

## **Second Addendum**

To the Final Environmental Impact Report  
For the Main Street Cupertino Project (SCH# 2008082058)

# **Main Street Cupertino Housing and Retail Modifications**

File No. M-2012-03, ASA-2012-10 and TM-2012-04

Prepared by the  
City of Cupertino



August 2012

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## **SECTION 1.0 INTRODUCTION AND PURPOSE**

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This document is an Addendum to the Final Environmental Impact Report (Final EIR) for the Main Street Cupertino project, which was certified in 2009, and updated with an Addendum adopted on May 15, 2012 by the Cupertino City Council. The purpose of this Addendum is to disclose the environmental impacts of proposed revisions to the Main Street Cupertino project.

Under Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, an Addendum to a previously-certified EIR may be prepared by the Lead Agency when subsequent analysis concludes that there will not be a new significant effect or a significant effect being substantially more severe than shown in the previous EIR. If an analysis were to show a new significant effect or that a significant effect would be substantially more severe than shown in the previous EIR, then a Subsequent or Supplemental EIR would be required.

This Second Addendum evaluates modifications to the Main Street Cupertino project since the certification of the 2009 Final EIR and adoption of the May 2012 Addendum. **Section 2.7** of this Addendum summarizes prior environmental review and modifications to the Main Street Cupertino project that have been approved by the Cupertino City Council.

## **SECTION 2.0 PROJECT INFORMATION**

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### **2.1 PROJECT TITLE**

Main Street Cupertino Project

### **2.2 PROJECT LOCATION**

The 18.7-acre project site is located at the northwest quadrant of Stevens Creek Boulevard and Tantau Avenue in the City of Cupertino. The project site is bounded by Stevens Creek Boulevard to the south, Tantau Avenue to the east, Vallco Parkway to the north, and a parking lot, residences, and retail commercial uses to the west. Finch Avenue extends through the project site. Regional and vicinity maps of the project site are shown in Figures 1 and 2, respectively. An aerial photograph showing surrounding land uses is shown on Figure 3.

### **2.3 LEAD AGENCY CONTACT**

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### **2.4 PROPERTY OWNER/PROJECT PROPONENT**

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San Mateo, CA 94402  
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### **2.5 ASSESSOR'S PARCEL NUMBERS**

316-20-078, 316-20-079, and 316-20-085

### **2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT**

General Plan Designation: Heart of the City Specific Plan Area

Zoning District: *Planned Development (General Commercial, Professional Office, Light Industrial, and Residential), P(CG, OP, ML, Res) Heart of the City Specific Plan Area*

## **2.7 CHANGES TO THE PROJECT DESCRIPTION**

The Main Street Cupertino project consists of a mix of commercial, hotel, office, residential, and town square/park uses. The project applicant is proposing several modifications to the Main Street Cupertino project approved in May 2012 including a change in the housing type and number of units (from 143 senior housing units to 120 market-rate apartments) and a change in the square footage of retail uses (from 138,700 square feet to 130,500 square feet). The office and hotel uses, and the total town square/park area would remain the same.

### **2.7.1 Comparison to Previously Analyzed Project Schemes**

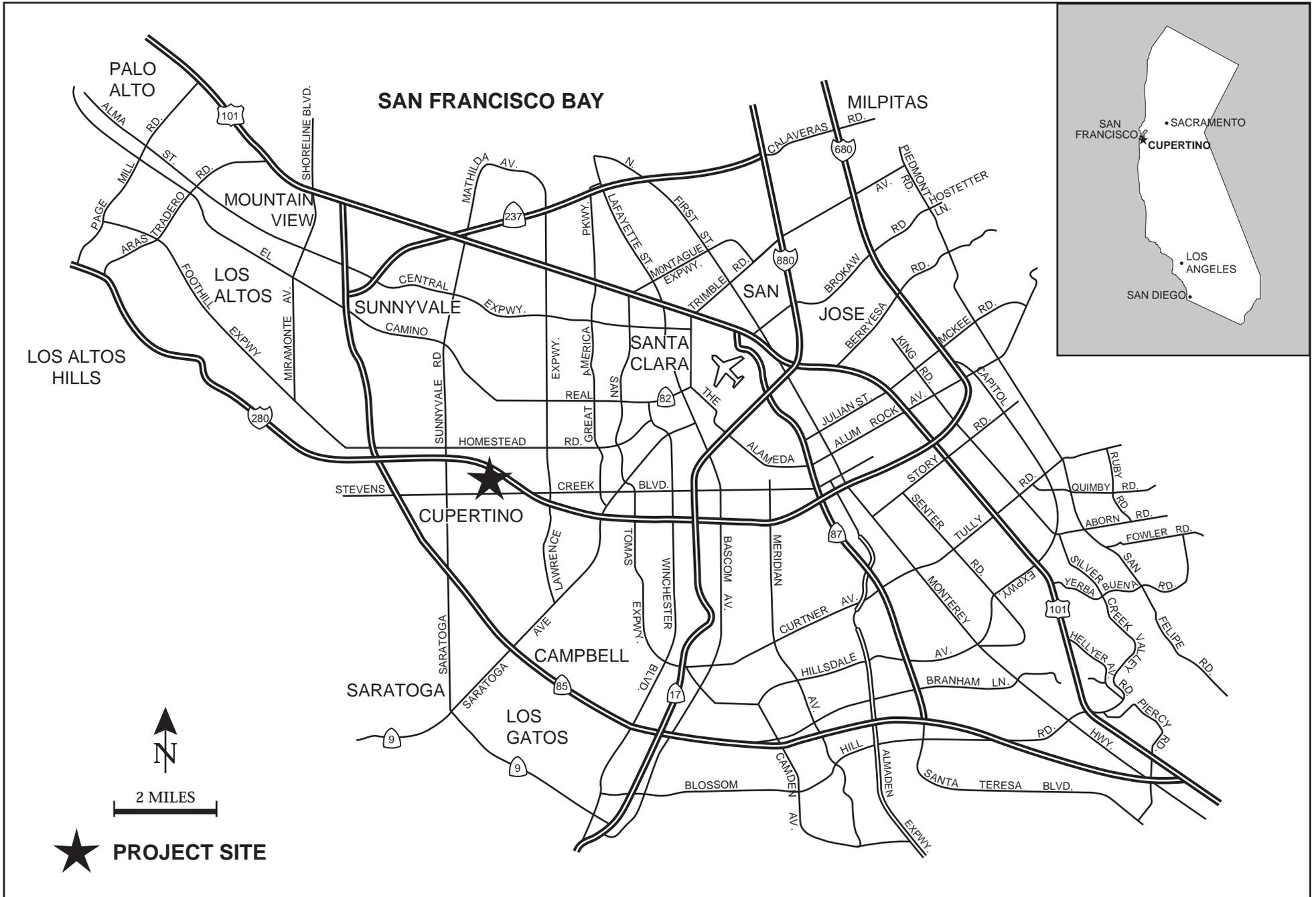
Environmental review for the project approved in May 2012 consisted of the Main Street Cupertino Final EIR (SCH#2008082058) and an Addendum to the Final EIR. Both the 2009 Final EIR and the May 2012 Addendum adopted by the City Council analyzed the environmental effects of a range of mixed use schemes for the project site. The land uses proposed (retail, office, residential, hotel, and park) under the revised project are the same as the mix of land uses previously analyzed.

