Since that time, the scope of the proposed project changed, and the Climate Action Plan (CAP) was separated from the proposed project and presented to the City Council for adoption independently from the Draft LUTE. An Initial Study/Negative Declaration (IS/ND) was prepared for the CAP, and the IS/ND and the CAP were adopted on May 20, 2014.

The City reissued a NOP for the current project on May 22, 2015. The reissued NOP removed the Climate Action Plan from the proposed project, identified changes to the Draft LUTE since initial public release of the NOP in 2012, and established a new baseline for environmental and regulatory setting discussions. The NOP was circulated to the public, local, state, and federal agencies, and other interested parties to solicit comments. These comment letters are included in **Appendix A** of the Draft EIR. A scoping meeting was held on June 17, 2015.

DRAFT EIR

A Notice of Availability for the Draft EIR was posted on the City's website and distributed to interested parties on August 26, 2016. The Draft EIR was released for public and agency review on August 26, 2016, with the 45-day review period ending on October 11, 2016. The Planning Commission held a hearing on October 10, 2016, to receive comments on the Draft EIR. Comments received during the public review period are addressed in this Final EIR.

The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. The Draft EIR was provided to interested public agencies and the public and was made available for review at City offices and on the City's website.

FINAL EIR

The City received comment letters from public agencies and the public regarding the Draft EIR. This document responds to the comments received as required by CEQA. As prescribed by CEQA Guidelines Sections 15088 and 15132, the lead agency (in this case, the City of Sunnyvale) is required to evaluate comments on environmental issues received from persons who have reviewed the Draft EIR and to prepare written responses to those comments. This Final EIR contains individual responses to each comment received during the public review period for the Draft EIR. In accordance with CEQA Guidelines Section 15088(b), the written responses describe the disposition of significant environmental issues raised. The City and its consultants have provided a

good faith effort to respond in detail to all significant environmental issues raised by the comments. This document also contains minor edits to the Draft EIR, which are included in Section 3.0, Revisions to the Draft EIR. This document constitutes the Final EIR.

CERTIFICATION OF THE FINAL EIR/PROJECT CONSIDERATION

This document, together with the Draft EIR (incorporated by reference in accordance with CEQA Guidelines Section 15150), will comprise the Final EIR for this project. The City will review and consider the Final EIR. If the City finds that the Final EIR is "adequate and complete," the City may certify the Final EIR. The rule of adequacy generally holds that the EIR can be certified if it: (1) shows a good faith effort at full disclosure of environmental information; and (2) provides sufficient analysis to allow decisions to be made regarding the project in contemplation of its environmental consequences.

Upon review and consideration of the Final EIR, the City may take action to adopt, revise, or reject the proposed project. A decision to approve the project would be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. Public Resources Code Section 21081.6 also requires lead agencies to adopt a mitigation monitoring and reporting program to describe measures that have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.

1.2 INTENDED USES OF THE EIR

The EIR is intended to evaluate the environmental impacts of the proposed project to the greatest extent possible. This EIR, in accordance with CEQA Guidelines Section 15126, should be used as the primary environmental document to evaluate all planning and permitting actions associated with the project. Please refer to Section 2.0, Project Description, of the Draft EIR for a detailed discussion of the proposed project.

1.3 ORGANIZATION AND SCOPE OF THE FINAL EIR

This document is organized in the following manner:

SECTION 1.0 – INTRODUCTION

Section 1.0 provides an overview of the EIR process to date and describes the required contents of the Final EIR.

SECTION 2.0 – RESPONSES TO COMMENTS

Section 2.0 includes a list of commenters, copies of written comments (coded for reference), and the responses to those written and oral comments made on the Draft EIR.

SECTION 3.0 – REVISIONS TO THE DRAFT EIR

Section 3.0 lists the revisions made to the Draft EIR as a result of comments received and other staff-initiated changes.

APPENDIX A – MITIGATION MONITORING AND REPORTING PROGRAM

2.0 RESPONSES TO COMMENTS

ATTACHMENT 3

2.1 INTRODUCTION

This Final Environmental Impact Report (Final EIR) was prepared in accordance with CEQA (California Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (California Code Regulations Section 15000 et seq.). The City of Sunnyvale is the lead agency for the environmental review of the proposed project and has the principal responsibility for approving the project.

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

CEQA Guidelines Section 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible impacts on the environment and ways in which the project's significant effects might be avoided or mitigated. This section also notes that commenters should include an explanation and evidence supporting their comments. Pursuant to CEQA Guidelines Section 15064, an effect is not considered significant in the absence of substantial evidence supporting such a conclusion.

CEQA Guidelines Section 15088 requires that lead agencies evaluate all comments on environmental issues received on the Draft EIR and prepare a written response. The written response must address the significant environmental issue raised and must be detailed, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, there must be a good faith and reasoned analysis in the written response. However, lead agencies need only respond to significant environmental issues associated with the project and do not need to provide all the information requested by commenters, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204).

CEQA Guidelines Section 15088 recommends that where a response to comments results in revisions to the Draft EIR, those revisions be incorporated as a revision to the Draft EIR or as a separate section of the Final EIR. Revisions to the Draft EIR are incorporated as Section 3.0 of this Final EIR.

There were numerous comments from individuals concerning the Draft Land Use and Transportation Element (LUTE) itself. Comments on the Draft LUTE that are not germane to the analysis of environmental impacts do not require detailed responses in this Final EIR, as provided under CEQA. Planning-related comments will be addressed by staff in the staff report and in public meetings. However, general responses are included for completeness and to inform the decision-making process.

2.2 COMMENTER LIST

The following commenters submitted written comments on the Draft EIR. The comment period for the Draft EIR began August 26, 2016, and ended October 11, 2016. Confirmation of lead agency compliance with CEQA for public review of the Draft EIR was received from the Governor's Office of Planning and Research on October 14, 2016.

Letter	Commenter	Date
Agencies		
A	Governor's Office of Planning and Research, State Clearinghouse	October 11, 2016
B	California Department of Transportation (Caltrans)	October 10, 2016
C	California Department of Transportation (Caltrans)	October 4, 2016
D	City of Los Altos	August 29, 2016
E	City of Mountain View	October 5, 2016
F	County of Santa Clara	October 11, 2016
G	San Francisco Public Utilities Commission	October 11, 2016
H	Santa Clara Valley Transportation Authority	October 11, 2016
Organizations		
1	Greenbelt Alliance	October 11, 2016
2	Sierra Club	October 5, 2016
Individuals		
3	Marla Azriel	October 11, 2016
4	Simon Arziel	October 11, 2016
5	Per Bjornsson	October 11, 2016
6	David Cohen	October 11, 2016
7	John Cordes	October 11, 2016
8	Barbara Fukumoto	October 11, 2016
9	Barbara Fukumoto	October 11, 2016
10	Diane Gleason	October 11, 2016
11	Peter Green	October 11, 2016
12	Ravi Gupta and Hairong Gao	October 11, 2016
13	Don Hobbs	October 11, 2016
14	David and Phaik-Foon Kamp	October 11, 2016
15	Zachary Kaufman	October 11, 2016
16	Zachary Kaufman	October 11, 2016
17	Zachary Kaufman	October 11, 2016
18	Adina Levin	October 11, 2016
19	Michele Melvin	October 11, 2016
20	Melissa Mocker	October 11, 2016
21	Kiran Mundkur	October 11, 2016
22	Jenny Pratt	October 11, 2016
23	Michael Quinlan	October 11, 2016
24	Jessica Salam	October 11, 2016
25	Mike Serrone	October 11, 2016
26	Sue Serrone	October 11, 2016
27	Patrick and Suzanne Shea	October 11, 2016
28	Julie Treichler	October 11, 2016

Letter	Commenter	Date
Planning Commission Meeting		
PC	Minutes from October 10, 2016, Planning Commission Public Hearing on Draft EIR	October 10, 2016

2.3 COMMENTS AND RESPONSES

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

- Comment letters from government agencies are coded by letter, and each issue raised in the comment letter is assigned a number (e.g., the first comment in the comment letter from the State Clearinghouse is referred to as A-1).

- Comment letters from the public are coded by numbers, and each issue raised in the comment letter is assigned a number (e.g., Comment Letter 1, comment 1 is referred to as 1-1).

Where changes to the Draft EIR text result from responding to comments, those changes are included in the response and demarcated with revision marks: <u>underline</u> for new text, ~~strikeout~~ for deleted text.

Letter A

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

October 11, 2016

RECEIVED
OCT 14 2016
PLANNING DIVISION

Jeff Henderson
City of Sunnyvale Community Development Dept.
456 West Olive Avenue
PO Box 3707
Sunnyvale, CA 94088

Subject: Land Use and Transportation Element EIR
SCH#: 2012032003

Dear Jeff Henderson:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 10, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly. **A-1**

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Letter A Continued

Document Details Report
State Clearinghouse Data Base

SCH#	**2012032003**
Project Title	Land Use and Transportation Element EIR
Lead Agency	Sunnyvale, City of
Type	**EIR** Draft EIR
Description	The LUTE is a part of the City of Sunnyvale General Plan. The LUTE includes a series of land use and transportation goals, policies, and actions that provide direction for how much the city would change and grow, and where the growth would take place for an approximate 20 year horizon - a time frame that is referred to as Horizon 2035. The LUTE also provides a framework for the City to continue to provide transportation facilities to support planned land uses, with an increasing focus on multi-modal and active transportation.

Lead Agency Contact

Name	Jeff Henderson		
Agency	City of Sunnyvale Community Development Dept.		
Phone	408 730 7642	***Fax***	
email			
Address	456 West Olive Avenue PO Box 3707		
City	Sunnyvale	***State*** CA ***Zip*** 94088	

Project Location

County	Santa Clara			
City	Sunnyvale			
Region				
Lat / Long				
Cross Streets	Citywide and Sphere of Influence			
Parcel No.				
Township	***Range***	***Section***	***Base***	

Proximity to:

Highways	SR 237, 280, 85 and US 101
Airports	Moffett Fed, San Jose Mineta
Railways	Caltrain
Waterways	SF Bay, various creeks
Schools	various
Land Use	All land uses within the planning area including, but not limited to, industrial, commercial, residential, park, and open space

Project Issues	Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects; Other Issues
Reviewing Agencies	Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 3; Department of Parks and Recreation; Department of Water Resources; San Francisco Bay Conservation and Development Commission; Office of Emergency Services, California; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Department of Housing and Community Development; Regional Water Quality Control Board, Region 2; Native American Heritage Commission; Public Utilities Commission

Date Received 08/26/2016 ***Start of Review*** 08/26/2016 ***End of Review*** 10/10/2016

Note: Blanks in data fields result from insufficient information provided by lead agency.

Letter A Continued

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov

clear 10/10/16 E

Serious Drought. Help save water!

October 10, 2016

Governor's Office of Planning & Research
OCT 10 2016
STATE CLEARINGHOUSE

04-SCL-2016-00036
SCLVAR034
SCL/VAR/PM VAR
SCH# 2012032003

Mr. Jeff Henderson
Planning Division
City of Sunnyvale
456 W. Olive Avenue
Sunnyvale, CA 94088

Dear Mr. Henderson:

General Plan Land Use and Transportation Element (LUTE) – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's Sustainable Communities Strategy, Caltrans new mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). We aim to reduce vehicle miles traveled by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Draft Environmental Impact Report. Please also refer to the previous comment letters on this project and incorporated herein.

Project Understanding
The proposed project establishes the framework of how the City of Sunnyvale (City) will be laid out and how various land uses, developments, and transportation facilities will function together. It includes a series of land use and transportation policies, action statements, and strategies that provide direction for how much the City will change and grow between now and 2035, and where the growth will take place.

Lead Agency
As the lead agency, the City is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Letter A Continued

Traffic Impact Analysis

1. Please provide Caltrans with the TRAFFIX analysis for our review, including the 95th percentile queuing data.

2. Caltrans recommends adding four additional projects to Section 3.4 Transportation and Circulation (p. 3.4-20) as funded or planned to be funded significant roadway improvements:

   - RTP ID 240481 – SR 237 Express Lanes from North First Street to Mathilda Avenue.
   - RTP ID 240477 – SR 237 Express Lanes from Mathilda Avenue to State Route (SR) 85.
   - RTP ID 240466 – US 101 Convert Existing high-occupancy vehicle (HOV) to Express Lanes from Whipple Avenue to Cochrane Road.
   - RTP ID 240513 – Interstate 280 Express Lanes from Leland Avenue to Magdalena Avenue.

Vehicle Trip Reduction

Transportation Demand Management (TDM) programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. Suggested TDM strategies include working with the Santa Clara Valley Transportation Authority to decrease headway times and improve way-finding on bus lines to provide a better connection between projects, rail stations, and regional destinations.

Caltrans supports a balance of jobs and housing to reduce vehicle miles traveled and to lessen impacts to the STN. Page 5.0-9 shows that the proposed alternatives include one to focus on improving the jobs/housing balance, which would result in a 1.49 jobs/housing ratio. However, Table 3.2-5 shows that the City's existing (2014) jobs/housing ratio is 1.44, meaning that all proposed alternatives would result in an increased jobs/housing imbalance than currently exists. Caltrans encourages the City to develop an alternative which would accommodate a greater jobs/housing balance.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See this website for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits.

Letter A Continued

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.

Sincerely,

Lisa Carboni

for PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

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

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Letter A Governor's Office of Planning and Research, State Clearinghouse

Response A-1

This comment states that the City of Sunnyvale has complied with State Clearinghouse review requirements for draft environmental documents and that one state agency (Caltrans) submitted comments to the State Clearinghouse by the end of the review period. Responses to the Caltrans letter are in Responses B-1 through B-5.

Letter B

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov

Serious Drought.
Help save water!

October 10, 2016

04-SCL-2016-00036
SCLVAR034
SCL/VAR/PM VAR
SCH# 2012032003

Mr. Jeff Henderson
Planning Division
City of Sunnyvale
456 W. Olive Avenue
Sunnyvale, CA 94088

Dear Mr. Henderson:

General Plan Land Use and Transportation Element (LUTE) – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's Sustainable Communities Strategy, Caltrans new mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). We aim to reduce vehicle miles traveled by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Draft Environmental Impact Report. Please also refer to the previous comment letters on this project and incorporated herein.

Project Understanding
The proposed project establishes the framework of how the City of Sunnyvale (City) will be laid out and how various land uses, developments, and transportation facilities will function together. It includes a series of land use and transportation policies, action statements, and strategies that provide direction for how much the City will change and grow between now and 2035, and where the growth will take place.

Lead Agency
As the lead agency, the City is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

B-1

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Letter B Continued

Traffic Impact Analysis

1. Please provide Caltrans with the TRAFFIX analysis for our review, including the 95th percentile queuing data. **B-2**

2. Caltrans recommends adding four additional projects to Section 3.4 Transportation and Circulation (p. 3.4-20) as funded or planned to be funded significant roadway improvements:

   - RTP ID 240481 – SR 237 Express Lanes from North First Street to Mathilda Avenue.
   - RTP ID 240477 – SR 237 Express Lanes from Mathilda Avenue to State Route (SR) 85.
   - RTP ID 240466 – US 101 Convert Existing high-occupancy vehicle (HOV) to Express Lanes from Whipple Avenue to Cochrane Road.
   - RTP ID 240513 – Interstate 280 Express Lanes from Leland Avenue to Magdalena Avenue.

   B-3

Vehicle Trip Reduction

Transportation Demand Management (TDM) programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. Suggested TDM strategies include working with the Santa Clara Valley Transportation Authority to decrease headway times and improve way-finding on bus lines to provide a better connection between projects, rail stations, and regional destinations.

Caltrans supports a balance of jobs and housing to reduce vehicle miles traveled and to lessen impacts to the STN. Page 5.0-9 shows that the proposed alternatives include one to focus on improving the jobs/housing balance, which would result in a 1.49 jobs/housing ratio. However, Table 3.2-5 shows that the City's existing (2014) jobs/housing ratio is 1.44, meaning that all proposed alternatives would result in an increased jobs/housing imbalance than currently exists. Caltrans encourages the City to develop an alternative which would accommodate a greater jobs/housing balance. **B-4**

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See this website for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits. **B-5**

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Letter B Continued

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.

Sincerely,

for PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

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

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Letter B California Department of Transportation (Caltrans)

Response B-1

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Draft LUTE and is provided in **Appendix A** in this Final EIR. The MMRP includes the mitigation measures identified in Section 3.4, Transportation and Circulation, in the Draft EIR. As the lead agency, the City will be responsible for implementing, verifying, and documenting compliance with the MMRP.

Response B-2

City staff provided the requested TRAFFIX level of service (LOS) calculations to Caltrans on October 7, 2016.

A queueing analysis was not conducted for the Draft LUTE. The City of Sunnyvale does not consider queuing deficiencies to be environmental impacts under CEQA. This is because queue lengths are determined by signal operational parameters and usually can be modified with timing changes, if desired. The identification of transportation impacts is based on the physical capacity of the transportation system. Excessive queue lengths, by themselves, are not evidence of capacity deficiencies but of the signal timing parameters that have been established. Intersections that are identified as having level of service impacts, which are based on lack of capacity, typically also manifest excessive queues for some movements.

Response B-3

Caltrans recommends adding four additional projects to Draft EIR Section 3.4, Transportation and Circulation (p. 3.4-20) as funded or planned to be funded significant roadway improvements:

- RTP ID 240481 – SR 237 express lanes from North First Street to Mathilda Avenue
- RTP ID 240477 – SR 237 express lanes from Mathilda Avenue to SR 85
- RTP ID 240466 – US 101 convert existing HOV to express lanes from Whipple Avenue to Cochrane Road
- RTP ID 240513 – Interstate 280 express lanes from Leland Avenue to Magdalena Avenue

Page 3.4-20 of the Draft EIR discusses existing mixed-flow and high-occupancy vehicle (HOV) freeway segments that are operating at unacceptable levels of service. The information presented on page 3.4-20 is not intended to discuss funded or planned roadway improvements, but the roadway improvements listed by the commenter and noted in the Draft EIR are potential mitigation measures for cumulative freeway impacts and are identified on page 3.4-98.

Response B-4

The Draft EIR (pages 3.4-44 and -45) summarizes the City's Transportation Demand Management (TDM) program. As discussed on page 3.4-56 of the Draft EIR, the City will require new developments to achieve a 20 to 35 percent trip reduction target (depending on the proposed land use and its location) through the implementation of a TDM program. For any required non-residential TDM program, the City requires annual monitoring and reporting and maintains a schedule of fees for non-compliance. The focus of the program is to achieve compliance, not to collect fees.

Jobs/housing ratios are a socioeconomic issue, which do not require analysis in the Draft EIR, but are a planning consideration. Planning issues concerning jobs/housing ratios are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center

Response B-5

This comment describes Caltrans requirements for encroachment permits within state right-of-way. The comment is noted.

Letter C

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Request for DEIR TIA Technical Appendices
Date: Tuesday, October 18, 2016 4:07:38 PM

---------- Forwarded message ----------
From: **Ashurst, Brian@DOT** <brian.ashurst@dot.ca.gov>
Date: Tue, Oct 4, 2016 at 7:38 AM
Subject: Request for DEIR TIA Technical Appendices
To: "horizon2035@sunnyvale.ca.gov" <horizon2035@sunnyvale.ca.gov>

Hello:

Will you please provide the TIA Intersection Counts and Intersection Level of Service Calculations for our review? C-1

Thank you,

Brian Ashurst, J.D.

Associate Transportation Planner

Local Development - Intergovernmental Review

Office of Transit and Community Planning

California Department of Transportation, District 4

111 Grand Avenue, MS 10D

Oakland, CA 94612

(510) 286-5505 office (510) 286-5559 fax

Letter C California Department of Transportation (Caltrans)

Response C-1

City staff provided the requested information (traffic counts and intersection LOS calculation) to Caltrans on October 7, 2016.

Letter D

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Draft LUTE EIR
Date: Tuesday, October 18, 2016 4:08:20 PM

---------- Forwarded message ----------
From: **David Kornfield** <DKornfield@losaltosca.gov>
Date: Mon, Aug 29, 2016 at 9:30 AM
Subject: Draft LUTE EIR
To: "horizon2035@sunnyvale.ca.gov" <horizon2035@sunnyvale.ca.gov>

Dear Jeff:

Thank you for the notice of availability for Sunnyvale's Land Use and Transportation Element EIR. I'm trying to access the Draft LUTE EIR and the file seems corrupted and won't download from your site.

Would you please check on that and let me know when it's accessible? I was able, however, to download the Land Use Element and the EIR appendices.

D-1

Thanks,

David

David Kornfield

Planning Services Manager – Advance Planning

650-947-2632

City of Los Altos

1 North San Antonio Road

Los Altos, CA 94022

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Letter D City of Los Altos

Response D-1

The City corrected the problem with the availability of the Draft EIR on the City's website the following day (August 30, 2016) and advised the commenter that it was accessible.

Letter E

CITY OF MOUNTAIN VIEW
COMMUNITY DEVELOPMENT DEPARTMENT • PLANNING DIVISION
500 Castro Street • Post Office Box 7540 • Mountain View • California • 94039-7540
650-903-6306 • Fax 650-962-8501

October 5, 2016

City of Sunnyvale
Jeff Henderson, Planning Division
456 W. Olive Avenue
PO Box 3707
Sunnyvale, CA 94088-3707

Re: CITY OF SUNNYVALE DRAFT LAND USE AND TRANSPORTATION ELEMENT (LUTE)

Dear Mr. Henderson:

The City of Mountain View has the following comments on Sunnyvale's Draft Land Use and Transportation Element (LUTE):

1. Transportation
This document discusses transportation issues at a broad policy level. In the future we hope to see a more detailed transportation analysis at both the precise plan/specific plan level and project level which discusses the impacts of the Sunnyvale General Plan update to our streets and intersections (including CMP facilities), along with any required roadway and signal improvements.

E-1

2. Utilities
This document discusses utility issues at a policy level. We hope to see a more detailed utility analysis at the precise plan /specific plan level and project level for our review and comment.

3. Recycled Water
Please indicate whether the LUTE document incorporates the Perry Park Specific plan which specifically addresses recycled water expansion. Mountain View is looking to establish regional interties for recycled water and continued support of recycled water main extensions.

4. Moffett Field
Consider the impact of the future use of Moffett Federal Airfield, located within the spheres of influence of both Sunnyvale and Mountain View.

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OCT 17 2016
PLANNING DIVISION

Letter E Continued

5. Coordination of Multi-modal Transportation Networks

The City supports any broad Sunnyvale strategies or policies to improve the connections and performance of the multi-modal transportation networks between our cities. The City desires to continue coordinating with Sunnyvale staff on these issues as future projects arise. **E-1 cont.**

If you have any questions, please do not hesitate to contact me at (650) 903-6301 or by email at martin.alkire@mountainview.gov.

Sincerely,

Martin Alkire
Principal Planner

CC:

Letter E City of Mountain View

Response E-1

The comments in this letter pertain to the Draft LUTE and do not address the adequacy of the technical analysis in the Draft EIR. No further response is required.

Letter F

County of Santa Clara
Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
1-408-573-2400

October 11, 2016

Mr. Jeff Henderson
Planning Division
City of Sunnyvale
456 West Olive Avenue
Sunnyvale, CA 94086

SUBJECT: City of Sunnyvale Draft Land Use and Transportation Element (LUTE)

Dear Mr. Henderson:

The County of Santa Clara Roads and Airports Department appreciates the opportunity to review the LUTE DEIR and is submitting the following comments.

1) Please circulate individual project from LUTE through County for review and comments if the individual project includes County facilities. **F-1**

2) City and project developers should look at at-grade mitigation measures to impacted County intersections as there is no existing mechanism of impact fee collection for the Expressway Plan 2040 Tier 3 projects. **F-2**

If you have any questions or concerns about these comments, please contact me at (408) 494-1326 or thien.pham@rda.sccgov.org

Sincerely,

Thien Pham
Associate Civil Engineer

cc: DSC, MA, AP

Board of Supervisors: Mike Wasserman, Cindy Chavez, Dave Cortese, Ken Yeager, S. Joseph Simitian
County Executive: Jeffrey V. Smith

7-007

Letter F County of Santa Clara

Response F-1

No specific projects are proposed as part of the Draft LUTE. If a future development project has the potential to affect Santa Clara County facilities, the development proposal would be provided to the County for review.

Response F-2

This comment is referring to the following seven intersections included in the August 2015 update of the County of Santa Clara Expressway Plan 2040 as Tier 3 projects in the discussion of mitigation feasibility for each of the intersections. Page numbers in parentheses following each intersection refer to pages in Draft EIR Section 3.4, Transportation and Circulation, where each of the potential intersection mitigation measures are described.

- Lawrence Expressway/Tasman Drive (page 3.4-84)
- Lawrence Expressway/Oakmead Parkway (page 3.4-89)
- Mary Avenue/Central Expressway (page 3.4-93)
- Lawrence Expressway/Cabrillo Avenue (page 3.4-94)
- Lawrence Expressway/Benton Street (page 3.4-94)
- Lawrence Expressway/Homestead Road (page 3.4-95)
- Lawrence Expressway/Pruneridge Avenue (page 3.4-95)

At-grade improvements were considered but found to be either insufficient or infeasible. At-grade improvements that would partially mitigate but not fully mitigate impacts were not considered.

To fully mitigate impacts at grade would require substantial right-of-way acquisition and attendant cost. In light of the County's plan to ultimately grade-separate these intersections, the at-grade improvement costs would be throwaway costs. The City of Sunnyvale hopes that the County will be successful in identifying other funding sources, and these grade separations can be moved up from Tier 3.

Letter G

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: DEIR for City of Sunnyvale's Draft Land Use and Transportation Element (LUTE) - SFPUC Comments
Date: Tuesday, October 18, 2016 4:06:48 PM

---------- Forwarded message ----------
From: **Horizon2035 AP** <horizon2035@sunnyvale.ca.gov>
Date: Wed, Oct 12, 2016 at 1:00 PM
Subject: Re: DEIR for City of Sunnyvale's Draft Land Use and Transportation Element (LUTE) - SFPUC Comments
To: "Mendoza, Jonathan S" <JSMendoza@sfwater.org>, Trudi Ryan <tryan@sunnyvale.ca.gov>

Hello Jonathan,
This email confirms we've received your agency's comments. Thank you.

Jeff Henderson

On Tue, Oct 11, 2016 at 5:55 PM, Mendoza, Jonathan S <JSMendoza@sfwater.org> wrote:

> Dear Mr. Henderson:
>
> Thank you for the notice of availability and for this opportunity to comment on the City of Sunnyvale's Draft Land Use and Transportation Element (LUTE) Draft Environmental Impact Report (DEIR). On behalf of the San Francisco Public Utilities Commission (SFPUC), I provide the following comments below.
>
> ***Background***
>
> The San Francisco Public Utilities Commission (SFPUC) manages 63,000 acres of watershed land and 210 miles of pipeline right-of-way (ROW) in three Bay Area counties that are part of the Hetch Hetchy Regional Water System providing water to approximately 2.6 million people. The SFPUC monitors and protects its lands by reviewing proposed projects and activities (that may affect SFPUC lands and infrastructure) for consistency with SFPUC policies and plans.
>
> The City and County of San Francisco (San Francisco), through the SFPUC, owns real property **in fee** in Sunnyvale (San Francisco Property) which crosses the City of Sunnyvale as an 80-foot wide ROW. The San Francisco Property could potentially be impacted by LUTE Policy 71 ("Improve accessibility to parks and open space by removing barriers."), Action 2 ("Evaluate the feasibility of flood control channels and other utility easements for pedestrian and bicycle greenways."). The San Francisco Property's primary purpose is to serve as a utility corridor which is improved by two large subsurface water transmission

G-1

Letter G Continued

lines and other appurtenances, linking the Hetch Hetchy and local reservoirs to the Bay Area via the Hetch Hetchy Regional Water System.

DEIR Comments

The SFPUC has policies that limit third-party and recreational uses and improvements on San Francisco Property. Please see the attached "Interim Water Pipeline ROW Use Policy" and "Integrated Vegetation Management Policy" for more information about restrictions on the ROW. In addition, any proposed use or improvement on the SFPUC ROW must: 1.) comply with current SFPUC policies; 2.) be vetted through the SFPUC's Project Review process (see below for more information); and 3.) be formally authorized by the SFPUC.

The LUTE proposes to evaluate utility easements (presumably including the San Francisco Property owned in fee) for pedestrian and bicycle greenways. If the City of Sunnyvale foreseeably intends to propose recreational uses on the San Francisco Property, then these recreational uses and impacts should be discussed and analyzed within DEIR Section 3.1 (Land Use). Specifically, Section 3.1.1 (Existing Setting) should include a description of the San Francisco property as being actively in use for ongoing water utility operations. Under Section 3.1.2 (Regulatory Framework), the SFPUC's "Interim Water Pipeline ROW Use Policy" and "Integrated Vegetation Management Policy" should be added to the list of the local regulatory framework. Finally, Impact 3.1.2 should include a discussion of proposals with relation to and conformance to the SFPUC's "Interim Water Pipeline ROW Use Policy" and "Integrated Vegetation Management Policy" if LUTE Policy 71, Action 2 is proposed for the San Francisco Property.

G-1 cont.

SFPUC Project Review Process

Proposed projects and other activities on any San Francisco Property must undergo the Project Review Process if the project will include: construction; digging or earth moving; clearing; installation; the use of hazardous materials; other disturbance to watershed and ROW resources; or the issuance of new or revised leases, licenses and permits. This review is done by the SFPUC's Project Review Committee (Committee).

The Project Review Committee is a multidisciplinary team with expertise in natural resources management, environmental regulatory compliance, engineering, water quality and real estate. Projects and activities are reviewed by the Committee for:

1. Conformity with the Alameda and Peninsula Watershed Management Plans;
2. Consistency with our Environmental Stewardship Policy, Real Estate Guidelines, Interim ROW Use Policy and other policies and best management practices; and

Letter G Continued

3. Compliance with the California Environmental Quality Act (CEQA) and environmental regulations including mitigation, monitoring and reporting plans.

In reviewing a proposed project, the Project Review Committee may conclude that modifications or avoidance and minimization measures are necessary. Large and/or complex projects may require several project review sessions to review the project at significant planning and design stages.

Please notify all property owners and/or developers that, to the extent their proposals will involve the development or use of the San Francisco Property, such proposals are first subject to the SFPUC's Project Review Process. The proposal must first be vetted in Project Review, and then the project sponsor must receive authorization from the SFPUC pursuant to a final executed lease or revocable license before they can use or make any changes to the SFPUC ROW. To initiate the Project Review process, a project sponsor must download and fill out a Project Review application at http://www.sfwater.org/ProjectReview and return the completed application to me at jsmendoza@sfwater.org.

G-1 cont.

If you have any questions or need further information, please feel free to contact me.

Sincerely,

Jonathan S. Mendoza

Land and Resources Planner

Natural Resources and Lands Management Division

San Francisco Public Utilities Commission

1657 Rollins Road

Burlingame, CA 94010

O: 650.652.3215 (Mondays and Fridays)

C: 415.770.1997 (Tuesdays and Thursdays)

F: 650.652.3219

Letter G Continued

E: jsmendoza@sfwater.org

W: http://www.sfwater.org/ProjectReview

NOTE: I am out of the office on Wednesdays

Letter G Continued



Hetch Hetchy
Regional Water System
Services of the San Francisco Public Utilities Commission

SFPUC Interim Water Pipeline Right of Way Use Policy

for San Mateo, Santa Clara, and Alameda Counties

Approved January 13, 2015

by

SFPUC Resolution No. 15-0014

as an amendment to the SFPUC Real Estate Guidelines

Letter G Continued

SFPUC Water Pipeline Right of Way Use Policy for

San Mateo, Santa Clara, and Alameda Counties

As part of its utility system, the San Francisco Public Utilities Commission (SFPUC) operates and maintains hundreds of miles of water pipelines. The SFPUC provides for public use on its water pipeline property or right of way (ROW) throughout Alameda, Santa Clara, and San Mateo counties consistent with our existing plans and policies. The following controls will help inform how and in which instances the ROW can serve the needs of third parties—including public agencies, private parties, nonprofit organizations, and developers—seeking to provide recreational and other use opportunities to local communities.

Primarily, SFPUC land is used to deliver high quality, efficient and reliable water, power, and sewer services in a manner that is inclusive of environmental and community interests, and that sustains the resources entrusted to our care. The SFPUC's utmost priority is maintaining the safety and security of the pipelines that run underneath the ROW.

Through our formal Project Review and Land Use Application and Project Review process, we may permit a secondary use on the ROW if it benefits the SFPUC, is consistent with our mission and policies, and does not in any way interfere with, endanger, or damage the SFPUC's current or future operations, security or facilities.[1] No secondary use of SFPUC land is permitted without the SFPUC's consent.

These controls rely on and reference several existing SFPUC policies, which should be read when noted in the document. Being mindful of these policies while planning a proposed use and submitting an application will ease the process for both the applicant and the SFPUC. These controls are subject to change over time and additional requirements and restrictions may apply depending on the project.

The SFPUC typically issues five-year revocable licenses for use of our property, with a form of rent and insurance required upon signing.[2]

Note: The project proponent is referred to as the "Applicant" until the license agreement is signed, at which point the project proponent is referred to as the "Licensee."

[1] SFPUC Guidelines for the Real Estate Services Division, Section 2.0.
[2] SFPUC Guidelines for the Real Estate Services Division, Section 3.3.

Letter G Continued

I. ***Land Use, Structures, and Compliance with Law***

The following tenets govern the specifics of land use, structures, and accessibility for a project. Each proposal will still be subject to SFPUC approval on a case-by-case basis.

A. SFPUC Policies. The Applicant's proposed use must conform to policies approved by the SFPUC's Commission, such as the SFPUC's Land Use Framework (http://sfwater.org/index.aspx?page=586).

B. Americans with Disabilities Act Compliance. The Applicant must demonstrate that a Certified Access Specialist (CASp) has reviewed and approved its design and plans to confirm that they meet all applicable accessibility requirements.

C. Environmental Regulations. The SFPUC's issuance of a revocable license for use of the ROW is subject to compliance with the California Environmental Quality Act (CEQA). The Applicant is responsible for assessing the potential environmental impacts under CEQA of its proposed use of the ROW. The SFPUC must be named as a Responsible Agency on any CEQA document prepared for the License Area. In addition, the Applicant shall provide to SFPUC a copy of the approved CEQA document prepared by the Applicant, the certification date, and documentation of the formal approval and adoption of CEQA findings by the CEQA lead agency. The SFPUC will not issue a license for the use of the ROW until CEQA review and approval is complete.

D. Crossover and Other Reserved Rights. For a ROW parcel that bisects a third party's land, the Applicant's proposed use must not inhibit that party's ability to cross the ROW. The Applicant must demonstrate any adjoining owner with crossover or other reserved rights approves of the proposed recreational use and that the use does not impinge on any reserved rights.

E. Width. The License Area must span the entire width of the ROW.
   - *For example, the SFPUC will not allow a 10-foot wide trail license on a ROW parcel that is 60 feet wide.*

F. Structures. Structures on the ROW are generally prohibited. The Licensee shall not construct or place any structure or improvement in, on, under or about the entire License Area that requires excavation, bored footings or concrete pads that are greater than six inches deep.

   i. Structures such as benches and picnic tables that require shallow (four to six inches deep) cement pads or footings are generally permitted on the ROW. No such structure may be placed directly on top of a pipeline or within 20 feet of the edge of a pipeline.

   ii. The SFPUC will determine the permitted weight of structures on a case-by-case basis.

Letter G Continued

- *When the SFPUC performs maintenance on its pipelines, structures of significant weight and/or those that require footings deeper than six inches are very difficult and time-consuming to move and can pose a safety hazard to the pipelines. The longer it takes the SFPUC to reach the pipeline in an emergency, the more damage that can occur.*

G. Paving Materials. Permitted trails or walkways should be paved with materials that both reduce erosion and stormwater runoff (e.g., permeable pavers).

H. License Area Boundary Marking. The License Area's boundaries should be clearly marked by landscaping or fencing, with the aim to prevent encroachments.

I. Fences and Gates. Any fence along the ROW boundary must be of chain-link or wooden construction with viewing access to the ROW. The fence must include a gate that allows SFPUC access to the ROW.[3] Any gate must be of chain-link construction and at least 12 feet wide with a minimum 6-foot vertical clearance.

II. ***Types of Recreational Use***

Based on our past experience and research, the SFPUC will allow simple parks without play structures, community gardens and limited trails.

A. Fulfilling an Open Space Requirement. An applicant may not use the ROW to fulfill a development's open space, setback, emergency access or other requirements.[4] In cases where a public agency has received consideration for use of SFPUC land from a third party, such as a developer, the SFPUC may allow such recreational use if the public agency applicant pays full Fair Market Rent.

B. Trail Segments. At this time, the SFPUC will consider trail proposals when a multi-jurisdictional entity presents a plan to incorporate specific ROW parcels into a fully connected trail. Licensed trail segments next to unlicensed parcels may create a trail corridor that poses liability to the SFPUC. The SFPUC will only consider trail proposals where the trail would not continue onto, or encourage entry onto, another ROW parcel without a trail and the trail otherwise meet all SFPUC license requirements.

III. ***Utilities***

A. Costs. The Licensee is responsible for all costs associated with use of utilities on the License Area.

[3] SFPUC Right of Way Requirements.
[4] SFPUC Guidelines for the Real Estate Services Division, Section 2.0.

Letter G Continued

B. Placement. No utilities may be installed on the ROW running parallel to the SFPUC's pipelines, above or below grade.[5] With SFPUC approval, utilities may run perpendicular to the pipelines.

C. Lights. The Licensee shall not install any light fixtures on the ROW that require electrical conduits running parallel to the pipelines. With SFPUC approval, conduits may run perpendicular to and/or across the pipelines.

- Any lighting shall have shielding to prevent spill over onto adjacent properties.

D. Electricity. Licensees shall purchase all electricity from the SFPUC at the SFPUC's prevailing rates for comparable types of electrical load, so long as such electricity is reasonably available for the Licensee's needs.

IV. ***Vegetation***

A. The Applicant shall refer to the SFPUC Integrated Vegetation Management Policy for the *minimum* requirements concerning types of vegetation and planting. (http://www.sfwater.org/index.aspx?page=431.) The Licensee is responsible for all vegetation maintenance and removal.

B. The Applicant shall submit a Planting Plan as part of its application.

(Community garden applicants should refer to Section VII.C for separate instructions.)

i. The Planting Plan should include a layout of vegetation placement (grouped by hydrozone) and sources of irrigation, as well as a list of intended types of vegetation. The SFPUC will provide an area drawing including pipelines and facilities upon request.

ii. The Applicant shall also identify the nursery(ies) supplying plant stock and provide evidence that each nursery supplier uses techniques to reduce the risk of plant pathogens, such as Phytophthora ramorum.

V. ***Measures to Promote Water Efficiency***[6]

A. The Licensee shall maintain landscaping to ensure water use efficiency.

B. The Licensee shall choose and arrange plants in a manner best suited to the site's climate, soil, sun exposure, wildfire susceptibility and other factors. Plants with similar water needs must be grouped within an area controlled by a single irrigation valve

[5] SFPUC Land Engineering Requirements.
[6] SFPUC Rules and Regulations Governing Water Service to Customers, Section F.

Letter G Continued

C. Turf is not allowed on slopes greater than 25 percent.

D. The SFPUC encourages the use of local native plant species in order to reduce water use and promote wildlife habitat.

E. Recycled Water. Irrigation systems shall use recycled water if recycled water meeting all public health codes and standards is available and will be available for the foreseeable future.

F. Irrigation Water Runoff Prevention. For landscaped areas of any size, water runoff leaving the landscaped area due to low head drainage, overspray, broken irrigation hardware, or other similar conditions where water flows onto adjacent property, walks, roadways, parking lots, structures, or non-irrigated areas, is prohibited.

VI. ***Other Requirements***

A. Financial Stability. The SFPUC requires municipalities or other established organizations with a stable fiscal history as Licensees.

i. Applicants must also demonstrate sufficient financial backing to pay rent, maintain the License Area, and fulfill other license obligations over the license term.

B. Smaller, community-based organizations without 501(c)(3) classifications must partner with a 501(c)(3) classified organization or any other entity through which it can secure funding for the License Area over the license term. Maintenance. The Licensee must maintain the License Area in a clean and sightly condition at its sole cost.[7] Maintenance includes, but is not limited to, regular weed abatement, mowing, and removing graffiti, dumping, and trash.

C. Mitigation and Restoration. The Licensee will be responsible, at its sole cost, for removing and replacing any recreational improvements in order to accommodate planned or emergency maintenance, repairs, replacements, or projects done by or on behalf of the SFPUC. If the Licensee refuses to remove its improvements, SFPUC will remove the improvements I at the Licensee's sole expense without any obligation to replace them.

D. Encroachments. The Licensee will be solely responsible for removing any encroachments on the License Area. An encroachment is any improvement on SFPUC property not approved by the SFPUC. Please read the SFPUC ROW Encroachment Policy for specific requirements. If the Licensee fails to remove encroachments, the SFPUC will remove them at Licensee's sole expense. The Licensee must regularly patrol the License Area to spot encroachments and remove them at an early stage.

[7] SFPUC Framework for Land Management and Use.

Letter G Continued

E. Point of Contact. The Licensee will identify a point of contact (name, position title, phone number, and address) to serve as the liaison between the Licensee, the local community, and the SFPUC regarding the License Agreement and the License Area. In the event that the point of contact changes, the Licensee shall immediately provide the SFPUC with the new contact information. Once the License Term commences, the point of contact shall inform local community members to direct any maintenance requests to him or her. In the event that local community members contact the SFPUC with such requests, the SFPUC will redirect any requests or complaints to the point of contact.

F. Community Outreach.

i. Following an initial intake conversation with the SFPUC, the Applicant shall provide a Community Outreach Plan for SFPUC approval. This Plan shall include the following information:

1. Identification of key stakeholders to whom the Applicant will contact and/or ask for input, along with their contact information;

2. A description of the Applicant's outreach strategy, tactics, and materials

3. A timeline of outreach (emails/letters mailing date, meetings, etc.); and

4. A description of how the Applicant will incorporate feedback into its proposal.

ii. The Applicant shall conduct outreach for the project at its sole cost and shall keep the SFPUC apprised of any issues arising during outreach.

iii. During outreach, the Applicant shall indicate that it in no way represents the SFPUC.

G. Signage. The SFPUC will provide, at Licensee's cost, a small sign featuring the SFPUC logo and text indicating SFPUC ownership of the License Area at each entrance. In addition, the Licensee will install, at its sole cost, an accompanying sign at each entrance to the License Area notifying visitors to contact the organization's point of contact and provide a current telephone number in case the visitors have any issues. The SFPUC must approve the design and placement of the Licensee's sign.

Letter G Continued

VII. ***Community Gardens***

The following requirements also apply to community garden sites. As with all projects, the details of the operation of a particular community garden are approved on a case-by-case basis.

A. The Applicant must demonstrate stable funding. The Applicant must provide information about grants received, pending grants, and any ongoing foundational support.

B. The Applicant must have an established history and experience in managing urban agriculture or community gardening projects. Alternatively, the Applicant may demonstrate a formal partnership with an organization or agency with an established history and experience in managing urban agriculture or community gardening projects

C. During the Project Review process, the Applicant shall submit a Community Garden Planting Plan that depicts the proposed License Area with individual plot and planter box placements, landscaping, and a general list of crops that may be grown in the garden.

D. The Applicant shall designate a Garden Manager to oversee day-to-day needs and serve as a liaison between the SFPUC and garden plot holders. The Garden Manager may be distinct from the point of contact, see Section VI.E.

E. The Licensee must ensure that the Garden Manager informs plot holders about the potential for and responsibilities related to SFPUC repairs or emergency maintenance on the License Area. In such circumstances, the SFPUC is not liable for the removal and replacement of any features on the License Area or the costs associated with such removal and replacement.

F. The Licensee must conduct all gardening within planter boxes with attached bottoms that allow for easy removal without damaging the crops.

Letter G Continued

Hetch Hetchy
Regional Water System
Services of the San Francisco Public Utilities Commission

AMENDMENT TO THE

RIGHT OF WAY INTEGRATED VEGETATION MANAGEMENT POLICY

Approved January 13, 2015

by

SFPUC Resolution No. 15-0014

Letter G Continued

12.000 RIGHT OF WAY INTEGRATED VEGETATION MANAGEMENT POLICY

12.001 General

The San Francisco Public Utilities Commission ("SFPUC") is responsible for the delivery of potable water and the collection and treatment of wastewater for some 800,000 customers within the City of San Francisco; it is also responsible for the delivery of potable water to 26 other water retailers with a customer base of 1.8 million. **The following policy is established to manage vegetation on the transmission, distribution and collection systems within the SFPUC Right of Way ("ROW") so that it does not pose a threat or hazard to the system's integrity and infrastructure or impede utility maintenance and operations.**

The existence of large woody vegetation[1], hereinafter referred to as vegetation, and water transmission lines within the ROW are not compatible and, in fact, are mutually exclusive uses of the same space. Roots can impact transmission pipelines by causing corrosion. The existence of trees and other vegetation directly adjacent to pipelines makes emergency and annual maintenance very difficult, hazardous, and expensive, and increases concerns for public safety. The risk of fire within the ROW is always a concern and the reduction of fire ladder fuels within these corridors is another reason to modify the vegetation mosaic. In addition to managing vegetation in a timely manner to prevent any disruption in utility service, the SFPUC also manages vegetation on its ROW to comply with local fire ordinances enacted to protect public safety.

One of the other objectives of this policy is to reduce and eliminate as much as practicable the use of herbicides on vegetation within the ROW and to implement integrated pest management (IPM).

12.002 Woody Vegetation Management

1.0 Vegetation of any size or species will not be allowed to grow within certain critical portions of the ROW, pumping stations or other facilities as determined by a SFPUC qualified professional, and generally in accordance with the following guidelines.

1.1 Emergency Removal

SFPUC Management reserves the right to remove any vegetation without prior public notification that has been assessed by a SFPUC qualified professional as an immediate threat to transmission lines or other utility infrastructure, human life and property due to acts of God, insects, disease, or natural mortality.

1.2 Priority Removal

Vegetation that is within 15 feet of the edge of any pipe will be removed and the vegetative debris will be cut into short lengths and chipped whenever possible. Chips will be spread upon the site where the vegetation was removed. Material that cannot be chipped will be hauled away to a proper disposal site.

[1] Woody vegetation is defined as all brush, tree and ornamental shrub species planted in (or naturally occurring in) the native soil having a woody stem that at maturity exceeds 3 inches in diameter.

Letter G Continued

If vegetation along the ROW is grouped in contiguous stands[2], or populations, a systematic and staggered removal of that vegetation will be undertaken to replicate a natural appearance. Initial removal[3] will be vegetation immediately above or within 15 feet of the pipeline edges; secondary vegetation[4] within 15 to 25 feet from pipelines will then be removed.

1.3 Standard Removal

Vegetation that is more than 25 feet from the edge of a pipeline and up to the boundary of the ROW will be assessed by a SFPUC qualified professional for its age and condition, fire risk, and potential impact to the pipelines. Based on this assessment, the vegetation will be removed or retained.

1.4 Removal Standards

Each Operating Division will develop its own set of guidelines or follow established requirements in accordance with local needs.

2.0 All stems of vegetation will be cut flush with the ground and where deemed necessary or appropriate, roots will be removed. All trees identified for removal will be clearly marked with paint and/or a numbered aluminum tag.

3.0 Sprouting species of vegetation will be treated with herbicides where practicable, adhering to provisions of Chapter 3 of the San Francisco Environment Code.

4.0 Erosion control measures, where needed, will be completed before the work crew or contractors leave the work site or before October 15 of the calendar year.

5.0 Department personnel will remove in a timely manner any and all material that has been cut for maintenance purposes within any stream channel.

6.0 All vegetation removal work and consultation on vegetation retention will be reviewed and supervised by a SFPUC qualified professional. All vegetation removal work and/or treatment will be made on a case-by-case basis by a SFPUC qualified professional.

7.0 Notification process for areas of significant resource impact that are beyond regular and ongoing maintenance:

7.1 County/City Notification – The individual Operating Division will have sent to the affected county/city a map showing the sections of the ROW which will be worked, a written description of the work to be done, the appropriate removal time for the work crews, and a contact person for more information. This should be done approximately 10 days prior to start of work. Each Operating Division will develop its own set of guidelines in accordance with local need.

---

[2] A stand is defined as a community of trees possessing sufficient uniformity in composition, structure, age, arrangement, or condition to be distinguishable from adjacent forest communities to form a management unit.
[3] Initial removal is defined as the vegetation removed during the base year or first year of cutting.
[4] Secondary vegetation is defined as the vegetative growth during the second year following the base year for cutting.

Letter G Continued

7.2 Public Notification – The Operating Division will have notices posted at areas where the vegetation is to be removed with the same information as above also approximately 10 days prior to removal. Notices will also be sent to all property owners within 300 feet of the removal site. Posted notices will be 11- by 17-inches in size on colored paper and will be put up at each end of the project area and at crossover points through the ROW. Questions and complaints from the public will be handled through a designated contact person. Each Operating Division will develop its own set of guidelines in accordance with local needs.

12.003 Annual Grass and Weed Management

Annual grasses and weeds will be mowed, disked, sprayed or mulched along the ROW as appropriate to reduce vegetation and potential fire danger annually. This treatment should be completed before July 30 of each year. This date is targeted to allow the grasses, forbs and weeds to reach maturity and facilitate control for the season.

12.004 Segments of ROW that are covered by Agricultural deed rights

The only vegetation that may be planted within the ROW on those segments where an adjacent owner has Deeded Agricultural Rights will be: non-woody herbaceous plants such as grasses, flowers, bulbs, or vegetables.

12.005 Segments of ROW that are managed and maintained under a Lease or License

Special allowance may be made for these types of areas, as the vegetation will be maintained by the licensed user as per agreement with the City, and not allowed to grow unchecked. Only shallow rooted plants may be planted directly above the pipelines.

Within the above segments, the cost of vegetation maintenance and removal will be borne by the tenant or licensee exclusively. In a like fashion, when new vegetative encroachments are discovered they will be assessed by a SFPUC qualified professional on a case-by-case basis and either be permitted or proposed for removal.

The following is a guideline for the size at maturity of plants (small trees, shrubs, and groundcover) that may be permitted to be used as landscape materials. Note: All distance measurements are for mature trees and plants measured from the edge of the drip-line to the edge of the pipeline.

- Plants that may be permitted to be planted directly above existing and future pipelines: shallow rooted plants such as ground cover, grasses, flowers, and very low growing plants that grow to a maximum of one foot in height at maturity.
- Plants that may be permitted to be planted 15–25 feet from the edge of existing and future pipelines: shrubs and plants that grow to a maximum of five feet in height at maturity.
- Plants that may be permitted to be planted 25 feet or more from the edge of existing and future pipelines: small trees or shrubs that grow to a maximum of twenty feet in height and fifteen feet in canopy width.

Letter G Continued

Trees and plants that exceed the maximum height and size limit (described above) may be permitted within a leased or licensed area provided they are in containers and are above ground. Container load and placement location(s) are subject to review and approval by the SFPUC.

Low water use plant species are encouraged and invasive plant species are not allowed.