The May 2012 Addendum evaluated a range of development schemes that would not result in new significant impacts, or substantially greater significant impacts, than those evaluated in the 2009 Final EIR. The proposed project revisions are similar to one of the analyzed schemes that included 120 market-rate apartments. The project schemes analyzed in the 2009 Final EIR and May 2012 Addendum are summarized in Table 1 below.

Compared to Scheme 1 analyzed in the May 2012 Addendum, the project applicant is now proposing to increase the restaurant proportion within the retail component of the project (while decreasing the overall commercial square footage) and decrease the amount of office square footage on-site (refer to Table 1 and associated notes). The amount of commercial and office square footage are proposed to be reduced in order to accommodate the increase in restaurant uses on-site. Restaurant uses generate a greater number of vehicle trips compared to general commercial uses, therefore, the amount of commercial and office square footage is reduced to maintain a similar level of traffic generation from the project site as was analyzed in the 2009 Final EIR and May 2012 Addendum.

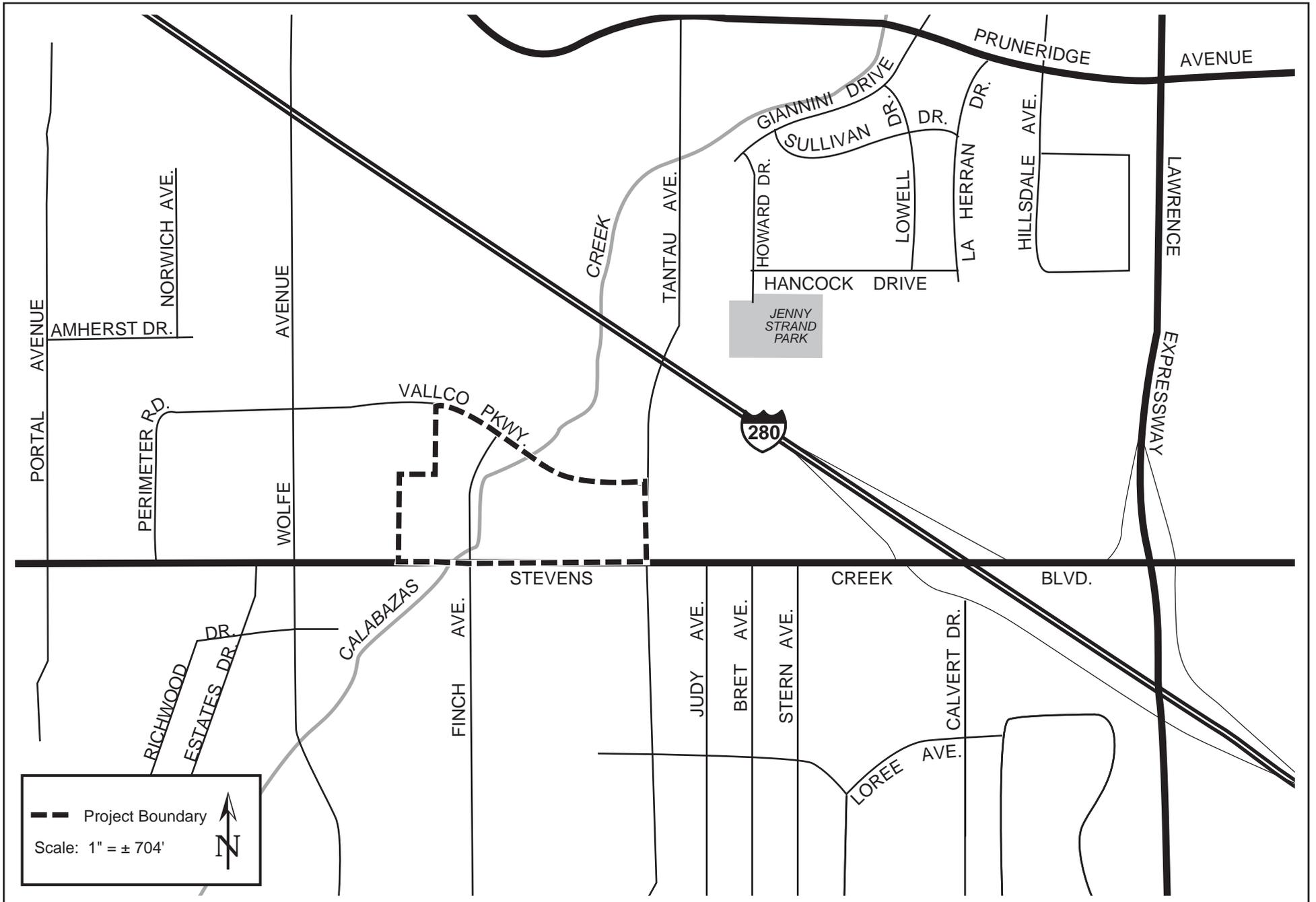
The proposed revised project plazas and landscaping, green building features, roadway improvements, site access, amount of excavation and utility improvements are the same as was analyzed in the May 2012 Addendum (including Appendix E of the May 2012 Addendum).

A conceptual site plan of the proposed revised project is shown in Figure 4. Building setbacks and allowed heights have not changed.



REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2

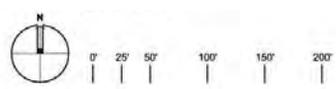




**TABULATION (PROPOSED PLAN)**

|                               |                        |
|-------------------------------|------------------------|
| OFFICE                        | 260,000 SF             |
| RETAIL                        | 130,500 SF             |
| HOTEL                         | 180 ROOMS (134,568 SF) |
| LOFT APARTMENTS               | 120 UNITS (120,708 SF) |
| <b>PARKING</b>                |                        |
| 1,984 STALLS                  |                        |
| STREET                        | 85 STALLS              |
| SURFACE                       | 325 STALLS             |
| GARAGE 1                      | 1,370 STALLS           |
| GARAGE 2 (Under Housing)      | 204 STALLS             |
| <b>TOTAL PARKING</b>          | <b>1,984 STALLS</b>    |
| OFFICE                        | 929 STALLS             |
| RETAIL                        | 632 STALLS             |
| HOTEL                         | 219 STALLS             |
| LOFT APARTMENTS               | 204 STALLS             |
| <b>TOTAL PARKING REQUIRED</b> | <b>1,984 STALLS</b>    |