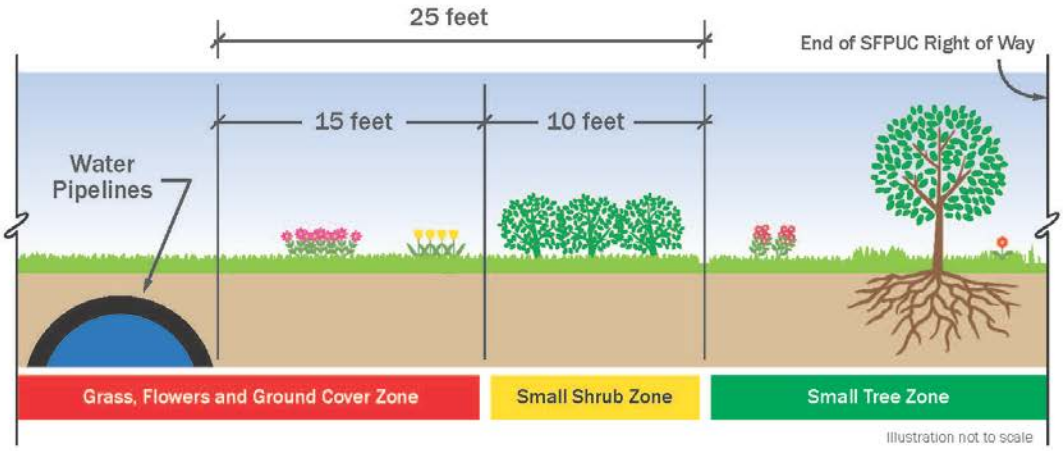
All appurtenances, vaults, and facility infrastructure must remain visible and accessible at all times. All determinations of species acceptability will be made by a SFPUC qualified professional.

The above policy is for general application and for internal administration purposes only and may not be relied upon by any third party for any reason whatsoever. The SFPUC reserves the right at its sole discretion, to establish stricter policies in any particular situation and to revise and update the above policy at any time.

Letter G Continued

San Francisco Public Utilities Commission (SFPUC)

Right Of Way (ROW) Landscape Vegetation Guidelines



The following vegetation types are permitted on the ROW within the appropriate zones.

Plantings that may be permitted directly above existing and future pipelines:

Ground cover, grasses, flowers, and very low growing plants that reach no more than one foot in height at maturity.

Plantings that may be permitted 15–25 feet from the edge of existing and future pipelines:

Shrubs and plants that grow no more than five feet tall in height at maturity.

Plantings that may be permitted 25 feet or more from the edge of existing and future pipelines:

Small trees or shrubs that grow to a maximum of twenty feet in height and fifteen feet in canopy width or less.

Letter G San Francisco Public Utilities Commission (SFPUC)

Response G-1

The first part of this comment summarizes information about the SFPUC's process for reviewing proposed projects and activities that may affect SFPUC lands and infrastructure. It notes that SFPUC has real property owned in fee in Sunnyvale (an 80-foot-wide right-of-way [ROW]) associated with two large subsurface water transmission lines, which are part of the SFPUC's Hetch Hetchy Regional Water System.

The Draft LUTE is a planning document, and Policy 71 (referenced by the commenter) does not state, nor is it intended to suggest, that specific private or public recreation projects are being proposed as part of the Draft LUTE in locations that would result in physical improvements on or adjacent to SFPUC right-of-way in Sunnyvale. Because no specific projects are proposed, no analysis is required in the Draft EIR. However, the City recognizes that early coordination with the SFPUC would be necessary if the City were to consider any proposal for a private or public project that would encroach on SFPUC right-of-way in Sunnyvale. This coordination would occur at project initiation.

To clarify the intent of Policy 71 and incorporate the information provided in the comment, Draft LUTE Policy 71 has been revised as follows (new text is underlined):

Policy 71: Improve accessibility to parks and open space by removing barriers.

Action 1: Provide and maintain adequate bicycle lockers at parks.

Action 2: Evaluate the feasibility of flood control channels and other utility easements for pedestrian and bicycle greenways<u>. Coordinate with flood control and utility agencies early in the process to determine feasibility/desirability of the project.</u>

Action 3: Develop and adopt a standard for a walkable distance from housing to parks.

Under Policy 71, as revised, if the City receives an application for a private project or if the City proposes a public project that has the potential to physically affect the SFPUC property described in the comment letter, the City will be responsible for ensuring appropriate coordination with the SFPUC at the time of project initiation so that the SFPUC is able to implement its project review process and provide feedback on the feasibility of the project.

Letter H

SANTA CLARA
Valley Transportation Authority

October 11, 2016

City of Sunnyvale
Planning Division
P.O. Box 3707
Sunnyvale, CA 94088-3707

Attention: Jeff Henderson

Subject: City of Sunnyvale Draft Land Use and Transportation Element (LUTE)

Dear Mr. Henderson:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the City of Sunnyvale Draft Land Use and Transportation Element (LUTE) and the associated Draft EIR (DEIR). We have the following comments pertaining to these two documents.

Draft LUTE – Major Strategies

VTA strongly supports the "major strategies for achieving a Complete Sunnyvale" including Mixed Use and Village Centers, Jobs/Housing Balance, and Multimodal Transit System (as outlined on Draft LUTE pages 5 and 6). VTA also supports the proposed changes to land use designations designed to focus development, increase commercial intensities in close proximity to residential uses, allow a mix of uses, and increase economic development (as summarized in Draft EIR page 3.1-17). These major strategies and proposed land use changes are consistent with the principles in VTA's Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework, which shows VTA and local jurisdiction priorities for supporting concentrated development in the County. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and was endorsed by all 15 Santa Clara County cities and the county. **H-1**

Draft LUTE – Mixed Use and Village Centers

While VTA strongly supports the identification of new Village Centers and the addition of mixed uses at key locations across the City, VTA notes that it appears that the Draft LUTE does not call for any new mixed-use areas (i.e., addition of local-serving retail or services) to the heavily office and R&D-dominated Moffett Park Specific Plan area. The addition of publicly-serving retail and services to areas such as Moffett Park can be an important strategy to reduce vehicle trip lengths and encourage walking, biking and the use of transit. VTA encourages the City to include further retail/service mixed-use areas in the Moffett Park Specific Plan area as part of the Draft LUTE. **H-2**

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Letter H Continued

City of Sunnyvale
October 11, 2016
Page 2

Draft LUTE – Roadway Classifications

VTA commends the City for showing widened sidewalks and street trees on the cross-section diagrams in the Roadway Classifications section of the Draft LUTE (Figures 7 through 14). However, VTA notes that the accompanying text descriptions only mention traffic buffers such as trees in one place (Residential Corridors). VTA recommends that the Draft LUTE text be modified to mention traffic buffers and street trees for all the roadway classifications, consistent with the diagrams. Resources on pedestrian quality of service, such as the Highway Capacity Manual 2010 Pedestrian Level of Service methodology, indicate that such accommodations improve pedestrian perceptions of comfort and safety on a roadway. VTA recommends that the City include these improvements as specific, enforceable conditions of approval for the project. **H-3**

VTA notes that the Draft LUTE description of County Expressways (Draft LUTE page 79, also DEIR page 2.0-22) may not be fully accurate or representative of the function of the expressways. The text states that "Expressways also allow bicycles; pedestrians are permitted in limited locations. Speed is typically between 45 and 70 miles per hour, depending on location." VTA believes that this would be more accurately stated as "Expressways also allow bicycles, and sidewalks are provided in limited locations. Speed limits are typically between 45 and 55 miles per hour, depending on location." **H-4**

DEIR - Transportation Analysis – General

VTA commends the City for including an analysis of multimodal performance measures such as vehicle miles traveled, mode share, effects on pedestrian and bicycle facilities, and congestion impacts on transit travel times in the DEIR. Inclusion of such measures provides for a more balanced approach to transportation analysis and mitigation than a more traditional approach focused solely on automobile level of service and other measures of vehicle delay.

DEIR - Congestion Impacts on Transit Travel Times

VTA commends the City for including an analysis of congestion impacts on transit operations in the DEIR. The DEIR identified that implementation of the Draft LUTIE would result in traffic operations at 16 intersections that would adversely impact transit travel times, and classified this as a cumulatively considerable (significant) impact. The DEIR notes that mitigation measures (intersection operational measures, or implementation of a TDM program consistent with Draft LUTE policies) would eliminate the impacts at eight of these intersections, but the impacts would remain at eight other intersections and would be Significant and Unavoidable. **H-5**

VTA notes that the City has included a policy in the Draft LUTE (Policy 24) that promotes modes of travel and actions to reduce single-occupant vehicle trips, and specifies an "order of consideration of transportation users" that places mass transit vehicles above single-occupant automobiles. Draft LUTE Policy 46 also states "Work in coordination with the Santa Clara Valley Transportation Authority (VTA) to ensure that the City creates streets that are transit-

Letter H Continued

friendly, including bus signal pre-emption…" Based on these policies, VTA requests that the City assess the feasibility of implementing transit signal priority/pre-emption at the impacted intersections as a mitigation measure. VTA notes that other cities in Santa Clara County have identified transit signal priority for buses as a mitigation measure for congestion impacts in EIRs for long-range plans, and VTA looks forward to working with the City and other parties (e.g., the County and Caltrans) to explore and implement improvements. **H-5 cont.**

DEIR – Congestion Impacts and Air Quality/Vehicle-Miles-Traveled Impacts

The DEIR identifies that "subsequent land use activities associated with implementation of the Draft LUTI would contribute to significant traffic operational impacts to intersections and freeway segments as compared to existing conditions (Impact 3.4.7) and classifies this impact as Significant and Unavoidable even with several proposed mitigation measures. The DEIR also identifies that subsequent land use activities "would result in a vehicle miles traveled increase greater than the projected population increase" which would result in an air quality violation according to BAAQMD guidance" (Impact 3.5.2) and classifies this impact as Significant and Unavoidable.

The DEIR (pp. 3.4.56 – 3.4.57) notes that several Draft LUTE policies provide the elements of a TDM program, and the City would require that new development achieve a 20 to 35 percent trip reduction target, depending on the proposed land use and its location. VTA commends the City for including these forward-thinking TDM measures and goals in the Draft LUTE and DEIR, and notes that they will help address congestion impacts to intersections and freeway segments, as well as vehicle-miles-traveled impacts. VTA notes, however, that Sunnyvale's newly-adopted framework for residential TDM (adopted September 2016) does not include specific trip reduction targets or a monitoring framework. While VTA understands that TDM programs for residential developments are not as frequently-implemented in Santa Clara County, VTA encourages the City to identify actions (as Draft LUTE Policies/Actions, and EIR mitigation measures) that would work towards trip reduction targets and monitoring for residential developments. **H-6**

DEIR – Freeway Impacts

The DEIR notes that the Draft LUTE would result in significant contributions to mixed-flow and HOV lanes on a number of freeway segments that are expected to operate at LOS F under 2035 conditions as compared to existing conditions. The DEIR notes that Valley Transportation Plan 2040 identifies freeway express lane on many freeway segments in Santa Clara County, and notes that on US 101 and SR 85, "converting the existing HOV lane to an express lane and adding an express lane in each direction would increase freeway capacity and would fully mitigate the freeway impacts." Therefore the DEIR states that "future projects consistent with the Draft LUTE should make a fair share contribution toward the cost of the identified express lane projects along US 101 and SR 85. **H-7**

Letter H Continued

VTA agrees with the statement above about the benefit of express lane projects on US 101 and SR 85 in terms of mitigating congestion impacts, and supports the statement about fair share contributions towards express lanes from future development projects. VTA requests that the City include such a policy in the Draft LUTE and clearly specify it in the upcoming Mitigation Monitoring & Reporting Program (MMRP). **H-7 cont.**

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

cc: Patricia Maurice, Caltrans
Brian Ashurst, Caltrans

SU1507

Letter H Santa Clara Valley Transportation Authority (VTA)

Response H-1

The City appreciates VTA's support for the major strategies and proposed land use changes in the Draft LUTE and recognition that these are consistent with the principles in VTA's Community Design & Transportation Program Cores, Corridors, and Station Areas framework. This comment is directed to the Draft LUTE and does not address the analysis or conclusions in the Draft EIR. No further response is required.

Response H-2

This comment is directed to the proposed mixed-use and Village Centers concepts in the Draft LUTE and does not address the analysis or conclusions in the Draft EIR. The commenter recommends that the city include mixed use village centers in Moffett Park and indicates that there may be potential benefits to increased retail to serve this area.

The intent of the mixed-use village center land use designation is specifically to provide for a mix of residential and retail and commercial uses at existing neighborhood retail and commercial intersections throughout the community. The Moffett Park area is inappropriate for mixed use villages, as it allows industrial uses that are not compatible with residential uses. The Moffett Park Specific Plan does currently allow for additional and higher intensity retail within the specific plan area, and staff encourages these types of developments near major intersections and transit stops in this area.

Response H-3

The City appreciates VTA's acknowledgment of features such as widened sidewalks and street trees on cross-section diagrams in the Roadway Classification section of the Draft LUTE. This comment is directed to the Draft LUTE. The text description for the Commercial/Industrial Use Corridor (Figures 11 and 12) in the Draft LUTE will be modified to include the statement: "The ROW includes sidewalks with traffic buffers, such as trees, on both sides of the street." The fifth row in Table 2.0-4 (Draft LUTE Roadway Classifications) on page 2.0-22 in Section 2.0, Project Description, has also been revised to reflect this clarification, as follows:

> Serves local cross-town traffic, and may also serve regional traffic. Industrial and commercial corridors connect local roads and streets to arterial roads. Provides access to local transit, and includes pedestrian connections designed to encourage multi-purpose trips. Four-lane corridors provide for up to 90 feet of ROW with street parking or bike lanes. Two-lane corridors may provide for up to 90 feet of ROW with street parking and may have bike lanes. The ROW includes sidewalks with traffic buffers, such as trees, on both sides of the street.

The addition of this text does not affect the conclusions of Impact 3.4.4 on page 3.4-59 in the Draft EIR about pedestrian safety, which explains how implementation of Draft LUTE policies would enhance pedestrian comfort level on sidewalks, among other benefits.

Response H-4

The Draft EIR has been revised to correct the description of County Expressways, as recommended by the commenter. The second row in Table 2.0-4 (Draft LUTE Roadway Classifications) on page

2.0-22 in Section 2.0, Project Description, for the County Expressway roadway category description is revised as follows:

> Provides partially controlled access on high-speed roads with a limited number of driveways and intersections. Expressways also allow bicycles, and sidewalks are provided in limited locations; pedestrians are permitted in these limited locations. Speed ~~is~~ limits are typically between 45 and ~~70~~ 55 miles per hour, ~~dependent upon~~ depending on location. Expressways are generally designed for longer trips at the county or regional level.

This revision does not affect the technical analysis or conclusions presented in the Draft EIR.

Response H-5

The City appreciates the VTA's acknowledgement that the Draft EIR included an analysis of multimodal performance measures, which is a more balanced approach to transportation analysis and mitigation than a traditional approach focused solely on automobile level of service and other measures of vehicle delay.

With regard to transit signal priority as mitigation for intersection impacts, the City already uses transit signal priority/pre-emption at train and light rail crossings. This comment refers to bus stops. If, in the future, the City finds the need to develop a citywide signal pre-emption system for the efficient operation of buses, City staff will consider having transit signal pre-emption installed at the intersections impacted by the project.

Response H-6

As noted by the commenter, the Draft LUTE contains numerous policies to provide the elements of a TDM program. Draft LUTE Policy 19, in particular, and its underlying actions advance trip reduction and multimodal transportation. This policy, along with others in the Draft LUTE, allows the City to consider establishing specific residential TDM trip reduction targets in the future. The City considers these policies adequate at this time, and additional policies and mitigation, as recommended by the commenter, are not necessary.

Response H-7

The City has considered the VTA's suggestion about including a policy in the Draft LUTE regarding fair-share contributions toward express lanes for future development projects. The City already implements a fair-share contribution program through its traffic impact analysis process. If a project's traffic impact analysis ascertains impacts on the freeway with improvement needs identified, City staff requires that projects make a fair-share contribution toward the improvements. An additional policy is not necessary at this time.

Letter 1

SAN FRANCISCO SAN JOSE SANTA ROSA WALNUT CREEK

GREENBELT ALLIANCE

San Francisco Office
312 Sutter Street, Suite 510
San Francisco, CA 94108
(415) 543-6771

October 11, 2016

Jeff Henderson, Project Planner
Planning Division - City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94088-3707

RE: SUNNYVALE DRAFT LUTE AND DRAFT EIR

Dear Mr. Henderson:

Thank you very much for the opportunity to comment on Sunnyvale's draft Land Use and Transportation Element (LUTE) and draft Environmental Impact Report (DEIR).

Greenbelt Alliance is the San Francisco Bay Area's leading organization working to protect natural and agricultural landscapes from sprawl development and help our cities and towns grow in smart ways to make the region great for everyone. We are the champions of the places that make the Bay Area special, with more than 10,000 supporters and a 58-year history of local and regional success.

We strongly encourage the city to maximize its emphasis on compact, walkable transit-friendly development with homes for residents across the income spectrum in the LUTE and to study the full range of environmental benefits of choosing this development pattern in the DEIR. 1-1

Providing more housing choices in the LUTE

The Draft LUTE should be amended to provide more compact homes for residents across the income spectrum, particularly in relation to new commercial uses. We support an alternative such as Alternative 2 that would take important steps in better addressing the jobs/housing imbalance in the city of Sunnyvale. Making such changes would help address the region's housing crisis, provide opportunities for healthy transportation choices, support the local economy, relieve development pressure on the region's treasured open spaces, improve our region's water security, and provide other environmental and quality of life benefits.

Addressing the region's housing crisis

The Bay Area's housing crisis is pressing and severe, with stark impacts on families and businesses across the region. Much of this crisis is driven by a lack of new homes near jobs and transit to address the needs of our growing economy. From 2011-2015, in the Bay Area only one home was built for every eight jobs created ([1]). Providing new homes for residents across the income spectrum in a compact development style will be an important step toward meeting the region's significant housing needs. It will also allow more residents to live

[1] http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php

Letter 1 Continued

near where they work rather than face a grueling commute to a home at the edge of the region, thus improving the quality of life for all Bay Area residents.

Providing healthy transportation choices

Providing new infill homes in Sunnyvale provides a unique opportunity to allow those who live and work in the area to access an array of transportation choices, including Caltrain, buses, biking, and walking. Numerous studies demonstrate that access to multiple transportation choices results in high usage of those amenities. For example, according to a recent MTC study, Bay Area residents are ten times more likely to use transit if they live and work within a half mile of a major transit stop ([2]). Increasing access to a variety of transportation choices improves community health outcomes, minimizes time stuck in traffic, helps ease the strain on the regional transportation network, and reduces air pollution and greenhouse gas emissions.

Supporting the local economy

Our region's economy is currently doing well. Yet that prosperity is not guaranteed to continue. With some of the highest housing costs in the country, the Bay Area's long-term economic success depends on our ability to provide sufficient homes close to jobs and transit for our workforce. By promoting compact housing development, the city could also tap into a wide array of other well-documented economic benefits ([3]). For example, studies show developing in a focused growth pattern, rather than sprawling outward, provides a savings of 9.2% in local lane-miles constructed and 11.8% in local road costs as well as 8.6% reductions in water and sewer infrastructure ([4]). These savings would benefit the whole region, with more resources available to build our local economies and improve our quality of life.

In addition, new research shows that providing new housing has a fiscally neutral impact on municipal finances—if it is sufficiently compact. In 2015, the city of San Jose conducted an economic study as part of their General Plan Major Review, examining the financial impacts of new housing on municipal finances. Their study concluded that new housing was "fiscally neutral" if it was at least 40-45 units per acre.

Relieving development pressure on open space

Greenbelt Alliance's 2012 report *At Risk: The Bay Area Greenbelt* concluded that over 322,000 acres of open space—the equivalent of 10 cities the size of San Francisco—remain at risk of sprawl development in the Bay Area ([5]). To ease development pressure on these vital lands, we must all work together to encourage smart

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[2] New Places, New Choices: Transit-Oriented Development in the San Francisco Bay Area - Metropolitan Transportation Commission
http://www.mtc.ca.gov/planning/smart_growth/tod/TOD_Book.pdf

[3] For examples, see:
Smart Growth America's *Building Better Budgets: A National Examination of Fiscal Benefits of Smart Growth Development* (2013)
http://www.smartgrowthamerica.org/building-better-budgets
Center for Clean Air Policy's *Growing Wealthier: Smart Growth, Climate Change and Prosperity* (2011)
http://www.growingwealthier.info/index.aspx
American Lung Association in California's *Land Use, Climate Change & Public Health Issue Brief* (2010)
http://www.lungusa.org/associations/states/california/assets/pdfs/advocacy/land-use-climate-change-and.pdf
TransForm's *Windfall for All: How Connected, Convenient Neighborhoods Can Protect Our Climate and Safeguard California's Economy* (2009) http://www.transformca.org/windfall-for-all
Bartholomew, Winkelman, Walters, and Chen *Growing Cooler: The Evidence on Urban Development and Climate Change* (2008)
http://www.smartgrowthamerica.org/documents/growingcoolerCH1.pdf

[4] *TCRP Report 74: Costs of Sprawl*

[5] http://www.greenbelt.org/at-risk/

Letter 1 Continued

development within our existing cities and towns while we work to increase protections for our natural and agricultural lands.

Improving our water security

Smart decisions about how communities grow and develop are also smart water decisions. First, relieving development pressure on the open spaces that surround our cities and towns also protects our water supply. In the Bay Area, about 30 percent of our water comes from local rivers, streams, and groundwater aquifers. Roughly 1.2 million acres, more than a quarter of all the land in our region, serve as watersheds and groundwater infiltration zones that replenish these local water sources. Local sources will likely be more critical to our water supply in the future than they are today. Paving over water resource lands puts our water supply in jeopardy.

Second, compact infill development in which existing cities and towns are invigorated with a mix of housing types—like apartments, condos, and townhomes—together with shops, restaurants, work places, and parks, is water-wise development. Such development tends to have less water-consuming landscaping. When comparing current Bay Area development trends to a more smart growth scenario for future development, a Greenbelt Alliance study with Calthorpe Associates found that the smart growth scenario would reduce residential water consumption by nine percent.

Third, smart growth development is water-wise because it helps address the "leaky pipe syndrome." A 2014 report from the American Water Works Association found that California leaks about 228 billion gallons of water a year from municipal water infrastructure—the pipes that move water to where we live and work. This is 25 percent of the total water in the system or, to put it another way, the annual water demand for the entire city of Los Angeles. Growing in a compact development pattern within our existing cities and towns rather than sprawling outward creates less opportunities for leaks simply because fewer miles of pipes will be necessary to serve development. Additionally, by redeveloping in cities and towns, old pipes can be replaced to reduce or prevent leakage, and instead water gets where it is supposed to go.

Providing other environmental and quality of life benefits

Conveniently, compact infill development is consistent with the housing preferences of many Bay Area residents—from millennials to retiring baby boomers—who want to live near transit or in a vibrant, dynamic downtown or neighborhood center rather than on the urban edge. Development that serves this demand can also improve the neighborhood for existing residents, with safer streets, new parks and shops, and other amenities.

And jurisdictions around the Bay Area are increasingly recognizing the significant positive environmental effects of compact infill development. For example, in the City of Mountain View, the Environmental Impact Report (EIR) for the city's General Plan 2030 concluded that providing more infill homes within the city would improve commute patterns, reduce vehicle miles traveled (VMT) and greenhouse gas emissions, and minimize the need for single-occupancy car trips.

We encourage Sunnyvale to revise the DEIR to fully account for these many benefits in assessing its alternatives. In particular, Alternative 2 should include a calculation of VMT per capita. Also, the VMT and GHG impacts of providing more homes should be a critical factor in identifying the housing-rich option as the "environmentally superior alternative," in keeping with the Mountain View General Plan 2030 EIR. 1-2

Letter 1 Continued

Consistency with Upcoming Specific Plans

The City of Sunnyvale is currently developing several specific plans, including the El Camino Real Precise Plan update and the Lawrence Station Area Plan. It is unclear how the draft LUTE would impact these pending plans.

For example, the city is currently considering several alternatives for the El Camino Real Precise Plan update. These alternative would allow various levels of new homes and commercial uses along the four miles of the corridor that run through Sunnyvale. The "residential-focused alternative" for the El Camino Real would allow more housing than the draft LUTE proposes. This alternative was chosen as the preferred alternative by the city's Public Advisory Committee and the Sunnyvale Planning Commission. It was also selected as the preferred alternative by Sunnyvale residents at the city's public workshop on September 8, 2016.

The final LUTE should be amended to allow for the "residential-focused alternative" on the El Camino Real without limiting housing opportunities in any of the other pending specific plans.

Housing Policies

Our cities and towns need stronger tools to bring the vision of infill housing to life.

The LUTE should be amended to include additional policies that encourage the development of new infill homes, particularly for people across the income spectrum. For example, it should identify the minimum housing density needed to support the proposed retail within the proposed village centers and establish densities that exceed those minimum levels. It should also include stronger affordable housing policies, including policies to meet and exceed the requirements of AB 2135, the Surplus Lands Act of 2014, and establish a priority for affordable housing in any density bonus programs.

Transportation Policies

We strongly support the policy emphasis in the LUTE on increasing walking, biking, and transit.

The final plan should include stronger transportation policies and TDM measures to improve the plan's environmental performance and reduce "significant and unavoidable traffic impacts" at intersections and freeway segments within the city by 2035.

We also urge the city to adopt tiered and increasingly strong TDM goals and measures over time to reduce VMT and VMT per capita. In addition to goals for peak hour vehicle trips, we encourage mode share goals to focus attention on increasing the use of transit, shared vehicles, and active transportation. We support mandatory monitoring and reporting of results with the goal of continually improving most shift performance.

Conclusion

Providing new homes for residents across the income spectrum in a compact, walkable development pattern can provide significant environmental, social, and economic benefits for the City of Sunnyvale and the larger Bay

Letter 1 Continued

SAN FRANCISCO SAN JOSE SANTA ROSA WALNUT CREEK

GREENBELT ALLIANCE

Area region. We look forward to working with the city to ensure that the final LUTE and DEIR is best positioned to secure these benefits.

Sincerely,

Matt Vander Sluis
Program Director
mvandersluis@greenbelt.org

Letter 1 Greenbelt Alliance

Response 1-1

The purpose of the Draft EIR is to evaluate the environmental impacts of implementing the Draft LUTE, not to ascertain or weigh the environmental benefits of the proposed land use designations and policies in the Draft LUTE or alternative development patterns. However, these issues will be considered in the staff report for the LUTE, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Response 1-2

The discussion of vehicle miles traveled (VMT) on pages 3.4-1, -2, -14, -24, -29, and -30 in Draft EIR Section 3.4, Transportation and Circulation, is for informational purposes. There is currently no CEQA requirement for a VMT analysis or a threshold by which to determine whether an impact would be significant. As such, quantification of VMT per capita to allow comparison of the alternatives, as suggested by the commenter, is not required. The Draft EIR (page 5.0-11) does, however, include a discussion of VMT for Alternative 2. As stated on page 5.0-1 in Section 5.0, Alternatives, in the Draft EIR, the evaluation of alternatives does not need to be as detailed as the assessment of the proposed project. The qualitative analysis of VMT is sufficient to inform the decision-making process. Calculation of VMT per capita, as suggested by the commenter, is not necessary to support the alternatives analysis and would not affect the conclusions in the Draft EIR. No revisions to the Draft EIR are necessary.

Letter 2

SIERRA CLUB
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Loma Prieta Chapter serving San Mateo, Santa Clara & San Benito Counties

October 5, 2016

Jeff Henderson, Project Planner
Planning Division - City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94088-3707

RE: Comments on Draft LUTE and Draft EIR – City of Sunnyvale

Dear Mr. Henderson,

Thank you for providing the opportunity to the Sierra Club Loma Prieta Chapter to comment on City of Sunnyvale – Draft Land Use Transportation Element - Draft Environmental Impact report (DEIR).

Sierra Club is in support of the objectives of the DEIR, such as, creating complete community, neighborhood and transit-oriented place making, multi-modal transportation, diverse housing, all of which focus on creating places to live that are sustainable and less dependent on automobiles. **2-1**

We are happy to see the emphasis on "Vehicle Miles Traveled" in the Draft LUTE. However, stronger TDM measures and transportation policies are needed to combat significant and unavoidable environmental impacts.

We have reviewed the Horizon 2035 LUTE DEIR, attended the study session and have the following observations. The Draft LUTE DEIR needs to address the following issues

- :Balance the Jobs/Housing Ratio to no greater than 1.5:1.
- Clarify the minimum housing density within the proposed village centers needed to support the proposed retail spaces and create a vibrant community. **2-2**
- Include stronger affordable housing policies.
- Include stronger TDM measures and transportation policies to reduce significant and unavoidable traffic impacts at intersections and freeway segments within the city by 2035.

We hope that our comments will encourage the City to re-evaluate the Draft EIR to bring it in line with the goals and objectives of the Draft LUTE.

Letter 2 Continued

1. Land Use

The Draft LUTE (p.2.0-17, Table 2.0-3) includes nine specific and area plans, with land use types as Transit mixed use, Corridor mixed use, Industrial, etc. However, it is to be noted that the residential space earmarked in all these plans is minimal as compared to the non-residential space, especially, along El Camino Real, in Peery Park and around Lawrence Station.

According to Table 3.1-1, *Acreages of land uses in Sunnyvale(2011),* high density and very high density residential area accounts for only 6% (420 acres) of the total residential area in the city. Thus, to abide by the goals of LUTE, additional selected sites (near public transit and major thoroughfares) need to be rezoned to higher density mixed use by 2035.

Recommendation We recommend that Draft LUTE DEIR include the following:

a. Increase high density and very high density compact residential and mixed-use neighborhoods near transit stations, transit corridors and proposed village centers so that the residential space can be further increased within the city.

2-3

b. The concept of "Village Centers" is impressive. However, they should be specifically located in the plan with description of what they include and how it all works together to create retail-housing density balance[1].

c. We suggest that the proposed Village Centers should be located close to public transit facilities, like along existing bus line routes with 15 minutes or less frequency schedules.

2. Population, Housing and Employment

According to the DEIR, (p.3.2-5, Table 3.2-5 *Demographic comparison – 2014 to 2035*), a total of **72,000 Housing units and 124,410 jobs** are projected by Horizon 2035. This indicates that there will not be enough housing units to serve the number of jobs created by 2035.

A total of 124,410 jobs, as projected in LUTE Horizon 2035 implies **82,940 units needed** for balance. The ideal balance is 1.5 jobs per household or less.

2-4

The current ratio (existing conditions of General Plan) of 1.44 is close to ideal, however, the future ratio of 1.73 is out of balance. This is in direct conflict with General Plan Policy and should not be entertained.

We appreciate the variety of housing typologies included in the Draft LUTE's Policy 104 but note that the proposed jobs/housing ratio would further worsen the affordable housing scenario in the city.

[1] See Mountain View El Camino Real Specific Plan for a fairly good example of defining Village Centers including details of massing, heights, sidewalk widths, increased setbacks, etc.

Letter 2 Continued

Recommendation

a. Increase high density and very high density compact residential and mixed-use neighborhoods near transit stations, transit corridors and proposed village centers so that residential units can be further increased within the city.

b. Minimum allowable housing density ensures more units: **Increase incentives for more smaller market rate units that are automatically more affordable. To this end, include minimum required housing density** as well as density maximums, in order to ensure development of more units.

2-4 cont.

c.

We believe that the proportion of affordable housing needs to be increased. This section should be revised to mandate a minimum percentage of affordable housing units, to be achieved by the use of a robust set of tools. **We recommend a minimum of 15% - 20% consistent with other cities in the area.**

d. We recommend that the LUTE specify that affordable housing should be located within a half-mile radius of major transit stops as people living in these units are the most likely to use public transit. This can further reduce parking demand, lowering parking requirements, and in turn, making space for adding more housing units.

3. Transportation and Circulation

The Draft LUTE will increase the traffic considerably within the city due to increase in internal – internal trips, which would adversely impact transit travel times (Impact 3.4.2). Also, there would be significant traffic operational impacts to intersections and freeway segments (Impact 3.4.7) as compared to existing conditions, thereby degrading the air quality, greenhouse gas (GHG) levels, and noise levels.

Year 2035 Vehicle Miles traveled for Sunnyvale under the current General Plan is projected to be 2,804,752 miles and 12.30 miles per capita. As per Draft LUTE-DEIR, VMT is calculated as 12.00 miles per capita, which is higher than the VMT per capita set forth in the City's Climate Action Plan (11.62 miles). A strong TDM program needs to be implemented to lessen the number of trips.

Recommendations

2-5

a. TDM Strategies

TDM Strategies should be adopted with focus on providing free shuttle service, car pool programs, and adequate bicycle sharing and storage facilities along high density transit corridors like El Camino Real Corridor.

Also, the city should require that all proposed developments or projects under Draft LUTE include mandatory TDM plans with clear trip reduction and management goals and requirements for active monitoring and reporting of progress over time. There is need for the formation of a **transportation management association** to coordinate TDM programs, monitor and report on traffic performance, and guide place-making improvements.

Page 3 of 8

Letter 2 Continued

b. Reduced Parking

One of the most effective strategies to reduce auto trips is **reduced parking ratios for proposed developments, along with car-share and transit passes and a Residential Permit Parking Program**[2] to protect surrounding neighborhoods from overflow parking, when appropriate. Parking ratios for proposed village mixed-use and transit-oriented development should be made no more than 1 space per housing units maximum for all unit types, 3 spaces per 1,000 SF maximum for retail, and 5 spaces per 1,000 SF maximum per restaurant.

The DEIR should also include mitigation that requires **mandatory "unbundled" parking for all residential parking and paid parking** for all commercial employee parking as well as retail parking. This has been proven to reduce VMT.

c. Pedestrian and Bicycle Facilities

Adequately wide, attractive and safe pedestrian sidewalks need to be required and implemented in sections of industrial areas in the Peery Park, Moffett Park, and Lawrence Station areas, in order to demonstrate a commitment to "pedestrians first" priority and develop mode shift by encouraging walking.

Well connected, safe and, where possible, separated Class 1 bike paths need to be included. A master plan that mandates Class 1, 2 and 3 bike paths as well as, specifically, a "Safe Routes to Schools" plan should be included in the LUTE in order to encourage mode shift to reduce VMT by auto.

d. Provision of Additional Bus routes

As per Draft LUTE, most of the bus routes run generally in the north–south direction, connecting the neighborhoods south of El Camino Real with the employment areas in the northern part of Sunnyvale.

However, to reduce the impacts of increased traffic, Draft LUTE needs to emphasize increasing support for increased bus services along the east-west direction, and locate transit villages along frequent bus lines, including bus lines that may become more frequent as a result of the VTA Next Network program.

Fortunately, according to early documents from VTA's Next Network reworking of the bus network, key North South routes such as Route 56 would likely increase in frequency, if VTA chooses a strategy to increase ridership.

2-5 cont.

[2] **In a recent example,** San Mateo has had considerable problems reducing parking in its Transit Oriented District because they have not installed RPP as a programmatic feature of TOD. http://www.smdailyjournal.com/articles/lnews/2016-09-29/hillsdale-terrace-proposal-elicits-housingdebate-meeting-contrasts-the-concerns-of-neighbors-affordability-advocates/1776425169047.html : The potential impacts of overflow parking, traffic, schools and aesthetics frequently prompt neighbors to voice concerns — as was the case Tuesday when dozens of neighbors and members of a group called Livable San Mateo spoke in opposition to the Hillsdale Terrace proposal.

Page 4 of 8

Letter 2 Continued

4. Air Quality

The land use activities associated with implementation of the proposed projects would result in greater vehicle miles traveled as compared to the projected population increase. (p.ES-2, Impact 3.5.2). Therefore, consistent with BAAQMD guidance, the Draft LUTE would result in an air quality violation. Also, short-term construction emissions could violate or substantially contribute to a violation of federal and state standards (Impact 3.5.3) [3].

2-6

Recommendations

a. **Draft LUTE and DEIR should emphasize reducing Vehicle Miles Traveled (VMT)** by introducing measures such as elimination of free parking. Also, transportation policies should mandate provision of pedestrian or bicycle access to specific and area plans along with convenient transit stops to reach the sites.

b. Draft LUTE should incorporate policies to promote vehicle efficiency and reduced GHG emissions as it can play a vital role in reducing GHG emissions. As an example, require electric car recharging stations for a minimum of 20% of parking spaces.

c. As stated in DEIR, the impacts on sensitive receptors, such as schools or hospitals, are of particular concern. Table 3.5-5(p.3.5-11) summarizes recommendations on siting new sensitive land uses near air pollutant sources. However, the recommendations are just advisory, not mandatory, and not site-specific and hence may not be effective for reduction in emissions.

2-7

5. Noise

The local community noise source ranges from 55 to 74 dBA Ldn (p.3.6-13,Table 3.3).However, specific sites, such as, Evelyn Avenue, Lawrence Expressway and Tasman Drive show higher noise levels. Also, the average noise levels along city roadways, ranges from 56 to 70 dBA Ldn (p.3.6-14, TABLE 3.6-4) with specific sites, such as, Evelyn Avenue and S. Wolfe Road showing higher noise levels.

2-8

[3] As per DEIR, new mitigation policy policies shall be introduced, which would mitigate most construction emissions from development under the LUTE by dust control and construction equipment emission control. One of the policies states that, in cases where construction projects are projected to exceed the Bay Area Air Quality Management District's(BAAQMD) air pollutant significance thresholds for NOX, PM10, and/or PM2.5, all off-road diesel fueled equipment (e.g., rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, tractors) shall be at least California Air Resources Board (CARB) Tier 3 Certified or better.

The other policy states that prior to the issuance of grading or building permits, the City of Sunnyvale shall ensure that the BAAQMD's basic construction mitigation measures from BAAQMD 2011 CEQA Air Quality Guidelines (or subsequent updates) are noted on the construction documents. However, it is to be noted that the extent of construction that may occur at any specific period of time is currently unknown and it is not specified who is responsible for testing to ensure compliance. Therefore it is not known whether the above mitigation policies would fully mitigate the temporary impact below BAAQMD thresholds.

2-9

Page 5 of 8

Letter 2 Continued

Noise levels in the above specified areas currently range from 59.4 to 77.4 dBA Ldn and are expected to range from 60.5 to 77.8 dBA Ldn by 2035. As per Draft LUTE DEIR, there is substantial Increase in ambient noise levels (Impact 3.6.2). Hence, site-specific noise attenuation measures need to be strictly implemented to avoid the long term effects.

Recommendations

a. The California Building Code requires that a report shall be submitted if exterior noise levels, where building is located, exceed 60 dBA. Currently, noise level at specific sites as mentioned above, is between 70-75 dBA. Hence, we recommend that the city use noise reducing materials such as rubberized asphalt as a pavement material[4] on new streets and on old streets, when they are upgraded to reduce noise.

b. City noise, mainly traffic (and construction) noise cause stress on humans affecting their health[5]. Songbirds living in urban areas too are adversely affected by noise levels[6]. 2-10

c. As per Table 3.6-10, p.3.6-37, with predicted increase in traffic noise levels by 2035, the roadway segments, Remington Avenue and Hollenbeck Avenue show higher noise levels, affecting nearby residential & commercial land uses. Site-specific noise attenuation measures need to be strictly implemented to avoid the long term effects.

d. Proposed Village Centers, to be located along major transit corridors should abide by the City of Sunnyvale maximum permissible noise criteria for determination of land use compatibility (p.3.6-26, Table 3.6-7).It is recommended that proposed new land uses must not be sited in a location where it would be exposed to exterior and interior noise above the maximum levels specified, unless adequate noise reduction measures have been incorporated to reduce noise to acceptable levels.

6. Public Services

Parks: Implementation of the Draft LUTE, along with anticipated future development throughout the region would increase the use of existing parks and require additional parks and recreational facilities. About 770 acres, over 7 percent of the area within Sunnyvale's incorporated city limits, is devoted to park and recreation facilities owned or maintained by the City for public use. At 5.2 acres per 1,000 residents (based on a 2016 population of 148,372), Sunnyvale falls within that guideline. 2-11

[4] Report on Status of Rubberized Asphalt Traffic Noise Reduction: The conclusions of the 6-year study, in Sacramento, California, indicate that the use of rubberized asphalt on Alta Arden Expressway resulted in a 60% reduction in traffic noise energy, and a clearly perceptible decrease in traffic noise. This traffic noise attenuation from rubberized paving is similar to the results documented in several non-related studies conducted in recent years at other locations, both nationally and internationally

[5] The combined toll of occupational, recreational and environmental noise exposure poses a serious public health threat going far beyond hearing damage, according to an international team of researchers. Many articles on the subject describe these effects. As an example in Science Daily 2013

[6] Numerous studies have indicated the adverse effect of elevated city noise on the ability of songbirds to learn their normal songs. http://voices.nationalgeographic.com/2013/03/14/scientists-link-urban-noise-to-decline-in-city-songbirds/

Page 6 of 8

Letter 2 Continued

However, development in the city that currently places demand on Sunnyvale's parks and recreation facilities, or is expected to place demand on them in the future, could contribute to cumulative impacts (p.4.0-19, Impact 4.4.2). Policy 70 of Draft LUTE ensures that the planned availability of open space both in the city and the region is adequate. However, the policy is quite weak as it does not define and mandate minimum open space standards for residential uses, mixed-use developments, business developments, and village centers.

Recommendation:

LUTE should define and mandate minimum open space standards for residential uses, mixed-use developments, business developments, and village centers.

LUTE should require usable open space within walking distance of high density residential areas to ensure access to recreational open space for residents in compact housing.

2-11 cont.

7. Cultural Resources

Implementation of the Draft LUTE could indirectly result in impacts on historic structures (Impacts 3.10.1 and 3.10.3) and could result in significant cumulative impacts to cultural resources in Santa Clara County.

The Draft LUTE would avoid significant archaeological impacts through implementation of Draft LUTE Policy 10, Action 6 that requires work stoppage during construction of subsequent projects if archaeological or paleontological resources are discovered.

However, residents are attached to the character of their city and it is recommended that city should draft stronger design guidelines in preserving some unique neighborhoods regardless of historic status.

2-12

Implement Alternative 2, which emphasizes reducing Jobs/Housing Ratio.

Given the significant impacts caused due to imbalance in the jobs/housing ratio, increase in traffic, degraded air quality and increase in ambient noise levels, Draft LUTE DEIR needs to implement Alternative 2, which emphasizes reducing Jobs/Housing Ratio.

- As per Alternative 2, residential development potential of the Draft LUTE would be increased and the employment potential of the Draft LUTE would be reduced **in order to achieve a jobs/housing ratio of approximately 1.49.**
- **Alternative 2 would increase the number of housing units by 60 percent** in all areas of growth. - In Downtown, Industrial to Residential (ITR) sites, planned mixed-use areas, El Camino Real, and other areas.
- Hence, this will indirectly **help in creating compact, mixed-use and high density developments near transit** stations and corridors, thus, creating sustainable communities which are less dependent on automobiles.

2-13

Letter 2 Continued

- However, this alternative would still result in significant traffic operation impacts in year 2035 Hence, **stronger TDM policies should be implemented and monitored** to reduce impact on transit travel times, traffic and air quality.

2-13 cont.

We submit the above comments with the expectation that our suggestions will be considered in improving the Draft LUTE and DEIR. We believe the changes will result in reduced environmental impacts and we hope that together we all can create a robust plan that will improve the quality of life and welfare of the residents of City of Sunnyvale.

Respectfully submitted,



Gita Dev, Co-Chair

Sustainable Land Use Committee,

Sierra Club Loma Prieta

CC Mike Ferreira, Chair Executive Committee, Sierra Club Loma Prieta

James Eggers, Executive Director, Sierra Club Loma Prieta

Letter 2 Sierra Club

Response 2-1

The Draft EIR includes a list of objectives for the Draft LUTE on page 2.0-7 in Section 2.0, Project Description. The objectives listed in the Draft EIR are included in compliance with CEQA Guidelines Section 15124(b). The City appreciates the Sierra Club's support for the project objectives.

The City also appreciates the Sierra Club's acknowledgement of the project emphasis on vehicle miles traveled (VMT) in the Draft LUTE. The commenter suggests that stronger TDM measures and transportation policies are needed to address the project's significant and unavoidable impacts. This comment is of a general nature and does not present any analysis or suggestions for specific mitigation measures or policy revisions that should have been considered in the Draft EIR. Please see also Responses B-4 and H-6 regarding TDM measures.

Response 2-2

The purpose of the Draft EIR is to evaluate the environmental impacts of implementing the Draft LUTE and to identify mitigation measures for significant impacts. The Draft EIR is not required to reconcile planning considerations and should not advocate policy direction in the Draft LUTE, such as jobs/housing ratio, minimum housing density for specific land use designations, affordable housing policies, and TDM measures. Jobs/housing ratios and affordable housing are socioeconomic issues, which do not require evaluation under CEQA (CEQA Guidelines Section 15131); however, these issues will be considered in the staff report for the LUTE, which is available for public review on the City's web pages, at the City of Sunnyvale Library, and the One-Stop Permit Center

With regard to the item concerning clarification of housing density in proposed Village Centers, for purposes of traffic, air quality, and noise environmental analyses and based on the gross site area, low-medium and medium densities were used in estimating housing units and vehicle trips. The Draft LUTE notes that each site will require a more detailed plan and analysis, and if necessary, additional environmental review will be conducted. Please see Response 2-1 regarding TDM measures and policies.

Response 2-3

The purpose of the Draft EIR is to evaluate the environmental impacts of implementing the Draft LUTE, not to ascertain the appropriate location or percentage of the city acreage that is high-density or very high-density residential at the current time or as proposed by land use designations and policies in the Draft LUTE or alternative development patterns. The commenter's concerns and recommendations are specific to the Draft LUTE itself and will be considered in the staff report, but they do not affect the analysis or the conclusions in the Draft EIR. The staff report is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Response 2-4

Jobs/housing ratios are socioeconomic issues, which do not require evaluation under CEQA (CEQA Guidelines Section 15131). Housing affordability is discussed in detail in the adopted 2015-2023 Housing Element of the General Plan and not in the LUTE. The commenter asserts that the Draft LUTE would conflict with a General Plan policy, but does not specify which policy. The commenter's concerns and recommendations regarding jobs/housing ratios, affordable housing,

and housing densities are specific to the Draft LUTE itself and will be considered in the staff report for the LUTE; the they do not affect the analysis or the conclusions in the Draft EIR.

Response 2-5

This comment summarizes the significant impacts identified in the Draft EIR concerning transit travel times, operational impacts at intersections and freeway segments, air emissions, greenhouse gases, and traffic noise, and suggests that additional mitigation is needed with respect to transportation and circulation impacts.

The Draft LUTE contains numerous policies to support TDM programs. Draft LUTE policies 19, 22, and 23, in particular, and their underlying actions advance trip reduction and multimodal transportation. These policies, along with others in the Draft LUTE, allow the City to consider establishing additional TDM trip reduction targets in the future. The City considers these policies, along with the already-established requirements for TDM in the city (e.g., Moffett Park, Peery Park, Lawrence Station, specified industrial sites over 35 percent floor area ratio, and multi-family residential) adequate at this time, and additional policies and mitigation, as recommended by the commenter, are not necessary to mitigate project impacts.

The Draft LUTE contains numerous policies to reduce auto trips through parking reductions, promotion of adequate and connected pedestrian and bicycle facilities, and improved transit infrastructure and a strong partnership with the VTA. Draft LUTE Policy 31and its underlying actions, in particular, advance progressive parking policies and allow the City to consider a range of parking pricing options, including unbundled parking and paid parking in various land use areas. The City considers these policies adequate at this time, and additional policies and mitigation, as recommended by the commenter, are not necessary to mitigate project impacts.

Response 2-6

The comment summarizes the significant operational air quality impacts identified in the Draft EIR related to vehicle trips and suggests additional measures are needed to reduce emissions. The Draft LUTE contains numerous policies to reduce VMT and related air pollutants through parking measures, adequate and connected pedestrian and bicycle facilities, and provision of new living options that allow for less car dependence and fewer miles traveled to reach amenities. In combination, these policies are intended to create new and enhanced opportunities to reduce vehicle use and further reduce VMT. This comment also addresses short-term construction emissions impacts, which are addressed in Response 2-9.

Response 2-7

The commenter is correct that the siting recommendations in Table 3.5-5 (Recommendations on Siting New Sensitive Land Uses Near Air Pollutant Sources) on page 3.5-11 in Draft EIR Section 3.5, Air Quality, are advisory. However, this table is not intended to suggest that projects which could be developed under the Draft LUTE would be evaluated against those distance recommendations. Impact 3.5.6 on pages 3.5-28 through -32 of the Draft EIR analyzes the siting of new land uses near sources of toxic air contaminant emissions and identifies mitigation measure MM 3.5.6 (pages 3.5-51 and -32) that requires site-specific analysis of projects and incorporation of features into project design to reduce potential hazards, if such hazards are identified. The requirements of this mitigation measure, along with Bay Area Air Quality Management District regulations and policies in the Draft LUTE, would be effective in mitigating potential hazards, as explained on page 3.5-32.

Response 2-8

This comment summarizes the significant impacts identified in Draft EIR Section 3.6, Noise, concerning traffic noise and offers recommendations for noise mitigation. The City has policies in the General Plan Noise Element and roadway design standards that it implements for all new roadways and maintenance of existing roadways to reduce noise levels. The City will enforce existing site-specific noise attenuation measures and consider maximum permissible noise criteria when considering specific project proposals and developing conditions of approval for those projects. As explained on pages 3.6-37 and -38 in the Draft EIR, while the need for site-specific noise attenuation measures from any noise source will be determined on a project-by-project basis at the time development is proposed, it is infeasible to ensure that existing residential uses along affected portions of Hollenbeck Avenue and Remington Avenue would not be exposed to future traffic noise levels exceeding the City's noise standards or significantly exceeding the levels to which they are currently exposed. For example, it may not be possible to construct a noise barrier at an existing residence due to engineering constraints (utility easements or driveway openings), and building façade sound insulation would only benefit interior spaces, so outdoor activity areas may still be affected. Although a combination of various noise reduction measures, including those suggested by the commenter, could be highly effective in reducing traffic noise levels on a citywide basis, it is not possible to state with absolute certainty that feasible mitigation measures are available to mitigate this impact at every existing noise-sensitive use. As a result, this impact would remain significant and unavoidable.

Response 2-9

This comment is a footnote to a portion of Comment 2-6 concerning construction air emissions impacts (Impact 3.5.3 on Draft EIR pages 3.5-23 through -25). It summarizes the impact analysis and conclusion that impacts may not be fully mitigable (that is, the impact would remain significant and unavoidable). The comment does not raise any issues regarding the analysis or conclusions in the Draft EIR on this topic.

Response 2-10

See Response 2-8.

Response 2-11

This comment summarizes the impacts identified in Draft EIR Section 4.0, Public Services, subsection 4.4, Parks and Recreational Facilities, concerning parks and open space, and offers recommendations for mitigation. The City has park dedication requirements for new development in order to maintain a ratio of 5 acres per 1,000 residents. This requirement, as well as policies in the City's General Plan Open Space Element, prioritize development of new parks where feasible, and in-lieu fees where not feasible, to retain the ratio of parks to population. Policy 55, Action 3 requires the City to consider integrating or co-locating a Village Center with a neighborhood park or open space. The City considers these policies adequate at this time, and additional policies and mitigation, as recommended by the commenter, are not necessary to mitigate project impacts.