Source: KENNETH RODRIGUES & PARTNERS, INC, 8.15.12



CONCEPTUAL SITE PLAN FOR REVISED PROJECT

FIGURE 4

| <b>Table 1: Comparison of Project Schemes</b>  |                                |  |                                |   |                         |   |
|--|--------------------------------|--|--------------------------------|---|-------------------------|---|
| <b>Scheme</b>  | <b>General Commercial</b>      |  | <b>Office</b><br>(square feet) | <b>Residential</b><br>(units)                       | <b>Hotel</b><br>(rooms) | <b>Open Space<br/>with Public<br/>Easement</b><br>(acres) |
|  | <b>Retail</b><br>(square feet) | <b>Athletic Club or<br/>Additional Retail</b><br>(square feet) |                                |   |                         |   |
| <b>2009 Final EIR</b>  |                                |  |                                |   |                         |   |
| 1.   | 150,000                        | 145,000  | 100,000                        | 160 Senior  | 150                     | 1.63  |
| 2.   | 146,500                        | ---  | 205,000                        | 160 Senior  | 250                     | 1.63  |
| <b>May 2012 Addendum<sup>1</sup></b>   |                                |  |                                |   |                         |   |
| 1.   | 78,700                         | 60,000   | 292,000                        | 143 Senior <u>OR</u><br>120 Market Rate Apartments  | 180                     | 1.55  |
| 2.   | 92,200                         | ---  | 292,000                        | 143 Senior <u>AND</u><br>105 Market-Rate Apartments | 180                     | 1.55  |
| Approved Project <sup>2</sup>  | 138,700                        | ---  | 260,000                        | 143 Senior  | 180                     | 1.55  |
| <b>Currently Proposed Revised Project<sup>2</sup></b>  |                                |  |                                |   |                         |   |
|  | 130,500                        | ---  | 260,000                        | 120 Market-Rate Apartments                          | 180                     | 1.55  |
| Notes:   |                                |  |                                |   |                         |   |
| <sup>1</sup> In the May 2012 Addendum, it was assumed that 10 percent of the commercial uses proposed would be occupied by high turnover restaurants with breakfast service. Note that analyses of increases in the restaurant proportion on-site were completed and included in Appendices E and F of the May 2012 Addendum. The City Council approved a project scheme variation that allowed development of 260,000 square feet of office uses, 138,700 square feet of commercial uses (including 53,538 square feet of restaurant uses), a 180-room hotel, and 143 senior housing units. |                                |  |                                |   |                         |   |
| <sup>2</sup> The project that was approved by the City Council in May 2012 and the currently proposed revised project assumes that 40.3 percent (or 52,592 square feet) of commercial uses would be occupied by restaurants. Of the assumed restaurant square footage, 44.4 percent is assumed to be low-turnover quality restaurants with no breakfast service, 44.4 percent is assumed to be high-turnover restaurants with no breakfast service, and 11.2 percent is assumed to be high-turnover restaurants with breakfast service.  |                                |  |                                |   |                         |   |

## **SECTION 3.0 DISCUSSION OF ENVIRONMENTAL IMPACTS**

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In accordance with CEQA Guidelines Section 15162 and 15164, this Second Addendum tiers from the Main Street Cupertino Final EIR prepared in 2008 and certified in January 2009 and the subsequent May 2012 Addendum. This Second Addendum evaluates the extent to which the impacts of the currently proposed revised project are the same or different than those addressed in the previous EIR and Addendum and whether a new significant environmental effect or a substantial increase in the severity of previously identified significant effects would occur.

Compared to Scheme 1 analyzed in the adopted May 2012 Addendum, the revised project proposes to increase the restaurant proportion within the retail component of the project while decreasing the overall commercial and office square footage on-site.

The existing environmental setting, including thresholds of significance, has not substantially changed since the certification of the 2009 Final EIR and adoption of the May 2012 Addendum. Please refer to these two environmental documents for a complete description of existing environmental conditions.

### **3.1 ENVIRONMENTAL IMPACTS ADEQUATELY ADDRESSED IN PREVIOUS ENVIRONMENTAL REVIEW**

The overall amount of development, building massing/height/footprints, area of disturbance, amount of soil excavation, and number of new residents and jobs under the currently proposed revised project would be the same or less as disclosed and analyzed in the certified 2009 Final EIR and subsequently adopted May 2012 Addendum. The revised project would have the same or reduced impacts as the approved project and/or 2012 Scheme 1 in regards to the following environmental issues:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality<sup>1</sup>
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions<sup>2</sup>

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<sup>1</sup> The revised project would generate fewer daily trips than analyzed previously (the revised project is estimated to generate approximately 11,972 average daily trips – refer to Table 2 – and the project analyzed in the certified 2009 Final EIR was estimated to generate approximately 13,751 average daily trips) and the amount of excavation required would be the same as analyzed in the adopted May 2012 Addendum. Therefore, the revised project would not result in substantially greater operational or construction air pollutant emissions than disclosed in the certified 2009 Final EIR and adopted May 2012 Addendum.

<sup>2</sup> The revised project would result in fewer vehicle trips compared to the project analyzed in the certified 2009 Final EIR and less development than analyzed in the adopted May 2012 Addendum. Therefore, the revised project would not result in new or more substantial significant greenhouse gas emissions than disclosed in the certified 2009 Final EIR and adopted May 2012 Addendum.

- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Mineral Resources
- Population and Housing
- Public Services<sup>3</sup>
- Recreation
- Utilities and Service Systems
- Cumulative Impacts

The proposed modifications, however, would result in different trip generation and distribution and parking demand for this mixed use project than previously analyzed. Therefore, the transportation impacts of the revised project are analyzed below.

### **3.2 TRANSPORTATION IMPACTS OF THE REVISED PROJECT**

The existing transportation setting, including thresholds of significance and existing (and background) level of service for study intersections and freeway segments, has not substantially changed since the certification of the 2009 Final EIR and the adoption of the May 2012 Addendum. Please refer to these two previous environmental documents for a complete description of existing transportation conditions.

The revised project proposes to increase the restaurant proportion in the retail component of the project up to approximately 40 percent while decreasing the overall commercial and office square footage on-site. These proposed modifications affect the project's trip generation and distribution, as well as parking requirements. A trip generation, level of service, and parking study was completed by *Fehr & Peers* in August 2012 that evaluated the proposed modifications. A copy of this study is included in Appendix A of this Second Addendum.

#### **3.2.1 Revised Project Trip Generation**

A summary of the trip generation for the revised project, as well as the project schemes analyzed in the certified 2009 Final EIR and adopted May 2012 Addendum, is provided in Table 2 below. As shown in Table 2, the estimated trip generation for the proposed project revisions (e.g., average daily trips and peak hour trips) are less than what was estimated for the project schemes analyzed in the certified 2009 Final EIR and/or adopted May 2012 Addendum, except for the outbound movement in the PM peak hour.