Response 2-12

This comment summarizes the impacts identified in Draft EIR Section 3.10, Cultural Resources, concerning historic resources. The commenter suggests that stronger design guidelines are needed to preserve unique neighborhood character, regardless of historic status. The City has

already adopted Citywide Design Guidelines, last updated in 2013, that include sections directed at the preservation of unique neighborhoods. The City has also adopted Single Family Home Design Techniques, a Mixed-Use Development Toolkit, High Density Residential Design Guidelines, Eichler Design Guidelines, and Taaffe-Frances Heritage Neighborhood Design Guidelines (an historic area). Additionally, the Draft LUTE contains numerous policies to preserve and protect historic structures and unique neighborhoods, even those that have not been given historic status. Heritage Preservation and Design are sections in the Community Character chapter of the General Plan that would not be affected by the update to the LUTE. The Draft LUTE also includes Policy 18, Action 2, Policy 52, Action 1, and Policy 56, Action 2, all of which direct the City to consider additional design guidelines to protect specific locations or design types. The City considers these policies adequate at this time, and additional policies and mitigation, as recommended by the commenter, are not necessary to achieve project objectives.

Response 2-13

The commenter's preference for Alternative 2 (Reduced Jobs/Housing Ratio) is noted.

Letter 3

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Seriously concerned about proposed development at Fremont/Mary
Date: Tuesday, October 18, 2016 4:03:52 PM

---------- Forwarded message ----------
From: **Marla Azriel** <marlaazriel@yahoo.com>
Date: Tue, Oct 11, 2016 at 12:06 PM
Subject: Seriously concerned about proposed development at Fremont/Mary
To: "Horizon2035@Sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>

I just became aware of a proposal to massively transform the intersection of Fremont/Mary with a very large new residential and commercial development.

I am deeply concerned that in the EIR, it states that an increase in traffic is "significant and unavoidable" and that a reduction in air quality is "significant and unavoidable":

http://www.pmcworld.com/client/sunnyvale/documents/aug2016/2.1._LUTE-DEIR_August-2016.pdf

Sections 3.4.2, 3.5.2, 3.5.3, 3.5.5, 3.5.6

3-1

Sunnyvale should NOT pursue any development that worsens traffic and air quality. My children bike and walk to school in the area. Poor air quality is directly linked with numerous childhood diseases.

New development should not be implemented in a way that sacrifices the health of city residents. This development should be scaled back until the EIR sections on traffic and air quality can read N - No impact or LS - Less Than Significant.

If I was not aware of this proposal, many others are likely not aware as well. Please consider extending the comment period and effectively getting the word out about this to local residents.

3-2

Sincerely,

Marla Azriel

Letter 3 Marla Azriel

Response 3-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web pages, at the City of Sunnyvale Library, and the One-Stop Permit Center.

Response 3-2

The City has implemented a comprehensive public involvement program for the Draft LUTE. City staff attempted to reach a wide audience in sharing the preparation and content of the Draft LUTE. This included notices sent to neighborhood associations, parties that have indicated interest in city planning or this or related projects, and neighboring jurisdictions. In addition, the City conducted outreach surveys online through Open City Hall (the City's primary public survey location) and at tables during several community events. Public comments are still being accepted on the Draft LUTE.

The City has fully complied with CEQA requirements for the public noticing process for the Draft EIR. This process is described in the Draft EIR on page 1.0-5 in Section 1.0, Introduction. The City provided notice, with the required comment periods, to all required agencies and organizations, as well as to the entire list of interested parties developed for the Draft LUTE throughout the public outreach process.

Letter 4

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Fremont-Mary development proposal
Date: Tuesday, October 18, 2016 4:03:13 PM

---------- Forwarded message ----------
From: **Simon Azriel** <simonazriel@yahoo.com>
Date: Tue, Oct 11, 2016 at 12:47 PM
Subject: Fremont-Mary development proposal
To: "Horizon2035@Sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>
Cc: Marla Azriel <marlaazriel@yahoo.com>

I am writing to echo the concerns that my wife has raised in her email comments about this development:

I just became aware of a proposal to massively transform the intersection of Fremont/Mary with a very large new residential and commercial development.

I am deeply concerned that in the EIR, it states that an increase in traffic is "significant and unavoidable" and that a reduction in air quality is "significant and unavoidable":

http://www.pmcworld.com/client/sunnyvale/documents/aug2016/2.1. LUTE-DEIR August-2016.pdf

Sections 3.4.2, 3.5.2, 3.5.3, 3.5.5, 3.5.6

Sunnyvale should NOT pursue any development that worsens traffic and air quality. My children bike and walk to school in the area. Poor air quality is directly linked with numerous childhood diseases.

New development should not be implemented in a way that sacrifices the health of city residents. This development should be scaled back until the EIR sections on traffic and air quality can read N - No impact or LS - Less Than Significant.

If I was not aware of this proposal, many others are likely not aware as well. Please consider extending the comment period and effectively getting the word out about this to local residents.

4-1

The size and scope is far in excess of what is appropriate for this site given the current makeup of these neighborhoods. The City of Sunnyvale have set up restrictions on the heights and changes allowed to the Eichler neighborhoods adjacent to this development and yet are proposing such a large development within their midst.

Please make the developer scale back the scope of this development to something more in keeping with the surrounding residential neighborhood and that won't impact traffic and air quality as badly as specified in the EIR and LUTE. If you look at daily air quality reports Sunnyvale already suffers from a large number of moderate air quality days compared to neighboring Mountain View.

Letter 4 Continued

My wife and I will be working with our neighbors to both reduce the scope of this development and elect city officials who respect the wishes of city residents in this matter.

Sincerely,

Simon Azriel

Letter 4 Simon Azriel

Response 4-1

See Responses 3-1 and 3-2.

Letter 5

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Comments on the draft LUTE
Date: Tuesday, October 18, 2016 3:57:42 PM

---------- Forwarded message ----------
From: **Per Bjornsson** <perbjornsson@gmail.com>
Date: Tue, Oct 11, 2016 at 5:34 PM
Subject: Comments on the draft LUTE
To: horizon2035@sunnyvale.ca.gov

Dear Horizon2035 Advisory Commmittee,

I would like to give some brief comments on the draft LUTE as of August 2016.

First, I would like to commend the thoughtfulness that has been put into this document; it addresses many important points and is in many ways forward-thinking in promoting transit-oriented development. However, there are a couple of areas that I would like to bring up as appearing to be somewhat under-addressed.

- Transportation

Policies 19-48 address ways of shifting transportation modes, but little attention is given explicitly to intra-trip mutimodality. The large single-family-residential areas are very difficult to cover economically with mass transit, and the distances rapidly become too long to expect most occupants to consider walking or biking to their final destination. However, with a more robust core mass transit system than we have today, one can easily imagine that trips involving (say) biking to a bus or train station and taking mass transit from there could be an attractive alternative if amenities like suitable bicycle parking are available. In order to make non-car transportation a reasonable option for more occupants of the low-density housing areas, I think that calling out amenities for encouraging intra-trip mixed-mode transportation would be a good addition to this section. (In particular biking to transit seems important, since walking to a transit stop in practice is only a palatable and time-effective option for distances well below 1/2 mile, while biking is often an effective option for about 1.5-2 miles in street clothes. Increasing the effective coverage area for major stations/stops by around an order of magnitude like this really makes a difference for how mass transit can be made effective!) **5-1**

- Village center development

Denser development of the village centers seem like a good goal for environmental and economic purposes. However, obviously the consequences of increasing occupant density need to be addressed. First, while it's of course effective to add services for residents within walking distance through village centers, in practice most people will commute out of there daily. Thus more explict callouts of the importance of effectively connecting village centers to major transit destinations would be welcome. (Village centers would also be good hubs for trnsit mode interchange, as I noted above.)

Another major concern for area residents is proximity to schools and school crowding. For

Letter 5 Continued

environmental, traffic, and general well-being purposes, it seems like an important goal to allow as many school children as possible to get to their schools without using a car (e.g. walking or biking.) In particular for the younger children, I believe that providing school routes that do not cross major traffic arteries is essential in enabling non-car school transportation; this implies making sure that when density is increased, the corresponding population increase can be absorbed in nearby schools (by means of expansion or construction of new schools) without pushing the existing population over to further-away alternatives. Calling out the importance of having schools nearby and with safe school routes would increase the plausibility of this plan contributing to the desired environmental improvements that have been set up as goals rather than increasing congestion.

5-1 cont.

Best regards,
Per Bjornsson
1152 Bennington Dr
Sunnyvale, CA 94087
(650)575-8407

Letter 5 Per Bjornsson

Response 5-1

The comments in this letter pertain to the Draft LUTE and do not address the Draft EIR. The commenter's opinions are noted and will be addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center. No further response is required.

Letter 6

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Seriously concerned about proposed development at Fremont/Mary
Date: Tuesday, October 18, 2016 4:03:02 PM

---------- Forwarded message ----------
From: **David Cohen** <davidlcohen2@gmail.com>
Date: Tue, Oct 11, 2016 at 12:51 PM
Subject: Fwd: Seriously concerned about proposed development at Fremont/Mary
To: Horizon2035@sunnyvale.ca.gov
Cc: Samantha Cohen <samjcohen@gmail.com>, Marla Azriel <marlaazriel@yahoo.com>

As a Sunnyvale resident who lives near this proposed project, I'd like to add my comments that I am very OPPOSED to this proposal for a new development at Fremont and Mary. We already have too much traffic in/around Cherry Chase and Cherry Hill. This will make things worse!

I am very concerned about traffic and congestion getting worse in our neighborhood. **6-1**

We do not need our neighborhood to become a congested inner city!

I'm sure paperwork has been filed, but I can tell you that most people in the Cherry Chase/Cherry Hill area are NOT aware of this project and thus neighborhood input has not been considered.

Regards,

David

Begin forwarded message:

----- Forwarded Message -----
From: Marla Azriel <marlaazriel@yahoo.com>
To: "Horizon2035@Sunnyvale.ca.gov" <Horizon2035@Sunnyvale.ca.gov>
Sent: Tuesday, October 11, 2016 12:06 PM
Subject: Seriously concerned about proposed development at Fremont/Mary

I just became aware of a proposal to massively transform the intersection of Fremont/Mary with a very large new residential and commercial development. **6-2**

I am deeply concerned that in the EIR, it states that an increase in traffic is "significant and unavoidable" and that a reduction in air quality is "significant and unavoidable":

Letter 6 Continued

http://www.pmcworld.com/client/sunnyvale/documents/aug2016/2.1._LUTE-DEIR_August-2016.pdf

Sections 3.4.2, 3.5.2, 3.5.3, 3.5.5, 3.5.6

Sunnyvale should NOT pursue any development that worsens traffic and air quality. My children bike and walk to school in the area. Poor air quality is directly linked with numerous childhood diseases.

New development should not be implemented in a way that sacrifices the health of city residents. This development should be scaled back until the EIR sections on traffic and air quality can read N - No impact or LS - Less Than Significant.

If I was not aware of this proposal, many others are likely not aware as well. Please consider extending the comment period and effectively getting the word out about this to local residents.

Sincerely,

Marla Azriel

6-2 cont.

--
Regards,

David
+1-408-242-3755 mobile
+1-408-212-9478 landline

Letter 6 David Cohen

Response 6-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 7

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Lute or DEIR comments deadline today
Date: Tuesday, October 18, 2016 3:57:05 PM

---------- Forwarded message ----------
From: **Trudi Ryan** <tryan@sunnyvale.ca.gov>
Date: Tue, Oct 11, 2016 at 6:04 PM
Subject: Fwd: Lute or DEIR comments deadline today
To: Horizon2035 AP <horizon2035@sunnyvale.ca.gov>

Trudi Ryan, AICP
Director, Community Development Department
City of Sunnyvale
408-730-7435
tryan@sunnyvale.ca.gov

Save the environment. Please don't print this email unless you really need to. </S

---------- Forwarded message ----------
From: **John Cordes** <mrjohncordes@gmail.com>
Date: Tue, Oct 11, 2016 at 5:08 PM
Subject: Fwd: Lute or DEIR comments deadline today
To: tryan@sunnyvale.ca.gov

Hello Trudi,
Here is an updated list of my comments on the LUTE. I am unclear if the Oct 11 deadline was for inputs on the LUTE or the LUTE's DEIR. I think you captured my concerns with the LUTE's DEIR last night at the PC meeting.

On Tue, Aug 23, 2016 at 7:05 PM, John Cordes <mrjohncordes@gmail.com> wrote:

> Hi, Trudy,
> Here is a copy of my comments I was speaking to tonight. I don't think I got to all of these points orally.
> John Cordes comments on LUTE draft
>
> Please recommend alternative 2 with the lower Jobs/housing ratio
> Sunnyvale currently has a dramatic shortage of housing today which the LUTE does not address. The LUTE should target a 1:1 Job:housing ratio for the next 20 years begin addressing the existing housing shortage instead of making it worse..
>
> After Housing. Please make reducing traffic by providing alternatives a top priority going forward.
>
> Since traffic is regional the LUTE needs to focus on reducing total VMT. The LUTE

7-1

Letter 7 Continued

does not meet the VMT targets set in the CAP and we know the CAP has to be made tougher to meet the new SB32 requirements due by 2030. Therefore the VMT targets in the LUTE are not acceptable because they will prevent Sunnyvale from meeting the state SB 32 requirements.

1. Transportation is the major and growing source of GHGs in Sunnyvale. Reducing traffic to reduce GHGs and air pollution needs to a top priority.
2. Create a transportation or mobility commission or assign transportation to an existing commission.
3. Sunnyvale will have to provide transit service in coordination wit VTA to create much more efficient last mile system.
4. Please add more housing into Peery Park
5. The LUTE needs to be more proactive in dealing with air pollution and other impacts of continuing increases in traffic.
6. The LUTE currently has the # of intersections which are failing (LOS <D) increasing from 3 to 20. The LUTE needs to identify how it will prevent this.
7. Sunnyvale need to do a better job of protecting residents from increasig air pollution. While walking precincts I came to many homes where residents are on oxygen. We need to better protect sensitive residents from the impacts of job growth
8. Residents in the 2015 survey have made it clear they are most concerned about development density. How should our developmen requirements be updated to reduce th visual impact of massing.
9. The LUTE does not evaluate any modern transportation systems like PODS to mitigate the job growth. These should be evaluated.
10. The LUTE does not have any development caps or triggers in it. For example, we know Sunnyvale has a severe housing shortage. Therefore the amount of new commercial development should be severely limited until housing is added. For example only allow 5,000 more jobs each time 4,000 new housing units are added. The LSAP has incremental development caps. So should the LUTE for the entire city.
11. At least 15% of all housing added should affordable.

7-1 cont.

Sincerely,
John Cordes
Candidate for Sunnyvale City Council, Seat #4
mrjohncordes@gmail.com

Sincerely yours,

John Cordes
Sunnyvale City Council Seat 4 candidate

john@john4sunnyvale.org
www.john4sunnyvale.org
www.facebook.com/cordes4council
Phone: (860) 576-9645
Skype id: jgcordes
twitter id: jcordes

Letter 7 John Cordes

Response 7-1

This comment is directed to planning assumptions in the Draft LUTE and does not address the adequacy of the technical analysis in the Draft EIR. Jobs/housing ratios are a socioeconomic issue, which do not require analysis in the Draft EIR, but are a planning consideration. Planning issues concerning jobs/housing ratios are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center. The commenter's preference for Alternative 2 (Reduced Jobs/Housing Ratio) is noted.

Letter 8

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Comment on DEIR for the LUTE
Date: Tuesday, October 18, 2016 4:00:43 PM

---------- Forwarded message ----------
From: **Barbara Fukumoto** <barbara.fukumoto@gmail.com>
Date: Tue, Oct 11, 2016 at 3:26 PM
Subject: Comment on DEIR for the LUTE
To: AP Horizon2035 <horizon2035@sunnyvale.ca.gov>

Dear Mr. Henderson:

Thank you for the opportunity to comment on the draft EIR for the LUTE. I offer three comments.

1. Section 13.3 needs to be updated to include a recently adopted and signed state law, SB 32. Currently the DEIR indicates that the goal of a 40% reduction in GHG by 2030 was established by Executive Order alone. As of a few weeks ago, however, this goal was adopted into State law with SB 32. Since this EIR will be adopted well after the passage of SB 32 and will be in force for many years to come, it is important that the DEIR be updated to include this significant addition to state law. **8-1**

2. One of the key objectives of those working on the LUTE was to lessen regional GHG emissions by accommodating development within existing core cities. The Committee realized that by overly constraining opportunities for infill development in Sunnyvale, we would be encouraging sprawl and the GHG emissions that accompany it. Therefore, please quantify the **regional** impact of the draft LUTE and its alternatives on GHG emissions. Otherwise the DEIR will give readers and policy-makers an incomplete and perhaps misleading picture of the GHG emissions from the LUTE and the alternatives. **8-2**

3. Since VMT impacts GHG emissions, air quality, and traffic; please include VMT data for each of the alternatives. **8-3**

Barbara Fukumoto
Sunnyvale Resident

Letter 8 Barbara Fukumoto

Response 8-1

This response assumes the commenter is referring to Section 3.13, Greenhouse Gases and Climate Change, as there is no Section 13.3 in the Draft EIR.

The Draft EIR has been revised to include the information noted by the commenter concerning Senate Bill 32. The following is added at the end of the second full paragraph on page 3.13-6 (added text is underlined):

> … Executive Order B-30-15 (signed April 29, 2015) endorses the effort to set interim GHG reduction targets for year 2030 (40 percent below 1990 levels). Signed into law in September 2016, Senate Bill (SB) 32 codifies the 2030 target in Executive Order B-30-15. The bill authorizes the CARB to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the Legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. However, at the time of writing this Draft EIR, no specific policies or emissions reduction mechanisms have been established.

This revision does not affect the technical analysis or conclusions presented in the Draft EIR.

Response 8-2

The Draft EIR fully and comprehensively evaluates the regional implications of the Draft LUTE in Impact 3.13.1 on pages 3.13-12 through -19 in Section 3.13, Greenhouse Gases and Climate Change. The greenhouse gas (GHG) impacts of the alternatives compared to the Draft LUTE are described in Section 5.0, Alternatives, on page 5.0-9 for Alternative 1 (No Project), page 5.0-14 for Alternative 2 (Reduced Jobs/Housing Ratio), and page 5.0-18 for Alternative 3 (Redistribute a Portion of Neighborhood Village Growth to Commercial Nodes). Table 5.0-2 starting on page 5.0-20 summarizes the comparative GHG impacts of the alternatives. The Draft EIR's analysis of GHG impacts of the Draft LUTE and alternatives complies with CEQA and is sufficient for informed decision-making.

Response 8-3

The discussion of VMT on pages 3.4-1, -2, -14, -24, -29, and -30 in Draft EIR Section 3.4, Transportation and Circulation, is for informational purposes. There is currently no CEQA requirement for a VMT analysis or a threshold by which to determine whether an impact would be significant. As such, quantification of vehicle miles traveled and associated GHG and criteria air pollutant emissions to allow comparison of the alternatives, as suggested by the commenter, is not required. The Draft EIR (page 5.0-11) does, however, include a discussion of VMT for the alternatives for disclosure purposes. As stated on page 5.0-1 in Section 5.0, Alternatives, in the Draft EIR, the evaluation of alternatives does not need to be as detailed as the assessment of the proposed project. The qualitative analysis of VMT is sufficient to inform the decision-making process. Calculation of VMT and related impacts, as suggested by the commenter, is not necessary to support the alternatives analysis and would not affect the conclusions in the Draft EIR. No revisions to the Draft EIR are necessary.

Letter 9

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Comments on the LUTE
Date: Tuesday, October 18, 2016 3:59:55 PM

---------- Forwarded message ----------
From: **Barbara Fukumoto** <barbara.fukumoto@gmail.com>
Date: Tue, Oct 11, 2016 at 4:21 PM
Subject: Comments on the LUTE
To: AP Horizon2035 <horizon2035@sunnyvale.ca.gov>

Dear Mr. Henderson:

Thank you for this opportunity to comment on the LUTE.

As stated several times in the LUTE, itself, a key purpose of the document is to decrease our dependence on the automobile. For this reason and because traffic is a significant community concern, **I recommend against delay in implementing the parts of the LUTE calling for reduced parking requirements and paid parking.** Maintaining high parking requirements raises the cost of construction and reduces the area of the building available for productive uses (like more housing units or office or retail space), so these policies are best set before new construction. Both add needlessly to the purchase or rental costs. And high parking requirements and free parking make driving appear cheaper than it is and subsidize driving. Ample free parking thus encourages driving, the opposite of the LUTE's purpose. Delay in implementing the reduced parking and paid parking parts of the LUTE takes us in exactly the wrong direction and would likely also annoy the public, who will continue to experience increasing traffic congestion.

Rather than kicking the can down the road by postponing implementation of LUTE parking policies, please consider undertaking a public information campaign to share the rationale for paid and reduced parking. The campaign would include the undesirable effects on health and safety, the environment, social connection, our pocketbooks and traffic of making all our trips in a car and the health, social, financial and environmental advantages of sustainable transportation. The campaign would also share the true costs of "free" parking--missed opportunity, direct expense, land uses that are pushed apart making a city less walkable and bikeable, etc. And the campaign would offer data on the connection between driving rates and ample free parking. At some point, we residents need to understand that ample free parking is not a "given" or a right and is not in our best interests or the best interests of future generations because it helps keep us in our cars. The sooner the better.

Barbara Fukumoto
Resident

9-1

Letter 9 Barbara Fukumoto

Response 9-1

This comment is directed to the merits of the proposed project and does not address the adequacy of the technical analysis in the Draft EIR. The commenter's concerns regarding parking are noted and will be addressed in the staff report and considered by the City Council during the decision-making process. The staff report is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 10

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: EIR and LUTE
Date: Tuesday, October 18, 2016 3:56:55 PM

---------- Forwarded message ----------
From: **Trudi Ryan** <tryan@sunnyvale.ca.gov>
Date: Tue, Oct 11, 2016 at 7:04 PM
Subject: Fwd: EIR and LUTE
To: Horizon2035 AP <horizon2035@sunnyvale.ca.gov>

Trudi Ryan, AICP
Director, Community Development Department
City of Sunnyvale
408-730-7435
tryan@sunnyvale.ca.gov

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---------- Forwarded message ----------
From: **Diane Gleason** <gleasondiane@yahoo.com>
Date: Tue, Oct 11, 2016 at 6:32 PM
Subject: EIR and LUTE
To: Trudi Ryan <tryan@sunnyvale.ca.gov>

Greetings,
Sunnyvale's draft EIR seems to say that a lot of the problems caused by increased growth are significant and unavoidable. Yes, if the LUTE is approved the way it is currently written, the problems would be significant: increased air pollution and green house gas emissions, increased traffic, and the housing shortage would be exasporated. These problems can be mitigated if the LUTE is rewritten to reduce new office development and increase housing. The LUTE must also address Transportation! The LUTE is more than just Land Use. The current LUTE does not adequately address mitigating traffic issues by coming up with alternative transportation options, nor by simply reducing the development of more office complexes. **10-1**

The Palo Alto mayor, recognizing all the undesirable consequences of the past few years of office development, is stating that office development must slow down, and that city is poised to take that action. Sunnyvale staff and council members need to also recognize that there are significant undesirable consequences and take action to reduce those, even if it means reducing office development (which it does).

The citizens are clamoring for help with traffic and housing. Continuing the pace of

Letter 10 Continued

office development will simply make these things worse. Please build housing, not offices. | 10-1 cont.

Sincerely, Diane Gleason

Letter 10 Diane Gleason

Response 10-1

This comment is directed to the purpose and contents of the Draft LUTE and the merits of the proposed project. The commenter suggests traffic, air emissions, and GHG impacts could be mitigated through reduced new office development and additional housing. The Draft EIR includes an evaluation of an alternative that would have more housing and less nonresidential space than the proposed Draft LUTE (Alternative 2 [Reduced Jobs/Housing Ratio]) and concludes that traffic, air quality, and greenhouse gas emissions impacts under that alternative would still be significant. No further response is required.

Letter 11

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: LUTE Regarding Fremont & Mary - Fremont & Sunnyvale-Saratoga
Date: Tuesday, October 18, 2016 3:58:45 PM

---------- Forwarded message ----------
From: **Peter Green** <fogcitypete@hotmail.com>
Date: Tue, Oct 11, 2016 at 5:03 PM
Subject: LUTE Regarding Fremont & Mary - Fremont & Sunnyvale-Saratoga
To: "Horizon2035@Sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>

I support the LUTE.

In regards to both locations access with 100 yards of intersections should be limited to improve both pedestrian and bicycle safety.

Regarding the Mary & Fremont sites, all four corners are bordered by one story home developments. "Stair stepping" of building height should occur on the redeveloped/rezoned properties to protect the one story nature of the surround homes and neighborhoods. This will also reduce shadows, sun light cut off and at night invasion of light from high density development.

11-1

s/peter green

614 Torrington Dr

Sunnyvale CA 94087

Letter 11 Peter Green

Response 11-1

The commenter provides suggestions on how to improve intersection safety and design elements. No specific development project is proposed in the Draft LUTE. This comment does not address the adequacy of the technical analysis in the Draft EIR. No further response is required.

Letter 12

October 11th, 2016

Jeff Henderson
Project Planner Planning Division
City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94088-3707

Re: Draft LUTE and EIR, Horizon 2035

Dear Mr. Henderson:

We are writing to share comments and concerns about the Horizon2035 plan, specifically the mixed use Village Center proposed at Fremont/Mary.

While we support redevelopment of the area for a more modern and vitalized neighborhood, it would be sad to see the neighborhood transform into a standard busy city block and lose its characteristic entirely. Currently we have ample natural light and view of distance from all direction of the Fremont/Mary crossing and it's comforting and attractive for all people passing or stopping by to enjoy this openness. Adding multiple 3-or-4-story condensed buildings in the four complexes will most likely destroy that ambience. With added traffic and parking problems associated with the high density development, it might just become a center that neighbors avoid rather than gather towards.

On page 40 of LUTE, Policy 55 Action 2, it is very alarming to see what's proposed below "Consider land use transitions, such as blended or mixed-use zoning and graduated densities, in areas to be defined around Village Centers." This would affect the residences around Village centers and goes against Goal F on page 41 of LUTE: "Goal F: Protected, Maintained, and Enhanced Residential Neighborhoods. Ensure that all residential areas of the city are maintained and that neighborhoods are protected and enhanced through urban design which strengthens and retains residential character." Rezoning surrounding neighborhoods would have profound impact and should not be done without input from those residents. **12-1**

In addition, since the features and amenities of a Village Center include the following (on page 36 of LUTE):

- Supportive of a lifestyle without a private automobile
- Neighborhood-serving or community-serving commercial core
- Pedestrian-oriented design: active ground-floor uses and generous outdoor spaces
- Activated by mixed use (commercial with residential)
- Easily accessed by pedestrian and bicycle networks
- Regular transit service
- Reduced need for parking
- Unique design guidelines to address form

Letter 12 Continued

- Neighborhood gathering spaces (e.g., plazas, coffee shops, community gardens, taverns)

It's to be expected that the parking inside the Village Center will not be designed to fully support the facilities on and around the area. It's a good gesture to encourage alternate transportation methods to the village center, but in reality, this could very well lead to more cars than the center's parking capacity. This will cause the neighboring residence area to become parking lots for these Village Centers, which will severely impair the security, privacy and life quality of these adjacent residences. Has any study or planning been done to address and eliminate this?

There are two schools along Mary Ave, Sunnyvale Middle and Homestead High, and lots of kids walk or bike to these schools. We are very concerned about the proposed Village Center and its increased traffic impact on the safety of these students. Mary Ave, Fremont Ave and Homestead Ave are all very busy streets, especially during rush hours. Congested traffic and backed-up cars will produce an even less pedestrian/bicyclist friendly route than it is now. We are concerned that adding the high density mixed-use center at Fremont/Mary would increase gridlock along these streets and lead to higher potential of unfortunate accidents.

12-1 cont.

When looking at the traffic impact study on EIR, it's also very clear that Mary Ave and Fremont Ave are under a lot of traffic stress already. And it concluded that "the Draft LUTE would result in significant contributions under year 2035 conditions to the following intersections as compared to existing conditions, on EIR 3.4-63:

- Mary Avenue & Fremont Avenue (#55) – from LOS D in AM and PM under existing conditions to LOS F in AM and PM peak hours under 2035 conditions
- SR 85 Southbound & Fremont Avenue (#60) – from LOS D in AM and LOS C PM under existing conditions to LOS F in AM and PM peak hours under 2035 conditions"

For both of which the impact of having a high density Village Center are concluded as cumulatively considerable and significant and unavoidable, without any feasible mitigation (EIR 3.4-93). Adding to the negative impact are the increased noise level and worsen air quality caused by increased traffic and traffic congestions in and around that area. This is not making the proposed Village Center an attractive place to be at all.

Fremont/Mary intersection is located in the close vicinity of Cupertino, Mountain View and Los Altos. It's a place that we can build to have an open and welcoming atmosphere and showcase the image of Sunnyvale positively. Making it a congested urban sprawl would not be the way to go. Please take into consideration these issues of rezoning, traffic, safety, and neighborhood characteristic in the location, planning and designing of these Village Centers, while working with the neighboring residences closely and attentively.

Thank you very much for your consideration.

Sincerely,
Ravi Gupta and Hairong Gao
927 Troy Ct
Sunnyvale, CA 94087

Letter 12 Ravi Gupta and Hairong Gao

Response 12-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 13

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: ATTN: JEFF HENDERSON - Development Of The Fremont / Mary Intersection ...
Date: Tuesday, October 18, 2016 4:01:25 PM

---------- Forwarded message ----------
From: **Don Hobbs** <donhobbs@sbcglobal.net>
Date: Tue, Oct 11, 2016 at 1:57 PM
Subject: ATTN: JEFF HENDERSON - Development Of The Fremont / Mary Intersection ...
To: "Horizon2035@Sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>

As a resident of Sunnyvale since 1979, I have seen many changes in the landscape of this City. Some of them have been great, some of them have been not so great.

I am all for positive change and have voted and lobbied others for many of the positive changes numerous times in the last almost four decades I have been here. I believe positive change is good for Sunnyvale and I am pleased that the city leaders

over the decades have taken the effects of the changes into consideration during debates and when proposing voting issues for Sunnyvale residents.

However, I cannot support the idea of turning the Fremont / Mary intersection into a high density "Village Center". Such a move would seriously impact the already crowded
traffic flow on Fremont Avenue between Mary Avenue and Highway 85 and make a current Fremont Avenue traffic jam of several times a day into a traffic jam of almost 16+
hours a day. Fremont Avenue is realistically the ONLY way to get to Highway 85 from this intersection and the proposed "Village Center". One of the primary stated purposes of the LUTE is to reduce traffic - that would certainly not be the case at this intersection and the surrounding streets. It could become a nightmare around here.

13-1

Also, Building a 3-4 story mixed-use complex (the "Village Center") at the intersection of Fremont and Mary could dramatically and negatively impact close neighbors' privacy, increase noise, and cause parking and traffic issues on neighborhood streets. It could also block the sun, negatively impacting access to solar power.

Please consider my thoughts and allow the Fremont / Mary intersection to grow as needed but at a much slower pace than this proposed "Village Center" will inject into the Fremont / Mary area.

Thank you for considering this email -

Letter 13 Continued

Don Hobbs
1291 Valley Forge Drive
Sunnyvale, CA 94087
408-737-0674

Letter 13 Don Hobbs

Response 13-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 14

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: LUTE Plan for Fremont-Mary Ave intersection
Date: Tuesday, October 18, 2016 4:01:59 PM

---------- Forwarded message ----------
From: <david.kamp918@comcast.net>
Date: Tue, Oct 11, 2016 at 1:49 PM
Subject: LUTE Plan for Fremont-Mary Ave intersection
To: Horizon2035@sunnyvale.ca.gov

Dear Mr Henderson:

We have been alerted to the existence of the Horizon 2035 plan for Sunnyvale through our neighborhood network. We live in the neighborhood to the northeast of the Fremont Ave-Mary Ave intersection, and some elements of the plan (LUTE) concern us. Our neighborhood is made up exclusively of single family detached homes, Eichlers, and we are insistent on keeping it that way. To impose higher density on this existing neighborhood is something we will oppose strongly, and it is with that knowledge that you should consider modification of the plan if necessary to accommodate our interests. Commercial development of all four corners of the intersection, currently commercial and not residential, seems like something that would and probably should happen as demand for retail space changes, but consider that existing tenants may not be able to afford significant increases in retail rental/lease space, and it is the local businesses that are currently supported by the neighborhood.

At this point is would be very wise to consider whether this region needs more advanced development of existing commercial space. Squeezing high density housing into small spaces has important consequences, and it is developers and planners who might defer those consequences to another generation. Well, we live here and we have to deal with the consequences. **14-1**

Somehow a plan has to be developed that considers displacement of existing businesses and return of those businesses to the neighborhood. Witness what happened to the small shops in the Town and Country Village mall who were displaced, never to return. What we are saying in short is that we understand changes that may come, but we don't want to lose the character of the neighborhood as it exists today. Developers in general who work hard to present attractive commercial opportunities to city staff operate for their own self interests, and they often do not have the best interests of the neighborhood residents in mind, and it is we who live with the consequences. You are able to influence direction in this plan to reflect our interests, and we trust you will.

Whenever we in Sunnyvale see proposals for development, especially of commercial space, we stop and think about the years it has been since the town center mall on

Letter 14 Continued

Mathilda Avenue has been delayed because of problems. You must understand what we see is a fence and no development, and the reasons are not always apparent, but we don't see those reasons, we see an unfinished project. Perhaps it would be wiser to concentrate more high density housing and commercial space into the Town Center area and leave the Fremont and Mary Avenues intersection alone.

Cities in the region develop in unique ways. At one extreme we have Atherton, where commercial development does not exist for all practical purposes. I can tell you, as a bicycle commuter for 40 years, riding through Atherton without commercial traffic was a pleasant experience. To read that bicycle and pedestrian traffic at the Fremont and Mary Avenues intersection may be affected (read as more dangerous, risky, and unpleasant) is disturbing. You in planning have a responsibility to consider all the traffic, motorized, non motorized and on foot. If motorists are inconvenienced because city staff imposed greater protections for bicyclists and pedestrians, it is the price we all must pay for having more density.

All the years going to and from work on my bicycle in the bay area has taught me something about commuting: as the years have gone by traffic density has increased, and my motorized commute times increased accordingly. Sitting on Fremont Avenue waiting for the metering light on Highway 85 to allow more cars to pass is no fun. Hey, it's the way it is when there are more cars. My bicycle commute time has never changed, ever. And I still work part time and commute by bicycle, and my commute time is exactly the same as it was 40 years ago. Using the bus has not changed much either in terms of time. These two modes of transportation, the bicycle and public transportation, give you a clue as to how to influence development when presentations by ambitious business people are shown to city staff for approval. An effective 2035 plan will provide city staff an answer to developers who may not operate in the interests of the people they purport to serve.

14-1 cont.

David and Phaik-Foon Kamp
886 Ticonderoga Drive
Sunnyvale, CA 94087
408-962-0593

Letter 14 David and Phaik-Foon Kamp

Response 14-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 15

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Draft E.I.R L.U.T.E. comment B--neighborhoods Re: Draft LUTE - Map of protected single-family areas
Date: Tuesday, October 18, 2016 3:59:14 PM

---------- Forwarded message ----------
From: **Zachary Kaufman** <zachsv@outlook.com>
Date: Tue, Oct 11, 2016 at 4:47 PM
Subject: Draft E.I.R L.U.T.E. comment B--neighborhoods Re: Draft LUTE - Map of protected single-family areas
To: Trudi Ryan <tryan@sunnyvale.ca.gov>, "Horizon2035@sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>
Cc: Jeff Henderson <jhenderson@sunnyvale.ca.gov>

This seems a little long winded, but it does eventually get to the point (and it is relevant to the E.I.R.)...

I ended up going down to the copy store and having 11 by 17 color printouts made of the 2 maps. Together with a Sunnyvale map that showed more streets, I tried to determine if single family homes were affected. The answer: I don't know. Taking, for example, the still remaining single family homes on Sunnyvale Avenue, between Old San Francisco Road and Evelyn, I can't make out the cross streets, I think they get torn down. Given the publicly advertised ~30,000 new Sunnyvale residents being planned (27,445 specifically cited in the E.I.R.), there is tremendous pressure for housing. In figure 4, numerous single family homes appear to be in "Low Medium Density Residential". Combining lots and tearing down single family residential to increase density seems plausible. And apparently in support of that notion, present in the L.U.T.E.'s document text, "While respecting existing neighborhood character, the policies also introduce the ability to consider interspersing, where appropriate, a variety of housing types and choices in existing neighborhoods to accommodate the needs of a diverse and changing community". The "preserve" designation in figure 1 and the text cited seem at odds... Just maybe one could argue "where appropriate" references back to the "preserve" in figure 1, and therefore, not there. However, with time and changing circumstances, what is interpreted as "where appropriate" might suddenly change. This doesn't just affect single family home owners, but also residents and owners of other housing types as well. The consequential lack of precision seemed to be overlooked in the draft E.I.R.'s "AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED".

15-1

Letter 15 Continued

From: Trudi Ryan <tryan@sunnyvale.ca.gov>
Sent: Wednesday, October 5, 2016 4:15 PM
To: zachsv@outlook.com
Cc: Jeff Henderson
Subject: Draft LUTE - Map of protected single-family areas

Good afternoon Zach:
Last night you spoke about the Draft LUTE at the City Council meeting last night, noting you had not located map of Single-family areas to be preserved.

Figure 1: Changing Conditions 2010–2035 on page 11 illustrates areas to be preserved, enhanced and transformed. Single-family home neighborhoods are within the large yellow field. For comparison purposes, you may want to also look at **Figure 4: Land Use Designations** (page 66). The light shade of yellow are the areas designated as low-density residential, single-family houses. These areas are currently the extent of the developed single-family neighborhoods.

Please feel free to contact Jeff Henderson (project manager) or me directly if you have a question about the Draft LUTE.

We both have access to the Horizon2035@sunnyvale.ca.gov email address and check it frequently. Otherwise you can use our direct emails (Jeff is copied on this message).

Trudi Ryan, AICP
Director, Community Development Department
City of Sunnyvale
408-730-7435
tryan@sunnyvale.ca.gov

Save the environment. Please don't print this email unless you really need to. </S

Letter 15 Zachary Kaufman

Response 15-1

This comment pertains to two figures in the Draft LUTE and the commenter's interpretation of the information presented on them. It does not address the adequacy of the analysis of environmental impacts presented in the Draft EIR. Subsection ES.4, Areas of Controversy and Issues to Be Resolved, in the Draft EIR's Executive Summary is required under CEQA Guidelines Section 15123(b) and is intended to identify topics germane to the impact analysis, not to resolve how planning features are described or depicted in the Draft LUTE. However, the commenter's suggestion that figures could be clarified is noted.

Letter 16

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Draft E.I.R. L.U.T.E. comment C--El Camino Precise Plan trip generation?
Date: Tuesday, October 18, 2016 3:59:01 PM

---------- Forwarded message ----------
From: **Zachary Kaufman** <zachsv@outlook.com>
Date: Tue, Oct 11, 2016 at 5:00 PM
Subject: Draft E.I.R. L.U.T.E. comment C--El Camino Precise Plan trip generation?
To: "Horizon2035@sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>, Zachary Kaufman <zachsv@outlook.com>

Will the El Camino Precise Plan have its own E.I.R.? The draft L.U.T.E. calls off to it. I would like to know about extra car trips generated by the loss of businesses on El Camino. However, without the plan being done, it is kind of hard to ask the question. And I'm not clear if it would go here or in its own E.I.R. **16-1**

Letter 16 Zachary Kaufman

Response 16-1

The commenter references the Precise Plan for El Camino Real, which is an approved plan for which the City Council adopted a Negative Declaration in 2007. The Draft LUTE contemplates additional residential uses along El Camino Real and a similar amount of commercial uses as currently allowed. A current planning effort is an update to the Precise Plan, which is called the El Camino Real (ECR) Corridor Plan. The ECR Corridor Plan also contemplates mixed-use residential uses. A separate EIR will be prepared for the El Camino Real Corridor Plan in the near future. No further response is required.

Letter 17

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Draft E.I.R. L.U.T.E. comment A--speed limits
Date: Tuesday, October 18, 2016 4:03:23 PM

---------- Forwarded message ----------
From: **Zachary Kaufman** <zachsv@outlook.com>
Date: Tue, Oct 11, 2016 at 12:48 PM
Subject: Draft E.I.R. L.U.T.E. comment A--speed limits
To: "Horizon2035@sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>
Cc: Zachary Kaufman <zachsv@outlook.com>

I did keyword searches on "speed limit" on both the L.U.T.E. draft E.I.R. and draft E.I.R. appendices. I got 1 search hit on the former and 4 hits on the later. None of them had anything to do with the following.

From the draft L.U.T.E.:

POLICY 35: Set speed limits at the lowest practicable levels consistent with state law.

Action 1: Advocate for changes to state speed laws to provide further ability to lower speed limits.

17-1

Doesn't changing speed limits affect roadway throughput? I am interested in the thorough specific analysis of this in the E.I.R.; city wide as the policy set forth is. I can't imagine dropping down speed limits doesn't affect L.O.S. ratings and congestion. I see the word "practicable", but that could range from relatively benign to the extreme where everything is dropped to its minimum. And judging by Action 1, it is the latter. Please forgive me if I missed finding the analysis.

Letter 17 Zachary Kaufman

Response 17-1

Roadway capacity is not related to roadway speed. The capacity of arterial streets is determined by the number of lanes and the timing of traffic signals. Regardless of speed limit, coordinated signal systems allow more capacity than when signals operate independently. Arterial streets and to a certain extent, collector streets determine the capacity of the street system. Local residential streets are not designed to serve through traffic, so they do not affect the overall road system's capacity. Speed limits could be lowered on streets throughout Sunnyvale without affecting the overall capacity of the road system. For these reasons, technical analysis of potential environmental impacts related to speed limits, as suggested by the commenter, is not necessary.

Letter 18

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Comments on Draft LUTE and Draft EIR – City of Sunnyvale
Date: Tuesday, October 18, 2016 4:00:10 PM

---------- Forwarded message ----------
From: **Adina Levin** <adina.levin@friendsofcaltrain.com>
Date: Tue, Oct 11, 2016 at 3:59 PM
Subject: Comments on Draft LUTE and Draft EIR – City of Sunnyvale
To: horizon2035@sunnyvale.ca.gov

Jeff Henderson, Project Planner

Planning Division - City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94088-3707

Dear Mr. Henderson,

Thank you very much for the opportunity to comment on the draft LUTE and EIR. Friends of Caltrain is a nonprofit supporting Caltrain and policies promoting sustainable transportation on the Peninsula Corridor.

We support key objectives of the LUTE to foster complete communities with a mix of uses in locations with transit and services, and to provide a diverse mix of housing types. We also strongly support the use of VMT as a key metric to assess and provide insights on how to mitigate transportation impacts.

VMT Transportation Impact and Alternatives

The VMT analysis shows that the proposed buildout of the plan would result in lower VMT/Capita than under the current general plan, but higher than existing conditions and higher than Santa Clara County as a whole.

Alternative 2, a scenario proposing a reduced jobs/housing imbalance, describes the transportation impact impact in number of trips, but does not report the impact in terms of VMT/Capita which drives GHG performance (page 5.0-11). Logically, with more housing near jobs, there would be more short trips generated for household errands, between homes and nearby shops, but fewer long commute trips - however this data is not shown. The document should be revised to report on VMT/Capita for Alternative 2.

We would support an alternative with a closer jobs/housing balance that would logically result in lower VMT per capita.

sunnyvale lute vmt.png



Providing housing in balance with job growth will also address the severe social impact of the current shortage of housing, which is resulting in extremely high housing prices and displacement of middle and lower income residents.

18-1

Letter 18 Continued

From a policy perspective, infill development with a better housing balance, allows shorter trips for local needs, which are easier to substitute with walking, bicycling, and local shuttles. This is desirable outcome compared to a more spread out, single use pattern where driving is the only practical option for most trips.

The plan and EIR discuss Sunnyvale's efforts to meet state RHNA obligations. However, the last planning phase significantly underestimated job growth, and therefore underestimated housing need. A scenario to better balance jobs and housing needs to consider housing need in relation to actual employment.

Housing and Village Center strategy

We support the concept of Village Centers to develop walkable, mixed use areas with retail and services. In order for this development pattern to succeed, there needs to be a large enough population to support the services in the mixed use area. We recommend assessing the population needed to support services, and updating the amount of housing and required density in order to achieve the level of population to support the services.

We recommend focusing Village Centers on areas with frequent bus service. Fortunately, the VTA Next Network redesign program looks likely to increase the frequency of key routes serving Sunnyvale. We strongly recommend providing feedback to VTA on the Next Network Plan regarding the location of frequent service that would make the most sense for Village Center strategy, and once the VTA plan is complete, adjusting the Village plans based on the updated transportation network.

We recommend that the LUTE specify that affordable housing should be located within a half-mile radius of major transit stops as people living in these units are more the most likely to use public transit. This can further reduce parking demand, lowering parking requirements, and in turn, making space for adding more housing units.

18-1 cont.

TDM to reduce transportation impact

We strongly support the policy emphasis in the LUTE on increasing the use of transit and active transportation. We urge the city to adopt tiered and increasingly strong TDM goals and measures over time to reduce VMT and VMT per capita. In addition to goals for peak hour vehicle trips, we encourage mode share goals to focus attention on increasing the use of transit, shared vehicles, and active transportation. We support mandatory monitoring and reporting of results with the goal of continually improving most shift performance. In order to achieve trip and mode share goals, we strongly recommend paid parking and unbundled parking as strategies to shift the balance toward sustainable transportation.

Historically cities supported access through subsidized parking and requiring enough parking for nearly all to drive. Planning for a high driving rate results in more traffic. To increase sustainable transportation and reduce parking demand, we need to reduce subsidies for parking, increase incentives for more space-efficient and sustainable modes, and require accountability for results.

We support the city's policies to increase mixed use, infill development with lower transportation impact, and make these recommendations with the goal of reducing the impact and making these strategies successful.

Thank you for your consideration,

Adina

Adina Levin
Friends of Caltrain
http://greencaltrain.com
650-646-4344

Letter 18 Adina Levin

Response 18-1

The discussion of VMT on pages 3.4-1, -2, -14, -24, -29, and -30 in Draft EIR Section 3.4, Transportation and Circulation, is for informational purposes. There is currently no CEQA requirement for a VMT analysis or a threshold by which to determine whether an impact would be significant. As such, quantification of VMT per capita to allow comparison of the alternatives, as suggested by the commenter, is not required. The Draft EIR (page 5.0-11) does, however, include a discussion of VMT for Alternative 2. As stated on page 5.0-1 in Section 5.0, Alternatives, in the Draft EIR, the evaluation of alternatives does not need to be as detailed as the assessment of the proposed project. The qualitative analysis of VMT is sufficient to inform the decision-making process. Calculation of VMT per capita, as suggested by the commenter, is not necessary to support the alternatives analysis and would not affect the conclusions in the Draft EIR. No revisions to the Draft EIR are necessary.

The City appreciates the commenter's suggestions regarding the planning concepts in the Draft LUTE and the use of transportation demand management (TDM) measures to reduce VMT. These comments are not specifically directed to the analysis in the Draft EIR, but will be considered during the decision-making process. Planning issues are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

The 2015-2023 Housing Element of the General Plan addresses housing affordability.

Letter 19

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: limit development in Sunnyvale
Date: Tuesday, October 18, 2016 4:01:09 PM

---------- Forwarded message ----------
From: **michele melvin** <mmelvin808@gmail.com>
Date: Tue, Oct 11, 2016 at 2:13 PM
Subject: limit development in Sunnyvale
To: Horizon2035@sunnyvale.ca.gov

Please stop the development in our cute little suburb of Sunnyvale. (Just look at Mountain View) and El Camino!! - Look out Santa Clara, they're coming for you next!!!!!
Too much Linked In, Google, and other large companies are taking over our streets and skies with their huge structures.
It's already grid locked on the roads and the schools are impacted with too many students.
The infrastructure must be addressed before any new developments are approved.
Try driving on El Camino, Mary or Hwy 85 between 4-7. You won't get very far very fast. Too many people, too many buildings, too many cars, and now many bike and pedestrian lanes which are great, but definitely contribute to the grid lock. Please, city council, put the brakes on, leave open space, ensure there's enough room in schools and address the environmental/ psychological impact of too much development. ENOUGH!!! Don't be greedy, Don't let the dollar guide your decisions. Listen to your community first - let them guide what Sunnyvale should look like and become in the next 30 years - not the developers.
Thank you,
Michele Melvin

19-1

Letter 19 Michele Melvin

Response 19-1

This comment is directed to the merits of the proposed project and does not address the adequacy of the technical analysis in the Draft EIR. The commenter's opinion is noted and will be considered during the decision-making process. No further response is required.

Letter 20

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Mary/Fremont development
Date: Tuesday, October 18, 2016 4:00:28 PM

---------- Forwarded message ----------
From: **Melissa Mocker** <melissapiker@yahoo.com>
Date: Tue, Oct 11, 2016 at 3:34 PM
Subject: Mary/Fremont development
To: "Horizon2035@Sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>

Hello -

I am writing about the planned development at the Mary/Fremont intersection. I appreciate the desire for growth and that the existing buildings are no longer attractive or maximizing that real estate. I love the idea of revitalizing that area. However... the "Village Center" described in the Horizon 2035 document in no way fits with THIS village. Our village. We are a predominantly 1 story community, with very few 2 story SMALL apartment complexes. The idea of adding a monstrosity as depicted in the report just doesn't fit. Remember, we the community moved into this area for what it is. If we wanted to live with high rises, we would have moved elsewhere. I would love to see the intersection revitalized with similar 1-2 story markets, shops, dining, medical offices again. Lots of trees, lots of walkways, OPENNESS. We emphatically disagree with 4 story high-rises and dense apartment complexes. Disagree with buildings choked up against the roadways. Disagree with these cookie-cutter ultra modern buildings going in (those near Pazellas are horrible and don't fit in at all). Disagree with increasing traffic and population. Adding so much to that little intersection will be horrible to our community. We LOVE the residential, 1 story neighborhood that we bought into and hope to stay forever. And we are feeling the pressure and density of what's going on on El Camino. Let us keep our little market area personal. Please, please consider these requests of your long-time residents over the quick buck from short term tech visitors who have no interest in calling Sunnyvale their permanent home. **20-1**

- Melissa Mocker
Nectarine Ave

Letter 20 Melissa Mocker

Response 20-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 21

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Development of Fremont Avenue & Mary Avenue Intersection
Date: Tuesday, October 18, 2016 4:02:48 PM

---------- Forwarded message ----------
From: **KIRAN MUNDKUR** <kiran.mundkur@sbcglobal.net>
Date: Tue, Oct 11, 2016 at 12:57 PM
Subject: Development of Fremont Avenue & Mary Avenue Intersection
To: Horizon2035@sunnyvale.ca.gov

To
Jeff Henderson, Project Planner Planning Division, City of Sunnyvale, CA

In regards to the Development of shopping plazas at the Fremont Avenue & Mary Avenue Intersection, I would like to object to the city's proposal to build multi story buildings for commercial purposes. There is an unacceptable level of traffic and pollution at that intersection already as city studies have shown. The roads cannot accept more traffic, let alone doubling it if the modifications if the proposal goes into effect. As a concerned resident of the neighborhood, I object to the proposal to create more commercial buildings in the plazas at the Fremont and Mary intersection in Sunnyvale. **21-1**

Kiran Mundkur
2041 Louise Lane,
Los Altos, CA 94024

Letter 21 Kiran Mundkur

Response 21-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 22

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Feedback on Fremont/Mary development
Date: Tuesday, October 18, 2016 4:03:44 PM

---------- Forwarded message ----------
From: **Jenny Pratt** <jpratt808@gmail.com>
Date: Tue, Oct 11, 2016 at 12:26 PM
Subject: Feedback on Fremont/Mary development
To: Horizon2035@sunnyvale.ca.gov

As a resident in an Eichler neighborhood close to the Fremont/Mary intersection, I am very concerned about the proposal for a 3-4 story development in this area.