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<sup>3</sup> The adopted May 2012 Addendum evaluated the impacts of developing 120 market-rate apartments on-site. The revised project's CEQA school impact and mitigation would be the same as disclosed in the May 2012 Addendum (see Appendix B of this Second Addendum); however, the school impact fee and property tax estimated in Appendix B of the May 2012 Addendum would be slightly different under the revised project given the proposed decrease in commercial and office square footage on-site. The change in amount of the school impact fee and property tax is a fiscal effect not an impact under CEQA.

| <b>Table 2: Summary of Project Trip Generation</b>   |                            |                     |            |              |                     |            |              |
|--|----------------------------|---------------------|------------|--------------|---------------------|------------|--------------|
| <b>Scheme</b>  | <b>Average Daily Trips</b> | <b>AM Peak Hour</b> |            |              | <b>PM Peak Hour</b> |            |              |
|  |                            | <b>In</b>           | <b>Out</b> | <b>Total</b> | <b>In</b>           | <b>Out</b> | <b>Total</b> |
| <b>2009 Final EIR</b>  |                            |                     |            |              |                     |            |              |
| 1.   | 13,751                     | 423                 | 199        | 622          | 591                 | 673        | 1,264        |
| 2.   | 10,692                     | 450                 | 133        | 583          | 408                 | 628        | 1,036        |
| <b>May 2012 Addendum<sup>1</sup></b>   |                            |                     |            |              |                     |            |              |
| 1.   | 10,938                     | 527                 | 203        | 730          | 476                 | 686        | 1,162        |
| 2.   | 9,821                      | 501                 | 171        | 672          | 389                 | 623        | 1,012        |
| Approved Project   | 12,117                     | 496                 | 159        | 655          | 546                 | 692        | 1,238        |
| <b>Currently Proposed Revised Project</b>  |                            |                     |            |              |                     |            |              |
|  | 11,972                     | 492                 | 190        | 682          | 564                 | 692        | 1,256        |
| Note: <sup>1</sup> Scheme 1 analyzed in the May 2012 Addendum allows for a 60,000 square foot athletic club or 60,000 square feet of additional retail and 143 senior units or 120 market-rate units. The trip generation for this scheme assumed the highest trip generating uses which are the athletic club and market-rate units. Scheme 2 analyzed in the May 2012 Addendum includes the development of 105 market-rate apartment units. The trip generation for this scheme assumes 120 (instead of 105) apartment units. Therefore, the trip generation for Scheme 2 is conservative. |                            |                     |            |              |                     |            |              |

### 3.2.2 Level of Service Impacts

The project schemes analyzed in the certified 2009 Final EIR and adopted May 2012 Addendum resulted in significant impacts to the following intersections and freeway segments:

- Homestead Road/Lawrence Expressway (AM and PM peak hours);
- Wolfe Road/Vallco Parkway (PM peak hour only);
- Lawrence Expressway/I-280 SB Ramps (AM and PM peak hours);
- Bollinger Road/Lawrence Expressway (AM and/or PM peak hour);
- I-280 Eastbound, Lawrence Expressway to I-880 (three segments, PM peak hour only);
- I-280 Westbound, I-880 to Lawrence Expressway (three segments, AM and/or PM peak hour);

A level of service analysis for the revised project was completed and the results show that the revised project would significantly impact the same intersections and freeway segments as the project schemes analyzed in the certified 2009 Final EIR and adopted May 2012 Addendum (refer to Appendix A for more detail), except the revised project would not result in a significant level of service impact to the intersection of Bollinger Road and Lawrence Expressway (as do the project schemes analyzed in the previous environmental documents).

In order to assess whether there would be a substantial increase in severity to impacted intersections and freeway segments under the revised project compared to the previously analyzed project schemes, the delay of impacted intersections and the density of the impacted freeway segments were compared (refer to Tables 3 and 4). As shown in Tables 3 and 4, the currently proposed revised project's delay and density at impacted intersections and freeway segments are not substantially

different compared to the delay and density at impacted intersections and freeway segments of the previously analyzed project schemes.

Mitigation for impacts to intersections would be the same as those disclosed in the certified 2009 Final EIR. The project includes the implementation of MM TRAN – 1.1 to reduce the project’s impact at the intersection of Wolfe Road/Vallco Parkway to a less than significant level. Mitigation measures found to be infeasible in the certified 2009 Final EIR remain infeasible. No new or different mitigation measures have been identified since the 2009 Final EIR that would reduce the project’s intersection impacts. Therefore, the project’s impact to the intersections of Homestead Road/Lawrence Expressway and Lawrence Expressway/I-280 SB Ramps would remain significant and unavoidable, as identified in the 2009 Final EIR.

As identified in the 2009 Final EIR, the project includes the implementation mitigation measure MM TRAN – 5.1 to reduce the project’s impact to freeway segments but not to a less than significant level. No new or different mitigation measures have been identified since the 2009 Final EIR that would reduce the project’s impacts to freeway segments to a less than significant level. Therefore, the project’s impact to the six identified freeway segments in Table 4 would remain significant and unavoidable, as identified in the 2009 Final EIR.

Based on the discussion above, the revised project would not result in new or more substantial significant impacts to study intersections or freeway segments. **(No New Impact)**

### **3.2.3 Vehicular Parking Supply**

Peak parking demand for the revised project based on the City’s Municipal Code, Institute of Transportation Engineers (ITE), and Urban Land Institute (ULI) methodologies are estimated to be 2,009, 1,928, and 1,717, respectively. The City’s Municipal Code and ITE parking requirements assume that the uses on-site do not share parking spaces. The ULI methodology assumes parking spaces would be shared among the uses on-site. As shown on Figure 4, the revised project proposes a total of 1,984 parking spaces.

As identified in the certified 2009 Final EIR and the adopted May 2012 Addendum, the project proposes to implement MM TRAN – 8.1-8.3 to avoid a shortage of parking associated with operation of the proposed retail uses, avoid conflicts between office parkers and others on-site, and manage peak parking occasions (e.g., Christmas shopping season).

The revised project would not result in new or more substantial significant vehicular parking impacts. **(No New Impact)**

**Table 3: Summary of Significantly Impacted Intersections Under Project Conditions**

| Intersection                                | Peak Hour <sup>1</sup> | 2009 Final EIR                       |          |          | May 2012 Addendum |          |                  | Revised Project |
|---|------------------------|--------------------------------------|----------|----------|-------------------|----------|------------------|-----------------|
|   |                        | Background Conditions                | Scheme 1 | Scheme 2 | Scheme 1          | Scheme 2 | Approved Project |                 |
|   |                        | Delay <sup>2</sup> /Level of Service |          |          |                   |          |                  |                 |
| 3. Homestead Road/<br>Lawrence Expressway*  | AM                     | 86.4/F                               | 89.8/F   | 89.1/F   | 89.5/F            | 89.0/F   | 89.2/F           | 89.2/F          |
|   | PM                     | 111.1/F                              | 118.6/F  | 118.6/F  | 118.6/F           | 117.4/F  | 118.8/F          | 118.9/F         |
| 8. Wolfe Road/<br>Vallco Parkway            | PM                     | 53.1/D                               | 68.4/E   | 65.6/E   | 66.2/E            | 63.5/E   | 66.5/E           | 66.6/E          |
| 21. Lawrence Expressway/<br>I-280 SB Ramps* | AM                     | 53.7/D-                              | 61.1/E   | 60.5/E   | 61.5/E            | 60.2/E   | 60.6/E           | 61.2/E          |
|   | PM                     | 54.2/D-                              | 69.6/E   | 69.6/E   | 71.2/E            | 68.8/E   | 71.1/E           | 71.1/E          |
| 26. Bollinger Road/<br>Lawrence Expressway* | PM                     | 54.7/D-                              | 55.3/E+  | ---      | ---               | 55.2/E+  | ---              | ---             |

## Notes:

\* Designated CMP intersection.