Eichlers are all about open and private spaces (particularly with the huge expanse of windows that look out on the back yard), and a multistory development looming over our properties destroys the value of these architecturally significant homes.

Our neighborhood is zoned for single story dwellings for a reason. No one wants strangers from a multistory complex staring straight into their bedrooms. It's creepy and disrespectful. **22-1**

This kind of development will destroy our neighborhoods.

In addition, Fremont and Mary is already an overloaded intersection: there are many accidents and even fatalities in the current configuration.

Please consider this as you develop this area.
Jenny Pratt

Letter 22 Jenny Pratt

Response 22-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 23

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Horizon 2035 Comments
Date: Tuesday, October 18, 2016 4:02:26 PM

---------- Forwarded message ----------
From: **Michael Quinlan** <michael.quinlan@gmail.com>
Date: Tue, Oct 11, 2016 at 1:17 PM
Subject: Horizon 2035 Comments
To: Horizon2035@sunnyvale.ca.gov

Dear Mr Henderson,
As you may know there has been some spirited discussion on Nextdoor about the Horizon 2035 proposal. Since those discussions do not count as official feedback I thought I would make this official statement.

While I support the idea of cleaning up and redeveloping the 4 corners I'm not convinced that this proposal is the right one for Sunnyvale. In particular I'm concerned about

- 'Preserve the zoning and character of the existing communities surrounding the Village Centers'. I'm not sure how this proposal with it's multi-story row housing and shops preserves the character of the area. That area is mostly single story and many surrounding streets are Eichlers. Visually it will be a jarring change (although nicer then the current center) but it's critically important that we continue to respect the privacy and suburban feel of the houses in that area.

- Traffic. I'm not sure how "significant and unavoidable" isn't a giant red flag. Is the argument that anything would lead to "significant and unavoidable" traffic changes? If the answer is no, then surely we must chose an option which isn't going to cause a "significant" problem.

23-1

- Transport. With no extra buses, and what appears to be less parking then the current center, how do we expect people to get there? If this is solely for people within walking distance (which I support) then we need to chose stores such that it maintains the local feel. I.e if we get a "San Antonio/El Camnio" like situation with incoming visitors then this area will be a disaster for both traffic and existing residents lifestyles.

- 'More housing'. I understand the need for more housing in the bay area, but is high-end condos/towhhouses with minimal stores really what we need? There are plenty of examples of these in Sunnyvale (downtown, on El Camnio etc) where they have not made a community, rather they are a just a place where people rent for a year or two and then decide to buy or move somewhere cheaper or close to work/schools. I'm not all convinced this is a community building 'village' as opposed to another condo land grab.

Michael

Letter 23 Michael Quinlan

Response 23-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 24

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: LUTE plan for Fremont/Mary area
Date: Tuesday, October 18, 2016 4:02:37 PM

---------- Forwarded message ----------
From: <JSalam@csea.com>
Date: Tue, Oct 11, 2016 at 1:06 PM
Subject: LUTE plan for Fremont/Mary area
To: Horizon2035@sunnyvale.ca.gov
Cc: nourisalam@yahoo.com

Dear Jeff Henderson, Project Planner Planning Division,

I am concerned about the plans for developing the intersection of Fremont and Mary in Sunnyvale. I live on Ticonderoga Drive and am concerned about the current amount and speed of the car traffic I see on my street. I can imagine that this will only increase with the new development plans. I urge you to look at the traffic impact to Ticonderoga Drive and plan to mitigate the increase with speed bumps or barriers so that our neighborhood isn't used as a thoroughfare.

I have three kids who enjoy walking an biking on our street and in our neighborhood, but I am afraid the new development plans will worsen the amount and speed of the traffic and cause injuries to kids and families. Cars already drive too fast down Ticonderoga, using it as a thoroughfare to get around stop lights at the intersection of Fremont and Mary. It would be unfair and tragic if this issue is not addressed adequately.

24-1

Jessica Salam
874 Ticonderoga Drive

(408) 569-1429

Letter 24 Jessica Salam

Response 24-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 25

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Comments on Draft LUTE and Draft EIR – City of Sunnyvale
Date: Tuesday, October 18, 2016 3:58:32 PM

---------- Forwarded message ----------
From: <mikeserrone@comcast.net>
Date: Tue, Oct 11, 2016 at 5:04 PM
Subject: Comments on Draft LUTE and Draft EIR – City of Sunnyvale
To: Horizon2035@sunnyvale.ca.gov

Jeff Henderson, Project Planner Planning Division - City of Sunnyvale,

Thank you for the opportunity to comment on the Draft LUTE and Draft EIR.

My comments relate to addressing the ongoing job/housing imbalance which has created a chronic shortage of affordable housing and severely impacted transportation in the valley.

I ask that the Planning Division focus on Alternative 2 - the option for more housing and that the LUTE be revised to reflect more a appropriate jobs to housing balance going forward.

I also ask that the City continue to work to reduce vehicle miles traveled by adopting tiered and increasingly strong TDM goals and measures over time to reduce VMT and VMT per capita.

25-1

Building viable, walkable village centers is a key part of addressing these issues in a livable and sustainable manner.

Thank you for the opportunity to comment.

Mike Serrone
665 Winggate Drive
Sunnyvale, CA

Letter 25 Mike Serrone

Response 25-1

This comment is directed to planning assumptions in the Draft LUTE and does not address the adequacy of the technical analysis in the Draft EIR. Jobs/housing ratios are a socioeconomic issue, which do not require analysis in the Draft EIR, but are a planning consideration. Planning issues concerning jobs/housing ratios are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

With regard to the comment about goals for TDM and VMT reduction, this pertains to the Draft LUTE and not the adequacy of the technical analysis in the Draft EIR. The commenter's opinion is noted and will be considered during the decision-making process.

Letter 26

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: Comment on Draft EIR LUTE
Date: Tuesday, October 18, 2016 3:58:08 PM

---------- Forwarded message ----------
From: **Sue Serrone** <sueserrone@comcast.net>
Date: Tue, Oct 11, 2016 at 5:08 PM
Subject: Comment on Draft EIR LUTE
To: horizon2035@sunnyvale.ca.gov

Dear Mr. Jeff Henderson

In my reading of the Daft EIR LUTE, I did not see any numbers for affordable housing, just a commitment to RHNA general amount of housing numbers. As of 6/2015, Sunnyvale had built or permitted only 41 percent of very low income and 56 percent of low income housing (RHNA). (Numbers which I and others, such as ABAG Economist Steve Levy, think are too low.) However, by it's own standards, this already puts Sunnyvale almost 1000 units behind in below average cost housing units.

Since then, we are in the process of collecting multiple millions of dollars in development fees from Moffett Park Towers and much more to come from Lawrence Station and Peery Park, not to mention all the new hotels. I think an accounting of these funds and availability could at least be projected in the EIR to give direction to affordable housing growth.

For a land use and transportation framework for our future, I think we should ask for a metric that also assesses below average income jobs created to below average cost housing available.

The California Department of Public Health and others argue for this since it is a much better way to see how much long distance commuting and health disadvantages (including stress, greenhouse gas emissions, and traffic) we are adding. Remember if we are adding 4,000 jobs at Intuitive Surgical (their own projections) for example, we can expect at least three times that amount in low income jobs created! **26-1**

As it stands now, the Draft EIR LUTE actually worsens a " jobs/housing balance" not even accounting for incomes! I think this is unacceptable.

Please re-evaluate the number of jobs we have and are producing and adjust the number and kinds of housing units we need to make Sunnyvale and the region healthier more inclusive. Now that we have created what analysts call a "megaregion", there is no "other" place for people to live sustainably.

I would also ask, given the overarching priority now, more than ever, of meeting CAP goals, that our incentives to developers be re-evaluated. I believe it is necessary to put a higher priority and community benefit amount to gardens. Open space and park space cannot alone offer enough health, etc. benefits to a growing population. Rose gardens, vegetable gardens, mini- orchards, all kinds of edible bushes like kiwi, all can serve multiple benefits to not only

Letter 26 Continued

the building's population (grow your own for lunch) but also for health, recreation, education, aesthetics, spirit, and greenhouse gas reduction for the community. **26-1 cont.**

Thanks so much for the courtesy of accepting my comments,

Sue Serrone
665 Winggate Dr.
Sunnyvale
408 773 8851

Letter 26 Sue Serrone

Response 26-1

This comment is directed to the planning assumptions in the Draft LUTE concerning the number of housing units and the jobs/housing balance. Although the comment references the Draft EIR, the Draft EIR does not include any statements indicating that the Draft LUTE would worsen the jobs/housing balance. This comment does not address the adequacy of the technical analysis in the Draft EIR. Jobs/housing ratios are a socioeconomic issue, which do not require analysis in the Draft EIR, but are a planning consideration. Planning issues concerning jobs/housing ratios are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center. The commenter's opinions are noted and will be considered during the decision-making process.

Letter 27

10 October 2016

Jeff Henderson
Project Planner Planning Division
City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94088-3707

Subject: Comment on draft EIR and draft LUTE, Horizon 2035

Dear Mr. Henderson:

We are writing to express support for the high level visions of the LUTE element of Horizons 2037, and to emphasize key areas that our neighbors feel are critical to neighborhood acceptance and success of actual projects. Any adjustments required to LUTE to ensure that these concerns are addressed in further development are urged for adoption by the Planning Commission and City Council. Examination of the EIR suggests such adjustments are in order.

It seems to us that the high level visions presented for the CAP and Horizons 2035 are quite good. The Village Centers ideas are good too, but are missing key aspects that must be addressed or the overall objectives will be missed.

Good visions are:

- Local mixed use/commercial centers with wide-ranging services for walkable and bikable complete neighborhoods,
- wide tree-shaded sidewalks and public spaces,
- traffic calming,
- increasing density at the Village Centers, but maintaining complete neighborhood commercial services
- all while being very careful with interfaces to the existing single story neighborhoods surrounding them to avoid damage and maintain community character.

27-1

The devil is in the details, and the we urge that no Village specific plans or developments be approved that do not address the following concerns:

- Preserve the zoning and character of the existing communities surrounding the Village Centers. In particular, we think LUTE (p.40) Policy 55, Action 2 is problematic. This Action 2 should be stricken or modified, as it conflicts with the stated policy of preserving the character of Sunnyvale's residential neighborhoods.
    - Policy 55, Action 2: Consider land use transitions, such as blended or mixed-use zoning and graduated densities, in areas to be defined around Village Centers. (Could change "around" to "within".)
- Real, usable, shuttle-type transit stops to connect to Sunnyvale downtown, Caltrain, and light rail in Mountain View. Existing residents would use shuttles to Sunnyvale

Letter 27 Continued

and Mountain View downtowns if they existed. The Stanford Marguerite Shuttles are great. With new apartments going in, we'll need real transit or we will be doing the opposite of the stated goals of Horizon 2035.

- The LUTE lists green, sustainable, walkable objectives, for complete local neighborhoods, but the EIR speaks of "significant and unavoidable" impact on traffic, and lists Fremont and Mary as an intersection at which traffic will be at an unacceptable level. Similarly, in the EIR section 3.5 on air quality the summary states "significant and unavoidable" impact. THE LUTE and EIR add many residents, but make clear that no transit will be added to the Fremont-Mary Village Center. This is not consistent with the stated Horizons 2035 goals, which implies that the plans need to be significantly tightened for these Village Centers, and for transportation in Sunnyvale more generally, in order to avoid these outcomes.
- Avoid - really avoid - negative impacts on existing residents' privacy, solar access, quiet, and streetscapes.
- Lots of real trees shading walking, bike lanes, and public seating areas.
- Wide sidewalks and setback with trees, seating, and room to walk.
- Easy walking and biking use and access. The new San Antonio center is a negative example; it is stressful even to drive inside of there, much less to stroll around, or to get there on foot or by bike.
- Retain the complete mix of local services we currently enjoy at Fremont-Mary: branch post office, cleaners, pet supplies, vet, drug stores, large general groceries, Indian grocery, restaurants, coffee houses, barbers and salons, doctors, dentists, acupuncturists, locksmith, packaging shops, florist, etc. The neighborhood uses these, and we often walk. We'd hate to lose our real neighborhood services, even though the buildings are a tad old, and wind up with a faux neighborhood without the walkable services, like Santana Row. It looks nice, and it is fun for the occasional dinner, but the residents have to drive out of there for most services of life other than restaurants.
- Figure out a way that long-time local businesses with a big following -- such as Country Gourmet, For Other Living Things and others -- can survive the transition. These are real neighborhood resources that have been appreciated for decades.
- The large numbers of residents added in the Village Centers will require that schools be added or the existing schools be re-assumed by the School District from the lessees. Schools are already overcrowded.

27-1 cont.

Thank you for your consideration.

Sincerely,
Patrick and Suzanne Shea
814 Trenton Drive
Sunnyvale, CA 94087

Letter 27 Patrick and Suzanne Shea

Response 27-1

This comment is directed to goals and policies presented in Draft LUTE and does not address the adequacy of the technical analysis in the Draft EIR. The commenters' suggestions for how the Draft LUTE and implementation of the Village Centers could be improved are noted and will be considered during the decision-making process. Planning issues are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 28

From: jhenderson@sunnyvale.ca.gov on behalf of Horizon2035 AP
To: Hoffman, Dana
Subject: Fwd: EIR/LUTE feedback for Fremont/Mary intersection
Date: Tuesday, October 18, 2016 4:03:33 PM

---------- Forwarded message ----------
From: **Julie Treichler** <harleyamelia@yahoo.com>
Date: Tue, Oct 11, 2016 at 12:32 PM
Subject: EIR/LUTE feedback for Fremont/Mary intersection
To: "Horizon2035@Sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>

Hello Mr. Henderson,

Please kindly pass along the following comments to the relevant committees reviewing the EIR/LUTE drafts for the Fremont-Mary intersection. I originally posted these comments on Nextdoor.com:

It's not just a matter of preferring the absence of gridlock. Busy intersections produce more traffic violations, road rage, and vehicular-pedestrian tragedies. How is this consistent with producing a "village' that is intended to bring all ages together? Will we really see more people out and about if we need to mill, bike, or walk in what is effectively a gas chamber? I am not exaggerating, as I experienced this on my commute to high school in a city which at the time had maybe a population of 300,000 (it is now over 600,000). Young lives (not just wayward seniors) were lost during those years and I couldn't walk fast enough while holding my breath to get beyond an intersection that was always backed up.

The current situation is already pretty bad going under 85 on Fremont. The other day at least 3 vehicles ran a red light heading north on Bernardo. There was lots of honking. Is this what we wish to experience at the start of our day throughout our city? Will this encourage healthy activities like walking and bicycling? When I had biked into Los Altos with my daughter to school last May we would start as early as 7:15 am to avoid the backup, rush, and general unpredictability of some drivers.

Developers should help pay for non-polluting mass transit infrastructure in Sunnyvale for these intersections under consideration.

I would like to add that the infrastructure needs to go in before the development. :)

Thank you,
Julie.

28-1

Letter 28 Julie Treichler

Response 28-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Planning Commission Hearing

PUBLIC HEARINGS/GENERAL BUSINESS

2 16-0959 **Proposed Project:** Public Comments on the Draft Environmental Impact Report for the Land Use and Transportation Element Update.
File #: 2016-7708
Location: Citywide
Applicant: City of Sunnyvale
Project Planners: Jeff Henderson and Trudi Ryan, (408) 730-7462, Horizon2035@sunnyvale.ca.gov

Director of Community Development Trudi Ryan said the purpose of the Public Hearing is limited to receiving public comment on the adequacy of the Draft Environmental Impact Report (DEIR) for the Land Use and Transportation Element (LUTE) Update, and she introduced Project Managers, Jeff Henderson and Dana Hoffman.

Commissioner Weiss said the EIR references complete communities, population growth and projections, and that in the discussion of housing it is imperative to consider Below Market Rate (BMR) housing. She encouraged increasing the BMR percentage from 12.5 to 15 and emphasized rental housing for low- and very low income residents and senior housing. She said the LUTE mentions adequate housing in the policies and suggested that it mention affordable housing, and said she supports Alternative 2 for fewer jobs and more housing units.

Director Ryan interjected a reminder that tonight's hearing is to gather public input on the DEIR and not the LUTE update itself.

Commissioner Weiss said transit may need to be reviewed after Measure B is voted on because it will specifically impact where the lines are for buses and light rail in areas where there are job increases.

Commissioner Simons confirmed with Director Ryan that the Planning Commission has had several study sessions on the LUTE and DEIR, and that this is the first Public Hearing on the DEIR. He noted that the DEIR references the Santa Clara Valley Transportation Authority (VTA) Bicycle Design Guidelines in 3.1-21 but makes no reference to use of the VTA Pedestrian Design Guidelines, both of which should be referenced in the same part of the EIR. He suggested a reference to the Vision Zero document as part of the goals, and noted that in the Executive Summary discussion regarding impacts resulting from implementation of the LUTE and applicable mitigation measures one table lists an increase in the number of vehicles in a planning area and shows no mitigation measure required. He suggested there be a comment about adjusting vehicle speeds or increasing pedestrian sidewalk widths. He said in 3.1-11 he would like to see the discussion of

Planning Commission Hearing Continued

policy 54 expanded to include an interest in higher physical separations between neighborhoods due to changes in activity, an increase in bicycle and pedestrian access in spite of impacts from growth, and mitigating growth issues to meet action requirements while still supporting policy 54. He noted that section 3.4-33 regarding existing pedestrian and bike facilities is confusing because all roads are bike facilities in addition to separate bike paths, and said that he would submit comments regarding the adequacy of several maps used, particularly figure 3.4-7.

Commissioner Olevson noted that on page ES-12 mitigation measure MM 3.6.3 requires construction vehicles use the best available noise control techniques, and that previously we only required construction vehicles meet the requirements of the Bay Area Air Quality Management District (BAAQMD). He said his concern is that if we require the best available there may be issues when better techniques arise, so he would like to see that mitigation measure revisited. He noted that on page 3.2-3 there is a statement regarding the Association of Bay Area Governments (ABAG) concluding that Sunnyvale has a 1.0 ratio of jobs to employed residents which conflicts with table 5.0-1 where the ratio is listed as 1.44. Commissioner Olevson said that throughout the DEIR there is discussion of increasing bike and pedestrian travel to improve transportation, but that the percentage of bike and pedestrian travel is not shown to increase after 20 years, and that this needs further explanation. He said table 3.11.3-1 is useless because it dicusses the SMaRT Station generating tons of waste per day, and then compares it to the capacity of different canyons in terms of cubic yards per year. He said only one measurement should be used. He noted that the DEIR shows a population increase over the 20 year period of 20 percent with no new parks constructed, and that developers can either dedicate land or pay a fee, which funds the maintenance of existing parks only. He said there is a conflict in saying that the quality of life will be maintained or improved if no new parks are added to accommodate an increase in the population. He added that he would like a greater explanation in the DEIR as to why Alternative 2 is not the superior Alternative as it has a better jobs-to-housing ratio.

Commissioner Simons noted that in section 3.4 he would like to see a discussion about whether there is a safety issue in increasing average vehicle speeds while maintaining the same sidewalk widths, which should be a significant criterion impact for development. He noted that section 3.13-13 is a City list of documents and suggested that it may be appropriate to list both the VTA Bicycle and Pedestrian Guidelines.

Vice Chair Rheaume opened the Public Hearing.

John Cordes, Sunnyvale resident and member of the Bicycle and Pedestrian

PC-1

Planning Commission Hearing Continued

Advisory Commission speaking for himself, said he is concerned that the DEIR notes that vehicle miles traveled will increase while the Climate Action Plan says it should decrease and the DEIR does not reconcile that impact. He said he is concerned with the jobs-to-housing imbalance and does not understand why there is persistent discussion about adding 40,000 more jobs. He said the DEIR does not take into account new technologies such as driverless cars or when electric vehicles become more common, and it ignores new infrastructure and transportation modes such as carpool sharing and how to improve that use. He said the DEIR identifies impacts as significant and unavoidabe which does not make sense if we have alternatives that allow us to avoid those impacts. He said he is concerned with the growth rate and that the plan needs triggers such as allowing only so many new jobs until adequate housing supply is built. He encouraged an increase of affordabe housing in the LUTE, and said 25 percent in the El Camino Real corridor is good but that we need funding from increased developer fees.

PC-1 cont.

PC-2

PC-3

Sue Serrone, Sunnyvale resident, said not enough attention is paid to current trends, that the DEIR needs to be updated with regard to the jobs-to-housing imbalance and actual job creation numbers. She said we do not factor in that each job we create also creates three low-income jobs, and that some impacts are listed as insignificant because they do not affect Sunnyvale but that we are in a mega region and those impacts affect other cities. She said we need to reevaluate these basic assumptions before approving the LUTE.

PC-4

Bruce Terris, Sunnyvale resident, said his house is adjacent to a current medical center which is an area proposed for a future mixed village, and that he is concerned with the effect a future village may have on the environment. He said generally he supports the goals of the Draft LUTE, which, if properly implemented, could be an asset to neighborhoods. He noted that impact 3.1.3 in the DEIR says changes to land use would have a less than significant impact, with which he disagrees as a multistory building could impact his privacy and solar access and increase noise and traffic. He noted that policy 55 action 2 discussed the consideration of land use transitions around village centers and that he is concerned that his single-story Eichler neighborhood could be rezoned. He suggested removing policy 55 action 2 because it is inconsistent with the goal of neighborhood preservation and that the term 'around village centers' should be better defined.

PC-5

Arpita Kumari, Sunnyvale resident, said for the concept of mixed use villages to work it should include the critical mass of housing at the specific location and neighborhood around it to support retail services. She said the jobs-housing ratio needs to be altered as others have suggested and that Alternative 2 may be

PC-6

Planning Commission Hearing Continued

included. She said she looks forward to the creation of more interesting spaces on a continuous strip like El Camino and that creating a sense of place is important for developing villages that are safe at any time of day. She said these spaces need enough activity for people to use and strong bike and transit access to proposed villages from adjacent neighborhoods.

PC-6 cont.

Vice Chair Rheamue closed the Public Hearing.

Director Ryan noted that all comments received this evening and all written comments on the DEIR will be used for preparation of the Response to Comments document as part of the Final EIR and will include corrections, modifications and explanations of those comments. She said three Commissions will review the LUTE in October, that the hearing schedule was modified to fit in the Lawrence Station Area Plan and that the Planning Commission and City Council will review the LUTE in January.

Vice Chair Rheaume closed this agenda item.

3 16-0548 **Proposed Project:** Related General Plan Amendment and Rezoning applications:

GENERAL PLAN AMENDMENT:

- To change the land use designation from Residential High Density to Residential Low-Medium Density (Sunnytrees townhomes complex), a 5.05-acre site; and
- To change the land use designation from Residential Low Density to Residential Low-Medium Density (838 Azure Street), a 0.34-acre site

REZONE: Introduction of an Ordinance to rezone the 838 Azure Street site from Low Density Residential (R-0) to Low-Medium Density Residential with a Planned Development combining district (R-2/PD), 0.34-acre site.

File #: 2016-7078
Location: 838 Azure Street/842 Sunnyvale-Saratoga Road (APN: 211-18-030) and Sunnytrees townhomes complex [821-836 Azure Street (APNs: 211-41-013 through 211-41-032), 103-180 Brahms Way (APNs: 211-41-001 through 211-41-059), and 817-827 Cezanne Drive (APNs: 211-41-050 through 211-41-055)]
Zoning: R-0 (838 Azure Street) / R-2/PD (Sunnytrees townhomes complex)
Applicant / Owner: Xin Lu (838 Azure Street), City of Sunnyvale/Multiple property owners (Sunnytrees townhomes complex)
Environmental Review: Mitigated Negative Declaration
Project Planner: George Schroeder, (408) 730-7443, gschroeder@sunnyvale.ca.gov

City of Sunnyvale Planning Commission Meeting – Public Hearing to Accept Comments on the Draft LUTE Draft EIR (October 10, 2016)

Response PC-1

The Sunnyvale Climate Action Plan (CAP) is a strategic planning document that was designed to initiate greenhouse gas emission reductions in the city. CAP implementation, coupled with other variables such as State-led strategies like the Pavley Standard, which is intended to reduce GHG emissions from noncommercial passenger vehicles through fuel efficiency standards, has been projected to lead to a reduction in GHG emissions, including from mobile sources. For instance, the Pavley Standard is estimated to result in the reduction of 159,460 metric tons of traffic-generated GHG emissions annually compared to 2008. The Climate Action Plan also includes citywide GHG reduction measures that are projected to result in an addition 79,900 metric tons of GHG emission reductions annually, according to the CAP.

At full buildout, the Draft LUTE could generate 342,958,144 vehicle miles traveled annually (Draft EIR Appendix B, Annual Emissions, page 4, Table 3.2). As stated on page 3.13-13 in Draft EIR Section 3.13, Greenhouse Gases and Climate Change, the Draft LUTE–specific growth was not factored into the CAP growth projections. Nonetheless, future development projects under the Draft LUTE would be required to comply with the provisions of the Sunnyvale Climate Action Plan. As stated on page 3.13-11 in the Draft EIR, for the purposes of evaluating potential GHG-related impacts associated with the Draft LUTE, the increase of GHG emissions projected to be generated with full implementation of the Draft LUTE is compared with the Sunnyvale CAP 2020 threshold of 3.6 metric tons per service population and the 2035 threshold of 2.6 metric tons per service population. As noted on page 3.13-18 in the Draft EIR, the proposed development potential allowed under the Draft LUTE is estimated to result in a metric ton per service population ratio of 2.5 and is therefore less than CAP thresholds. Nonetheless, the Draft EIR further acknowledges that the Draft LUTE has different growth projections than those assumed in the CAP, and therefore states that Draft LUTE projected GHG emissions cannot equivalently be compared to demonstrate compliance with GHG reduction targets in the Climate Action Plan for 2035.

In order to reconcile this, mitigation measure MM 3.13.1 is required, which mandates that upon adoption of the Draft LUTE, the City must update the Climate Action Plan to include the new growth projections associated with the Draft LUTE and make any necessary adjustments to the CAP to ensure year 2020 and 2035 GHG reduction targets are attained. As stated on page 3.13-19 in the Draft EIR, implementation of the CAP has resulted in the reduction of GHG emissions in the city by approximately 15.8 percent from 2008 emissions, and the Draft LUTE could result in comparable GHG emission efficiencies as anticipated by the CAP for the year 2035 and meet GHG reduction percentages specified in the CAP. Implementation of mitigation measure MM 3.13.1 would ensure that the Climate Action Plan incorporates the Draft LUTE growth projections to ensure GHG emissions are reduced consistent with CAP greenhouse gas reduction targets and percentages that are consistent with state reduction targets.

Response PC-2

The City acknowledges that new transportation and vehicle technologies will likely shift over time, and significant changes may occur within the Draft LUTE planning horizon of 2035. However, the effects of technological changes over the next 20 years cannot be accurately predicted, and such speculation (and their potential for reducing environmental impacts as they relate to Draft LUTE implementation) is not required under CEQA (CEQA Guidelines Sections 15144 and 15145).

Response PC-3

The commenter's preference for increased affordable housing measures within the Draft LUTE is noted. Housing affordability is addressed in the 2015-2023 Housing Element of the General Plan. Because this comment pertains to the Draft LUTE and does not address the adequacy of the technical analysis in the Draft EIR, no further response is required.

Response PC-4

Jobs/housing ratios are a socioeconomic issue, which do not require analysis in the Draft EIR, but are a planning consideration. Planning issues concerning jobs/housing ratios are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center. The Draft EIR includes an analysis of cumulative impacts (Impact 3.2.3 in Draft EIR Section 3.2, Population and Housing), which includes regional growth, in determining the environmental impacts of the jobs growth that would be accommodated by the Draft LUTE.

Response PC-5

As noted in the Draft EIR, changes to land use throughout the City would result in less than significant land use impacts, including potential conflicts with other City land use plans and regulations, as described in Impact 3.1-3, as referenced by the commenter. The intent of the analysis is to describe potential land use compatibility impacts of land use policy decisions at a citywide scale, rather than the individual impact of a future development project on an undisclosed individual residence location.

The City acknowledges the commenter's concern regarding Draft LUTE Policy 55, Action 2. These comments will be provided to the Planning Commission and City Council for consideration during the public hearings process for the Draft LUTE. The intent of the policy is not to identify stable single-family residential areas adjacent to Village Centers for center expansion.

Response PC-6

This comment is directed to the land use mix in future Village Centers as related to the success of retail business at these locations. Area plans for Village Centers are required, which will further analyze and address economic viability. CEQA, however, does not require that the Draft EIR include an economic analysis for the mix of land uses identified in the project (CEQA Guidelines Section 15131); therefore, additional analysis is not required.

3.0 REVISIONS TO THE DRAFT EIR

ATTACHMENT 3

3.1 INTRODUCTION

This section includes minor revisions to the Draft EIR. These modifications resulted from responses to comments received during the Draft EIR public review period as well as staff-initiated changes. Changes are provided in revision marks (underline for new text and ~~strikeout~~ for deleted text).

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, and do not alter the conclusions of the environmental analysis.

3.2 REVISIONS TO THE DRAFT EIR

SECTION 2.0 (PROJECT DESCRIPTION)

Page 2.0-22, Table 2.0-4 (Draft LUTE Roadway Classifications), second row (County Expressway roadway category description), is revised as follows:

> Provides partially controlled access on high-speed roads with a limited number of driveways and intersections. Expressways also allow bicycles, and sidewalks are provided in limited locations; pedestrians are permitted in these limited locations. Speed ~~is~~ limits are typically between 45 and ~~70~~ 55 miles per hour, ~~dependent upon~~ depending on location. Expressways are generally designed for longer trips at the county or regional level.

Page 2.0-22, Table 2.0-4 (Draft LUTE Roadway Classifications), fifth row (Commercial/Industrial Corridor roadway category description), is revised as follows:

> Serves local cross-town traffic, and may also serve regional traffic. Industrial and commercial corridors connect local roads and streets to arterial roads. Provides access to local transit, and includes pedestrian connections designed to encourage multi-purpose trips. Four-lane corridors provide for up to 90 feet of ROW with street parking or bike lanes. Two-lane corridors may provide for up to 90 feet of ROW with street parking and may have bike lanes. The ROW includes sidewalks with traffic buffers, such as trees, on both sides of the street.

SECTION 3.1 (LAND USE)

Page 3.1-6, first paragraph under "Moffett Federal Airfield Comprehensive Land Use Plan, is revised as follows:

> In 2012, Santa Clara County completed a Comprehensive Land Use Plan (CLUP) for Moffett Federal Airfield (Santa Clara County Airport Land Use Commission 2012). The CLUP is intended to be used to safeguard the general welfare of inhabitants within the vicinity of the airport. The CLUP includes height, safety, and noise policies for land uses within the Airport Influence Area (AIA) surrounding the airport. Moffett Federal Airfield was a US Naval Air Station until it was transferred to NASA in 1994. The California Air National Guard is based at and operating from the airport. The remainder of airport operation includes NASA test flights and US government personnel and air cargo flights. There are a limited number of civilian operations at the airport, which are anticipated to remain the same throughout the study period. Because Moffett Federal Airfield is a US government airport, it is not included in many of the other Federal Aviation Administration regulations.

Page 3.1-15, Policy 8, is revised as follows (staff-initiated change to Draft LUTE):

Policy 8: Actively participate in discussions and decisions regarding transportation between regions including regional airport and regional rail planning to ensure benefit to the community.

Action 1: Comprehensively review any proposed aviation services at Moffett Federal Airfield that could increase aviation activity or noise exposure.

Action 2: Encourage appropriate uses at Moffett Federal Airfield that best support the community's desires in Sunnyvale.

Action 3: Pursue annexation of that portion of Moffett Federal Airfield within Sunnyvale's sphere of influence in order to strengthen the city's authority over future use.

Action ~~4~~: Monitor and participate in regional airport planning decision-making processes with agencies such as the Metropolitan Transportation Commission (MTC) and the Regional Airport Planning Commission (RAPC).

Action 5: Encourage consistency with the Santa Clara County Comprehensive Land Use Plan for Moffett Federal Airfield.

Action 6: Ensure that land uses, densities, and building heights within Airport Safety Zones are compatible with safe operation of Moffett Federal Airfield.

Action ~~5~~ 7: Monitor and participate in efforts by the Santa Clara County Airport Land Use Commission to regulate land uses in the vicinity of Moffett Federal Airfield.

Action 8: Update the Safety and Noise Element by 2020 to reflect conditions in the City and the region.

SECTION 3.3 (HAZARDS AND HUMAN HEALTH)

Page 3.3-12, last sentence of fourth full paragraph, is revised as follows:

Moffett Federal Airfield is a federally owned airport located mostly in unincorporated Santa Clara County adjacent to and northwest of Sunnyvale. A portion of the Airfield is located within Sunnyvale's sphere of influence. The airfield has a 9,202-foot-long runway with a precision instrument approach. The airfield was formerly operated by the military from 1933 to 1994 and is currently operated by the National Aeronautics and Space Administration (NASA). The California Air National Guard is based at and operates from the airport. The remainder of airport operations include NASA test flights and US government personnel and air cargo flights. There are a limited number of civilian operations at the airport. No significant changes in airport activity are forecast. ~~Moffett Federal Airfield is not under ALUC jurisdiction; however, a Draft CLUP has been prepared to provide the Airport Land Use Commission with a foundation to develop compatible land use policies around the airfield.~~ The Santa Clara County Airport Land Use Commission (ALUC) adopted a CLUP for Moffett Federal Airfield in 2012. The CLUP is intended to be used to safeguard the general welfare of inhabitants within the vicinity of the airport. The

CLUP includes height, safety, and noise policies for land uses within the Airport Influence Area (AIA) surrounding the airport.

Page 3.3-20, first paragraph, is revised as follows:

The Santa Clara County Airport Land Use Commission (ALUC) has adopted a Comprehensive Land Use Plan (CLUP) for areas surrounding Santa Clara County public-use airports. Sunnyvale is not located in any ~~protected airspace~~ airport safety zones defined by the ALUC for public-use airports and has no heliports listed by the Federal Aviation Administration (ALUC 1992).

Page 3.3-20, third paragraph and Policy 8, is revised as follows:

Moffett Federal Airfield is the only airport that could potentially be affected by development in Sunnyvale. Any construction equipment or new structures that exceed the height restrictions of FAR Part 77 or land use policies from Moffett Federal Airfield's Comprehensive Land Use Plan~~, if adopted by the ALUC,~~ could affect navigable airspace associated with the airport. Compliance with FAA notification requirements (including preparation of an aeronautical study by the FAA, specified in FAR Part 77, described above, for new development or redevelopment that exceed the height limits) would minimize the potential for development to create a significant hazard to navigable airspace.

The Draft LUTE also contains several policies and actions that would assist in reducing airport hazards. The Draft LUTE land use designations (see Figure 2.0-4) are consistent with the CLUP. The following list identifies policies and actions that include specific, enforceable requirements and/or restrictions and corresponding performance standards that address this impact.

Policy 8: Actively participate in discussions and decisions regarding transportation between regions including regional airport and regional rail planning to ensure benefit to the community.

Action 1: Comprehensively review any proposed aviation services at Moffett Federal Airfield that could increase aviation activity or noise exposure.

Action ~~4~~: Monitor and participate in regional airport planning decision-making processes with agencies such as the Metropolitan Transportation Commission (MTC) and the Regional Airport Planning Commission (RAPC).

Action 5: Encourage consistency with the Santa Clara County Comprehensive Land Use Plan for Moffett Federal Airfield.

Action 6: Ensure that land uses, densities, and building heights within Airport Safety Zones are compatible with safe operation of Moffett Federal Airfield.

Action ~~5~~ 7: Monitor and participate in efforts by the Santa Clara County Airport Land Use Commission to regulate land uses in the vicinity of Moffett Federal Airfield.

Action 8: Update the Safety and Noise Element by 2020 to reflect conditions in the City and the region.

SECTION 3.4 (TRANSPORTATION AND CIRCULATION)

Page 3.4-47 under "Impacts Not Evaluated in Detail" subheading, is revised as follows:

> While the Planning Area of the Draft LUTE is within Moffett Federal Airfield's ~~influence area~~ Airport Influence Area (AIA) and safety zones, the Draft LUTE would not involve changes in air traffic operations. There would be no impact relative to standard of significance 3, and impacts related to airport operations are not further evaluated.

Page 3.4-57, last paragraph, is revised as follows:

> Implementation of a TDM program consistent with these policies would eliminate the intersection impacts at six more intersections. As further described under Impact 3.4.7 below, with the proposed mitigation measures and implementation of the Draft LUTE, the cumulative impact to transit travel times at these intersections would be less than significant. For the remaining ~~eight~~ nine impacted intersections, the Draft LUTE's cumulative impact to transit travel times would be **significant**.

Pages 3.4-58 and 3.4-60, Policy 69, is revised as follows (staff-initiated change to Draft LUTE):

> Policy 69: Promote walking and bicycling through street design.
>
> Action 1: Develop complete streets principles to accommodate all users including pedestrians, bicyclists, skaters, and wheelchair users, along with motor vehicles in transportation corridors.
>
> Action 2: Enhance connectivity by removing barriers and improving travel times between streets, trails, transit stops, and other pedestrian thoroughfares.
>
> Action 3: Support traffic calming to slow down vehicles in order to promote safety for non-motorists.
>
> ~~Action 6: Maintain and implement a citywide bicycle plan that supports bicycling through planning, engineering, education, encouragement, and enforcement.~~
>
> Action ~~7~~ 6: Support streetscape standards for vegetation, trees, and art installations to enhance the aesthetics of walking and biking.

SECTION 3.5 (AIR QUALITY)

Page 3.5-18, Table 3.5-7, first row of measures, is revised as follows:

TABLE 3.5-7
DRAFT LUTE CONSISTENCY WITH CLEAN AIR PLAN CONTROL STRATEGIES

Clean Air Plan Strategies	Draft LUTE Policies and Actions
Transportation Control Measures	
TCM A: Improve Transit Services A-1 Improve Local & Areawide Bus Service A-2: Improve Local & Regional Rail Service	Policy 2/Action 1; Policy 5/Action 4; Policy 6/Action 2; Policy 7; Policy 8/Action ~~6~~ 7; Policy 19/Action 1; Policy 20/Action 2; Policy 46/Actions 2, 3, 4, & 5; Policy 48/Action 1

SECTION 3.10 (CULTURAL RESOURCES)

Page 3.10-11, additional text added as follows:

City of Sunnyvale Heritage Preservation Guidelines

The Community Character chapter of the Sunnyvale General Plan establishes criteria for identifying cultural resources in the city. The City of Sunnyvale has approached the delineation of cultural resources by relating them to their heritage value. As stated in the Community Character chapter, the term *heritage* encompasses a broader concept than the term *historical.* A community's heritage includes not only its record of historical events and the inventory of its historical buildings, sites, and artifacts, but also the cultural legacy of that history. Heritage resources are important because they document the cultural history of a particular place and illustrate the relationship between the present and the past. Each heritage resource enriches the history of a place and adds to a complex pattern of growth and development over time. Modifications to local landmarks and heritage resources must be reviewed and approved by either Planning staff or the Heritage Preservation Commission, and specific, stringent reviews must be conducted if a local landmark is to be modified in a way that would significantly alter its historic character.

The City has also adopted Single Family Home Design Techniques, a Mixed-Use Development Toolkit, High Density Residential Design Guidelines, Eichler Design Guidelines, and Taaffe-Frances Heritage Neighborhood Design Guidelines (an historic area). Additional design guidelines are listed under the City of Sunnyvale Design Guidelines subheading in the Regulatory Framework subsection in Section 3.12, Visual Resources and Aesthetics, in the Draft EIR.

SECTION 3.13 (GREENHOUSE GASES AND CLIMATE CHANGE ADAPTATION)

Page 3.13-6, end of second full paragraph, is revised as follows:

... Executive Order B-30-15 (signed April 29, 2015) endorses the effort to set interim GHG reduction targets for year 2030 (40 percent below 1990 levels). Signed into law in September 2016, Senate Bill (SB) 32 codifies the 2030 target in Executive Order B-30-15. The bill authorizes the CARB to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the Legislature and appropriate agencies to adopt

complementary policies which ensure that the long-term emissions reductions advance specified criteria. However, at the time of writing this Draft EIR, no specific policies or emissions reduction mechanisms have been established.

SECTION 4.0 (PUBLIC SERVICES)

Page 4.0-18, Policy 71, is revised as follows (staff-initiated change to Draft LUTE):

Policy 71: Improve accessibility to parks and open space by removing barriers.

Action 1: Provide and maintain adequate bicycle lockers at parks.

Action 2: Evaluate the feasibility of flood control channels and other utility easements for pedestrian and bicycle greenways. Coordinate with flood control and utility agencies early in the process to determine feasibility/desirability of the project.

Action 3: Develop and adopt a standard for a walkable distance from housing to parks.

APPENDICES

ATTACHMENT 3

APPENDIX A: MITIGATION MONITORING AND REPORTING PROGRAM

ATTACHMENT 3

1. STATUTORY REQUIREMENT

When a lead agency makes findings on significant environmental effects identified in an environmental impact report (EIR), the agency must also adopt a "reporting or monitoring program for the changes to the project which it has adopted or made a condition of approval in order to mitigate or avoid significant effects on the environment" (Public Resources Code Section 21081.6(a) and California Environmental Quality Act Guidelines Section 15091(d) and Section 15097). The Mitigation Monitoring and Reporting Program (MMRP) is implemented to ensure that the mitigation measures and project revisions identified in the EIR are implemented. Therefore, the MMRP must include all changes in the proposed project either adopted by the project proponent or made conditions of approval by the lead agency or a responsible agency.

2. ADMINISTRATION OF THE MITIGATION MONITORING AND REPORTING PROGRAM

The City of Sunnyvale (City) is the lead agency responsible for the adoption of the MMRP. The City is responsible for implementing, verifying, and documenting compliance with the MMRP, in coordination with other identified agencies. According to CEQA Guidelines Section 15097(a), a public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation. However, until mitigation measures have been completed, the lead agency remains responsible for ensuring that implementation of the measures occurs in accordance with the program.

3. MITIGATION MEASURES AND REPORTING PROGRAM

Table A-1 is structured to enable quick reference to mitigation measures and the associated monitoring program based on the environmental resource. The numbering of mitigation measures correlates with numbering of measures found in the impact analysis sections of the Draft EIR.

TABLE A-1
LAND USE AND TRANSPORTATION ELEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Requirements of Measure	Compliance Method	Verification/Timing	Responsible Party
Air Quality				
MM 3.5.3	The following will be added as policies to the Environmental Management Chapter of the General Plan: NEW POLICY: Prior to the issuance of grading or building permits, the City of Sunnyvale shall ensure that the Bay Area Air Quality Management District's (BAAQMD) basic construction mitigation measures from Table 8-1 of the BAAQMD 2011 CEQA Air Quality Guidelines (or subsequent updates) are noted on the construction documents. NEW POLICY: In the cases where construction projects are projected to exceed the BAAQMD's air pollutant significance thresholds for NO_X, PM_{10}, and/or $PM_{2.5}$, all off-road diesel-fueled equipment (e.g., rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, tractors) shall be at least California Air Resources Board (CARB) Tier 3 Certified or better.	• Policy added to the Green Development Section of the LUTE	• As a motion by the city council to add this policy when adopting the LUTE	• City of Sunnyvale Planning Department
MM 3.5.5	The following will be added as policies to the Environmental Management Chapter of the General Plan: NEW POLICY: In the case when a subsequent project's construction span is greater than 5 acres and/or is scheduled to last more than two years, the subsequent project applicant shall be required to prepare a site-specific construction pollutant mitigation plan in consultation with Bay Area Air Quality Management District (BAAQMD) staff prior to the issuance of grading permits. A project-specific construction-related dispersion modeling acceptable to the BAAQMD shall be used to identify potential toxic air contaminant impacts, including diesel particulate matter. If BAAQMD risk thresholds (i.e., probability of contracting cancer is greater than 10 in one million) would be exceeded, mitigation measures shall be identified in the construction pollutant mitigation plan to address potential impacts and shall be based on site-specific information such as the distance to the nearest sensitive receptors, project site plan details, and construction schedule. The City shall ensure construction contracts include all identified measures and that the measures reduce the health risk below BAAQMD risk thresholds. Construction pollutant mitigation plan measures shall include but not be limited to: 1. Limiting the amount of acreage to be graded in a single day.	• Environmental Management Chapter of the General Plan amended to include the policy	• As a motion by the city council to amend when adopting the LUTE	• City of Sunnyvale Planning Department

TABLE A-1
LAND USE AND TRANSPORTATION ELEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Requirements of Measure	Compliance Method	Verification/Timing	Responsible Party
	2. Restricting intensive equipment usage and intensive ground disturbance to hours outside of normal school hours. Notifying affected sensitive receptors one week prior to commencing on-site construction so that any necessary precautions (such as rescheduling or relocation of outdoor activities) can be implemented. The written notification shall include the name and telephone number of the individual empowered to manage construction of the project. In the event that complaints are received, the individual empowered to manage construction shall respond to the complaint within 24 hours. The response shall include identification of measures being taken by the project construction contractor to reduce construction-related air pollutants. Such a measure may include the relocation of equipment.			
MM 3.5.6	The following will be added as policies to the Environmental Management Chapter of the General Plan: NEW POLICY: The following measures shall be utilized in site planning and building designs to reduce TAC and $PM_{2.5}$ exposure where new receptors are located within 1,000 feet of emissions sources: • Future development that includes sensitive receptors (such as residences, schools, hospitals, daycare centers, or retirement homes) located within 1,000 feet of Caltrain, Central Expressway, El Camino Real, Lawrence Expressway, Mathilda Avenue, Sunnyvale-Saratoga Road, US 101, State Route 237, State Route 85, and/or stationary sources shall require site-specific analysis to determine the level of health risk. This analysis shall be conducted following procedures outlined by the BAAQMD. If the site-specific analysis reveals significant exposures from all sources (i.e., health risk in terms of excess cancer risk greater than 100 in one million, acute or chronic hazards with a hazard Index greater than 10, or annual $PM_{2.5}$ exposures greater than 0.8 $\mu g/m^3$) measures shall be employed to reduce the risk to below the threshold (e.g., electrostatic filtering systems or equivalent systems and location of vents away from TAC sources). If this is not possible, the sensitive receptors shall be relocated. • Future nonresidential developments identified as a permitted stationary TAC source or projected to generate more than 100 heavy-duty truck trips daily will be evaluated through the CEQA process or BAAQMD permit process to ensure	• Environmental Management Chapter of the General Plan amended to include the policy	• As a motion by the city council to amend when adopting the LUTE	• City of Sunnyvale Planning Department

TABLE A-1
LAND USE AND TRANSPORTATION ELEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Requirements of Measure	Compliance Method	Verification/Timing	Responsible Party
	they do not cause a significant health risk in terms of excess cancer risk greater than 10 in one million, acute or chronic hazards with a hazard Index greater than 1.0, or annual $PM_{2.5}$ exposures greater than 0.3 $\mu g/m^3$ through source control measures. • For significant cancer risk exposure, as defined by the BAAQMD, indoor air filtration systems shall be installed to effectively reduce particulate levels to avoid adverse public health impacts. Projects shall submit performance specifications and design details to demonstrate that lifetime residential exposures would not result in adverse public health impacts (less than 10 in one million chances).			
MM 3.5.7	The following will be added as a policy and actions to the Environmental Management Chapter of the General Plan: NEW POLICY: Avoid Odor Conflicts. Coordinate land use planning to prevent new odor complaints. NEW ACTION: Consult with the BAAQMD to identify the potential for odor complaints from various existing and planned or proposed land uses in Sunnyvale. Use BAAQMD odor screening distances or city-specific screening distances to identify odor potential. NEW ACTION: Prohibit new sources of odors that have the potential to result in frequent odor complaints unless it can be shown that potential odor complaints can be mitigated. NEW ACTION: Prohibit sensitive receptors from locating near odor sources where frequent odor complaints would occur, unless it can be shown that potential odor complaints can be mitigated.	• Environmental Management Chapter of the General Plan amended to include the policy	• As a motion by the city council to amend when adopting the LUTE	• City of Sunnyvale Planning Department
Greenhouse Gases and Climate Change				
MM 3.13.1	Upon adoption of the Draft LUTE, the City will update the Climate Action Plan to include the new growth projects of the Draft LUTE and make any necessary adjustments to the CAP to ensure year 2020 and 2035 greenhouse gas emission reduction targets are attained.	• Update Climate Action Plan	• With or prior to completion of the next biennial monitoring and implementation report for the Climate Action Plan	• City of Sunnyvale sustainability coordinator and Planning Department

TABLE A-1
LAND USE AND TRANSPORTATION ELEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Requirements of Measure	Compliance Method	Verification/Timing	Responsible Party
Noise				
MM 3.6.3	The following will be included as a policy or implementation measure to the Safety and Noise Chapter of the General Plan: New development and public projects shall employ site-specific noise attenuation measures during construction to reduce the generation of construction noise and vibration. These measures shall be included in a Noise Control Plan that shall be submitted for review and approval by the City. Measures specified in the Noise Control Plan and implemented during construction shall include, at a minimum, the following noise control strategies: • Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds; • Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools; and • Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures. • Noise and vibration reducing pile-driving techniques shall be employed during construction and will be monitored to ensure no damage to nearby structures occurs (i.e., vibrations above peak particle velocity (PPVs) of 0.25 inches per second at nearby structures). These techniques shall include: – Installing intake and exhaust mufflers on pile-driving equipment; – Vibrating piles into place when feasible, and installing shrouds around the pile- driving hammer where feasible; – Implementing "quiet" pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;	• Safety and Noise Chapter of the General Plan amended to include the policy	• As a motion by the city council to amend when adopting the LUTE	• City of Sunnyvale Planning Department

TABLE A-1
LAND USE AND TRANSPORTATION ELEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Requirements of Measure	Compliance Method	Verification/Timing	Responsible Party
	– Using cushion blocks to dampen impact noise, if feasible based on soil conditions. Cushion blocks are blocks of material that are used with impact hammer pile drivers. They consist of blocks of material placed atop a piling during installation to minimize noise generated when driving the pile. Materials typically used for cushion blocks include wood, nylon and micarta (a composite material); and – At least 48 hours prior to pile-driving activities, notifying building owners and occupants within 600 feet of the project area of the dates, hours, and expected duration of such activities.			
Transportation and Circulation				
MM 3.4.7a	The following roadway improvements shall be included in the City's fee program: • Restripe the westbound leg to one left turn lane, one shared through-right lane, and one right turn lane. Or • Convert the intersection to a two-lane roundabout.	• Update the City's Transportation Impact Fee Program to include the improvement	• With adoption of the 2016-17 Fee Schedule	• City of Sunnyvale Public Works Department
MM 3.4.7b	The following roadway improvements shall be included in the City's fee program: Construction of an exclusive southbound right turn lane for the length of the segment. The northbound leg will also require a second left turn lane. The eastbound inner left turn lane will require restricting the U-turn movement to allow for a southbound overlap right turn phase. Depending on the extent of the median on the north leg that could be removed, the north leg will be widened between 3 and 11 feet. The north leg will be realigned to accommodate the southbound right turn. There is existing right-of-way on the northeast quadrant of the intersection. The second northbound left turn lane will need to be the same length as the existing left turn lane. Right-of-way acquisition would be required from the southwest quadrant. The south leg will need to be realigned. The south leg will be widened by 10 feet.	• Update the City's Transportation Impact Fee Program to include the improvement	• With adoption of the 2016-17 Fee Schedule	• City of Sunnyvale Public Works Department