<sup>1</sup> AM = morning peak hour; PM = evening peak hour<sup>2</sup> Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections using method described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County conditions. For two-way stop controlled unsignalized intersections, total control delay for the worst movement, expressed in seconds per vehicle, is presented.

| <b>Table 4: Summary of Significantly Impacted Freeway Segments Operating at LOS F Under Project Conditions</b>  |                      |                              |                            |                 |                 |                          |                 |                         |                        |
|---|----------------------|------------------------------|----------------------------|-----------------|-----------------|--------------------------|-----------------|-------------------------|------------------------|
| <b>From</b>   | <b>To</b>            | <b>Peak Hour<sup>1</sup></b> | <b>2009 Final EIR</b>      |                 |                 | <b>May 2012 Addendum</b> |                 |                         | <b>Revised Project</b> |
|   |                      |                              | <b>Existing Conditions</b> | <b>Scheme 1</b> | <b>Scheme 2</b> | <b>Scheme 1</b>          | <b>Scheme 2</b> | <b>Approved Project</b> |                        |
|   |                      |                              | <b>Density<sup>2</sup></b> |                 |                 |                          |                 |                         |                        |
| <b>Eastbound I-280</b>  |                      |                              |                            |                 |                 |                          |                 |                         |                        |
| Lawrence Expressway   | Saratoga Avenue      | PM                           | 98                         | 101             | 101             | 101                      | 100             | 101                     | 101                    |
| Saratoga Avenue   | Winchester Boulevard | PM                           | 86                         | 88              | 88              | 88                       | 87              | 88                      | 88                     |
| Winchester Boulevard  | I-880                | PM                           | 104                        | 106             | 106             | 107                      | 106             | 107                     | 107                    |
| <b>Westbound I-280</b>  |                      |                              |                            |                 |                 |                          |                 |                         |                        |
| I-880   | Winchester Boulevard | AM                           | 94                         | ---             | 95              | 96                       | 96              | 96                      | 96                     |
|   |                      | PM                           | 73                         | 74              | ---             | 75                       | ---             | ---                     | ---                    |
| Winchester Boulevard  | Saratoga Avenue      | AM                           | 65                         | 66              | 66              | 66                       | ---             | 66                      | 66                     |
| Saratoga Avenue   | Lawrence Expressway  | AM                           | 74                         | 75              | 75              | 76                       | 75              | 76                      | 76                     |
| Notes:  |                      |                              |                            |                 |                 |                          |                 |                         |                        |
| <sup>1</sup> AM = morning peak hour; PM = evening peak hour   |                      |                              |                            |                 |                 |                          |                 |                         |                        |
| <sup>2</sup> Measured in passenger cars per mile per lane. Density is calculated by using the travel speed from the adjacent segment as well as the volume (flow) from the adjacent segment adjusted by the volume entering/exiting the freeway at the interchange. |                      |                              |                            |                 |                 |                          |                 |                         |                        |

### 3.2.4 Other Transportation Impacts

The revised project’s other transportation impacts, including those regarding roadway changes, pedestrian and bicycle facilities, transit facilities, bicycle parking, neighborhood traffic, and construction traffic are the same as disclosed in the certified 2009 Final EIR and subsequently adopted May 2012 Addendum. **(No New Impact)**

**CONCLUSION:** The revised project would not result in new or more substantially significant environmental impacts than previously disclosed in the certified 2009 Final EIR and subsequently adopted May 2012 Addendum. **(No New Impacts)**

## **SECTION 4.0      REFERENCES**

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City of Cupertino. Final Environmental Impact Report for the Main Street Cupertino Project (SCH# 2008082058). December 2008. Certified January 2009.

City of Cupertino. Addendum to the Final Environmental Impact Report for the Main Street Cupertino Project (SCH# 2008082058). May 4, 2012. Adopted May 15, 2012.

Fehr & Peers. Main Street Cupertino – Revised Proposed Project Analysis Memorandum. August 6, 2012.

Schoolhouse Services. Memo. August 4, 2012.

## **SECTION 5.0 LEAD AGENCY AND CONSULTANTS**

---

### **Lead Agency**

#### **City of Cupertino**

Community Development Department

Aarti Shrivastava, Director

Gary Chao, City Planner

Aki Honda Snelling, Senior Planner

### **Consultants**

#### **David J. Powers & Associates**

Environmental Consultants and Planners

Nora Monette, Principal Project Manager

Kristy Weis, Project Manager

Stephanie Francis, Graphic Artist

Zach Dill, Graphic Artist

#### **Fehr & Peers**

Transportation Consultants

Jane Bierstedt, Principal

Todd Henry, Project Manager

**Appendix A: Main Street Cupertino – Revised Proposed Project Analysis**

## MEMORANDUM

Date: August 6, 2012

To: Kristy Weis, David J. Powers

From: Todd Henry, Fehr & Peers

**Subject: Main Street Cupertino – Revised Proposed Project Analysis**

*SJ11-1292*

The purpose of this memorandum is to present revised trip generation and parking analysis for the revised land use scenario being considered for the Main Street Cupertino Project. The project was previously evaluated in a transportation impact analysis (TIA) and environmental impact report (EIR) certified in 2008. After the certification of the EIR, the project applicant modified the project's proposed site plan and land use mix with various development schemes and variants. The project was again revised in May 2012, focusing on a single "Revised Proposed Project" (previously referred to as "sub scenario 2b"). The proposed land uses are summarized in **Table 1**. A site plan is shown in **Figure 1**.

This memorandum evaluates whether the Revised Proposed Project would potentially result in new or more severe traffic impacts than those disclosed in the 2008 TIA and EIR and 2012 EIR Addendum. This scenario was also discussed in a separate memo dated May 14, 2012.

### LAND USE DESCRIPTIONS

**Table 1** presents the Revised Proposed Project land uses, including the following:

- General commercial space occupied by a mix of retail uses including up to approximately 86,500 square feet of the following types of uses:
  - Durable consumer goods
  - Small-scale food-service businesses (e.g., coffee shop, yogurt shop, bakeries),
  - "Incubator"-type space for smaller businesses (e.g., startup offices, real estate offices, dance studios)
- Sit-Down Restaurant space up to approximately 44,000 square feet, inclusive of the following restaurant types:
  - 19,500 square feet of low-turnover quality sit-down restaurants typically open for dinner and potentially lunch
  - 19,500 square feet of high-turnover sit-down restaurants typically open for dinner and potentially lunch
  - 5,000 square feet of high-turnover sit-down restaurants that could be open for breakfast, lunch, and dinner service
- General office space – up to 260,000 sf
- Residential – 120 Market-Rate Housing Units
- Hotel – 180 rooms



| TABULATION                         |                        |            |
|------------------------------------|------------------------|------------|
| OFFICE                             | 259,796 SF             |            |
| RETAIL                             | 130,500 SF             |            |
| HOTEL                              | 180 ROOMS (134,568 SF) |            |
| LOFT APARTMENTS                    | 120 UNITS (120,708 SF) |            |
| <b>PARKING 1,931 STALLS</b>        |                        |            |
| STREET                             | 85 STALLS              |            |
| SURFACE                            | 330 STALLS             |            |
| GARAGE 1                           | 1,281 STALLS           |            |
| GARAGE 2<br>(Under Future Housing) | 235 STALLS             |            |
| <b>TOTAL PARKING</b>               | <b>1,931 STALLS</b>    |            |
| OFFICE                             | 1005 STALLS            | 3.9 / 1000 |
| RETAIL                             | 511 STALLS             | 4.2 / 1000 |
| HOTEL                              | 180 STALLS             | 1.0 / ROOM |
| HOUSING                            | 235 STALLS             | 2 / UNIT   |
| <b>TOTAL PARKING REQUIRED</b>      | <b>1,931 STALLS</b>    |            |

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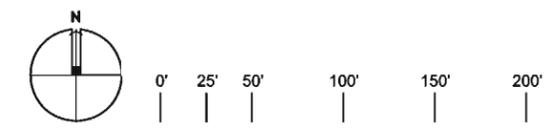


FIGURE 1. PROJECT SITE PLAN

A higher intensity of restaurants than a typical shopping center could generate a greater number of trips; therefore, the City placed a 10 percent “cap” on the amount of general retail space that could be occupied by restaurant uses when the project was originally approved in 2008. The applicant and City would like to increase the amount of restaurant space that could be on the site, and the analysis contained in this memorandum includes a separate “restaurant” category, for which trip generation was calculated at the higher restaurant rate. The breakdown of low-turnover and high-turner restaurants included in this category was provided by the City and applicant. **Table 1** includes a column for “Maximum Restaurant” representing the total amount of general commercial space that could accommodate either general retail or food service uses. As shown, the commercial space on the site could contain up to about 40 percent restaurant uses without exceeding the number of trips analyzed previously.

Table 1. Main Street Cupertino Land Use Plan Summary

|                          | Land Uses                |                                      |             |                           |               |
|--------------------------|--------------------------|--------------------------------------|-------------|---------------------------|---------------|
|                          | General Commercial Space |                                      | Office (sf) | Residential Lofts (units) | Hotel (rooms) |
|                          | Retail (sf) <sup>1</sup> | Maximum Restaurant (sf) <sup>2</sup> |             |                           |               |
| Revised Proposed Project | 130,500                  | 40% (52,600 sf)                      | 260,000     | 120                       | 180           |

Notes: (1) Assumes that 10% percent of general retail space is occupied by smaller food service businesses like bakeries, coffee shops and ice cream stands. (2) Assumes the following mix of restaurant types: 44.4% low-turnover quality restaurants with no breakfast service, 44.4% high-turnover restaurants with no breakfast service, and 11.2% high-turnover restaurants with breakfast service.

Source: Fehr & Peers, 2012.

### TRIP GENERATION

Trip generation forecasts for the Revised Proposed Project land uses were developed using the Institute of Transportation Engineers (ITE) *Trip Generation, 8<sup>th</sup> Edition*. Where appropriate, trip reductions for the mix of uses on the site and nearby bus service were applied according to the Santa Clara Valley Transportation Authority *Transportation Impact Analysis Guidelines* (VTA Guidelines). For this analysis, trip generation rates for shopping center were conservatively applied to the space proposed for shops and “incubator”-type uses. This results in a greater number of trips, since the incubator-type uses would likely generate trips at a lower rate similar to the office uses on the site.

The Revised Proposed Project would generate slightly fewer than 12,000 new weekday trips. Twice as many trips would be generated during the PM peak hour compared to the AM peak hour (1,256 and 682, respectively). **Table 2** provides a summary of the total new trips associated with the Revised Proposed Project.

Table 2. Main Street Cupertino Net New Vehicle Trip Generation Summary<sup>1</sup>

|                          | Daily         | AM Peak-Hour Vehicle Trips |            |            | PM Peak-Hour Vehicle Trips |            |              |
|--------------------------|---------------|----------------------------|------------|------------|----------------------------|------------|--------------|
|                          |               | In                         | Out        | Total      | In                         | Out        | Total        |
| Commercial               |               |                            |            |            |                            |            |              |
| General Retail           | 3,497         | 46                         | 28         | 74         | 151                        | 165        | 316          |
| Restaurant               | 3,893         | 42                         | 40         | 82         | 253                        | 156        | 409          |
| Office                   | 2,728         | 348                        | 47         | 395        | 62                         | 301        | 363          |
| Residential              | 740           | 9                          | 46         | 55         | 48                         | 25         | 73           |
| Hotel                    | 1,114         | 47                         | 29         | 76         | 50                         | 45         | 95           |
| <b>New Vehicle Trips</b> | <b>11,972</b> | <b>492</b>                 | <b>190</b> | <b>682</b> | <b>564</b>                 | <b>692</b> | <b>1,256</b> |

Note: (1) New trips account for applicable mixed-use reductions per VTA Guidelines.  
 Source: Fehr & Peers, 2012

## PARKING ANALYSIS

**Table 3** summarizes the parking demand estimates for the Revised Proposed Project, prepared using ITE *Parking Generation* and the Urban Land Institute's *Shared Parking* (ULI) guidance, consistent with the previous analyses. The table also presents the City's Municipal Code requirements for parking supply.

The Revised Proposed Project would need to accommodate 1,717 vehicles in a shared parking situation and 1,928 without shared parking per the ITE and ULI demand methodologies. Based on this projection, the Revised Proposed Project's 1,931 parking stalls would be sufficient to meet demand. However, the proposed supply would not meet the City's Code requirement.

## INTERSECTION IMPACT ANALYSIS

Traffic impacts associated with the Revised Proposed Project were evaluated to determine whether the revised land uses would result in new or more severe traffic impacts than those disclosed in the Proposed Project's 2008 TIA and EIR and 2012 EIR Addendum. Traffic impacts are evaluated using intersection levels of service (LOS)<sup>1</sup>. This section discusses the LOS operations of the 27 study intersections evaluated in the 2008 studies and identifies both background and cumulative impacts associated with the Revised Proposed Project.

<sup>1</sup> The operations of roadway facilities are described with the term level of service. Level of Service (LOS) is a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, representing congestion-free conditions, to LOS F, when volumes exceed capacity and stop-and-go conditions occur. LOS E represents "at-capacity" operations.

| Land Use                        |                        | City Code <sup>1</sup> |              | ITE                          |              |                            |                            | ULI                     |                             |
|---------------------------------|------------------------|------------------------|--------------|------------------------------|--------------|----------------------------|----------------------------|-------------------------|-----------------------------|
|                                 |                        |                        |              | Unshared Demand <sup>2</sup> |              | Shared Demand <sup>3</sup> |                            | Shared Demand (Weekday) |                             |
|                                 |                        | Rate                   | Spaces       | Rates                        | Spaces       | % Demand @ Peak Hour       | Spaces                     | % Demand @ Peak Hour    | Spaces                      |
| Retail                          | 86,500 sf              | 4.0                    | 346          | 3.7                          | 317          | 85%                        | 270                        | 100%                    | 312                         |
| Restaurant                      | 44,000 sf <sup>4</sup> | 7.6 <sup>5</sup>       | 333          | 14.4                         | 634          | 90%                        | 571                        | 84%                     | 508                         |
| Office                          | 260,000 sf             | 3.5                    | 910          | 2.6                          | 679          | 100%                       | 679                        | 87%                     | 713                         |
| Housing                         | 120 units              | 2.0                    | 240          | 1.3                          | 160          | 70%                        | 113                        | 82%                     | 183 <sup>7</sup>            |
| Hotel                           | 180 rooms              | 1.0                    | 180          | 0.8                          | 139          | 60%                        | 84                         | 50%                     | 112                         |
| <b>Revised Proposed Project</b> |                        | --                     | <b>2,009</b> | --                           | <b>1,928</b> | --                         | <b>1,717<sup>8,9</sup></b> | <b>84%</b>              | <b>1,828<sup>9,10</sup></b> |

Notes:

(1) Based on City of Cupertino Municipal Parking Code.

(2) Based on ITE Parking Generation, 2008.

(3) Based on ITE Parking Demand, adjusted with time-of-day factors from ULI Shared Parking. Assumes that all uses share parking on the site. If office and residential parking is reserved, the demand would be similar to unshared parking demand, since only hotel and retail uses would share a minimal number of spaces.

(4) Assumes that Retail rate includes 10% of restaurant uses. This line represents the additional restaurant space.

(5) Extrapolated from City Code by seat compared to ITE demand rate.

(6) Assumes a mix of fine/casual dining and family restaurants, as defined by ULI Shared Parking, per the project description for high and low turnover restaurants.

(7) Includes one reserved space per unit. If spaces for residential lofts are not reserved, then demand would decrease by 36 spaces.

(8) Peak hour occurs between 11am on a typical non-December weekday.

(9) Conservatively assumes no reduction to account for internalized trips on the site (e.g., between office and retail uses). Accounting for internal trip capture would reduce parking demand, since visitors would park once (e.g., at the office) and walk to other uses (e.g., restaurants or retail) on-site.

(10) Peak hour occurs at 1pm on a December weekday.

Source: Fehr & Peers, 2012.

Background Conditions comprise existing traffic volumes plus traffic generated from surrounding development projects that have been approved but are not yet constructed or occupied. The 2008 TIA and EIR Background Conditions serve as the basis for identifying project impacts in this memo. Cumulative Conditions used in this analysis were taken from the 2008 studies and represent intersection operations with the addition of traffic from both approved and unoccupied projects and from pending projects in the study area. Cumulative Conditions serve as the basis for identifying cumulative project impacts.

### **Background, Project and Cumulative Conditions Results**

Vehicle trips generated by the revised land use assumptions were added to Background Conditions traffic volumes presented in the 2008 TIA and EIR to represent Project Conditions. The trip distribution to the surrounding roadway network was consistent with the 2008 TIA; however, trip assignment to the project's driveways was adjusted slightly to account for the revised site plan. Vehicle trips generated by the new land use assumptions were added to Cumulative Conditions traffic volumes presented in the 2008 TIA and EIR to represent Cumulative Plus Project Conditions.

**Table 4** presents the intersection LOS calculation results under Background Conditions, Project Conditions, and Cumulative Plus Project Conditions for the Revised Proposed Project. Under Project Conditions, the Revised Proposed Project would exacerbate unacceptable operations at the intersection of Homestead Road/Lawrence Expressway (both AM and PM peak hours) and would degrade operations from acceptable to unacceptable LOS at the intersections of Wolfe Road/Vallco Parkway (PM peak hour) and Lawrence Expressway/I-280 Southbound Ramps (both AM and PM peak hours). Under Cumulative Conditions, the Revised Proposed Project would exacerbate unacceptable operations at the intersection of Homestead Road/Lawrence Expressway (AM and PM peak hours) and would degrade operations from acceptable to unacceptable at the intersections of Wolfe Road/Vallco Parkway (PM peak hour), Lawrence Expressway/I-280 Southbound Ramps (AM and PM peak hours), Stevens Creek/I-280 Southbound Ramps (PM peak hour), and at Lawrence Expressway/Bollinger Road (PM peak hour).

Table 4: Project and Cumulative Intersection Levels of Service

| Intersection  | Peak Hour <sup>1</sup> | 2008 Background    |                  | Revised Proposed Project Conditions |                  |                                   |                                     | Cumulative Plus Revised Proposed Project Conditions |                  |                                   |                                     |
|---|------------------------|--------------------|------------------|-------------------------------------|------------------|-----------------------------------|-------------------------------------|---|------------------|-----------------------------------|-------------------------------------|
|   |                        | Delay <sup>2</sup> | LOS <sup>3</sup> | Delay <sup>2</sup>                  | LOS <sup>3</sup> | $\Delta$ in Crit V/C <sup>4</sup> | $\Delta$ in Crit Delay <sup>5</sup> | Delay <sup>2</sup>                                  | LOS <sup>3</sup> | $\Delta$ in Crit V/C <sup>4</sup> | $\Delta$ in Crit Delay <sup>5</sup> |
| 1. Wolfe Road / Homestead Road                        | AM                     | 27.5               | C                | 27.6                                | C                | +0.002                            | 0.0                                 | 27.8  | C                | +0.018                            | 0.4                                 |
|   | PM                     | 35.1               | D+               | 36.7                                | D+               | +0.041                            | 3.2                                 | 37.5  | D+               | +0.048                            | 3.7                                 |
| 2. Homestead Road / Tantau Avenue                     | AM                     | 22.9               | C+               | 23.4                                | C                | +0.011                            | 0.8                                 | 23.4  | C                | +0.020                            | 1.0                                 |
|   | PM                     | 26.4               | C                | 27.9                                | C                | +0.021                            | 1.5                                 | 28.5  | C                | +0.039                            | 2.4                                 |
| 3. Homestead Road / Lawrence Expy <sup>6</sup>        | AM                     | <b>86.4</b>        | <b>F</b>         | <b>89.2</b>                         | <b>F</b>         | <b>+0.011</b>                     | <b>5.3</b>                          | 92.6  | F                | +0.056                            | 2.3                                 |
|   | PM                     | <b>111.1</b>       | <b>F</b>         | <b>118.9</b>                        | <b>F</b>         | <b>+0.018</b>                     | <b>10.3</b>                         | <b>123.1</b>  | <b>F</b>         | <b>+0.080</b>                     | <b>10.9</b>                         |
| 4. Wolfe Road / Pruneridge Avenue                     | AM                     | 20.6               | C+               | 20.4                                | C+               | +0.007                            | 0.0                                 | 20.9  | C+               | +0.017                            | 0.8                                 |
|   | PM                     | 38.8               | D+               | 39.3                                | D                | +0.028                            | 1.4                                 | 40.3  | D                | +0.041                            | 2.7                                 |
| 5. Pruneridge Avenue / Tantau Avenue                  | AM                     | 22.3               | C+               | 22.5                                | C+               | +0.014                            | 0.1                                 | 22.6  | C+               | +0.023                            | 0.2                                 |
|   | PM                     | 21.9               | C+               | 22.4                                | C+               | +0.060                            | 0.5                                 | 23.0  | C+               | +0.081                            | 1.3                                 |
| 6. Wolfe Road / I-280 Northbound Ramps <sup>6</sup>   | AM                     | 15.2               | B                | 15.4                                | B                | +0.003                            | 0.1                                 | 15.4  | B                | +0.007                            | 0.2                                 |
|   | PM                     | 13.9               | B                | 14.3                                | B                | +0.028                            | 0.6                                 | 14.4  | B                | +0.041                            | 0.9                                 |
| 7. Wolfe Road / I-280 SB Ramps <sup>6</sup>           | AM                     | 14.0               | B                | 14.1                                | B                | +0.014                            | 0.2                                 | 14.1  | B                | +0.017                            | 0.2                                 |
|   | PM                     | 9.4                | A                | 10.0                                | A                | +0.070                            | 1.0                                 | 10.0  | B+               | +0.076                            | 1.1                                 |
| 8. Wolfe Road / Vallco Parkway                        | AM                     | 17.7               | B                | 21.1                                | C+               | +0.058                            | 5.0                                 | 21.0  | C+               | +0.059                            | 5.0                                 |
|   | PM                     | 53.1               | D-               | <b>66.6</b>                         | <b>E</b>         | <b>+0.081</b>                     | <b>17.7</b>                         | <b>68.4</b>   | <b>E</b>         | <b>+0.095</b>                     | <b>21.2</b>                         |
| 9. Vallco Parkway / Finch Avenue                      | AM                     | 11.6               | B                | 2.4                                 | B                | +0.000                            | 0.1                                 | 2.4   | B                | +0.000                            | 0.1                                 |
|   | PM                     | 15.2               | C                | 5.3                                 | D                | +0.000                            | 2.3                                 | 5.3   | D                | +0.000                            | 2.3                                 |
| 10. Vallco Parkway / Tantau Avenue                    | AM                     | 18.1               | B-               | 18.7                                | B-               | +0.005                            | 0.0                                 | 18.7  | B-               | +0.005                            | 0.0                                 |
|   | PM                     | 20.2               | C+               | 22.8                                | C+               | +0.209                            | 3.1                                 | 22.8  | C+               | +0.212                            | 3.1                                 |
| 11. Stevens Creek Blvd / De Anza Blvd <sup>6</sup>    | AM                     | 31.7               | C                | 32.2                                | C-               | +0.014                            | 0.7                                 | 32.7  | C-               | +0.028                            | 1.2                                 |
|   | PM                     | 44.9               | D                | 46.3                                | D                | +0.013                            | 2.0                                 | 50.8  | D                | +0.053                            | 8.4                                 |
| 12. Stevens Creek Blvd / Blaney Avenue                | AM                     | 29.0               | C                | 29.1                                | C                | +0.011                            | 0.3                                 | 29.0  | C                | +0.027                            | 0.2                                 |
|   | PM                     | 29.9               | C                | 30.4                                | C                | +0.035                            | 1.1                                 | 30.5  | C                | +0.068                            | 1.7                                 |
| 13. Stevens Creek Blvd / Portal Avenue                | AM                     | 14.3               | B                | 14.0                                | B                | +0.008                            | -0.1                                | 13.6  | B                | +0.020                            | -0.4                                |
|   | PM                     | 13.2               | B                | 12.9                                | B                | +0.022                            | -0.2                                | 12.5  | B                | +0.046                            | -0.4                                |
| 14. Stevens Creek Blvd / Perimeter Road               | AM                     | 10.0               | A                | 9.8                                 | A                | +0.002                            | 0.0                                 | 9.7   | A                | +0.015                            | 0.0                                 |
|   | PM                     | 17.4               | B                | 16.9                                | B                | +0.021                            | -0.3                                | 16.5  | B                | +0.045                            | -0.6                                |
| 15. Stevens Creek Blvd / Wolfe Rd-Miller <sup>6</sup> | AM                     | 38.7               | D+               | 38.8                                | D+               | +0.020                            | 0.5                                 | 38.9  | D+               | +0.035                            | 0.8                                 |
|   | PM                     | 40.1               | D                | 42.1                                | D                | +0.062                            | 3.1                                 | 43.3  | D                | +0.091                            | 5.0                                 |
| 16. Stevens Creek Blvd / Finch Avenue                 | AM                     | 37.6               | D+               | 39.5                                | D                | +0.030                            | 1.2                                 | 38.7  | D+               | +0.044                            | 0.6                                 |
|   | PM                     | 27.0               | C                | 40.4                                | D                | +0.100                            | 16.9                                | 39.5  | D                | +0.123                            | 15.8                                |
| 17. Stevens Creek Blvd / Tantau Avenue                | AM                     | 23.0               | C+               | 23.8                                | C                | +0.092                            | 1.8                                 | 23.9  | C                | +0.108                            | 2.0                                 |
|   | PM                     | 25.0               | C                | 28.7                                | C                | +0.086                            | 5.0                                 | 30.0  | C                | +0.116                            | 7.0                                 |
| 18. Stevens Creek Blvd / I-280 Ramps <sup>6</sup>     | AM                     | 28.5               | C                | 27.2                                | C                | +0.011                            | -3.9                                | 27.5  | C                | +0.025                            | -3.7                                |
|   | PM                     | 55.2               | E+               | 79.1                                | E-               | +0.111                            | 50.9                                | <b>83.9</b>   | <b>F</b>         | <b>+0.137</b>                     | <b>63.7</b>                         |

Table 4: Project and Cumulative Intersection Levels of Service

| Intersection  | Peak Hour <sup>1</sup> | 2008 Background    |                  | Revised Proposed Project Conditions |                  |                            |                              | Cumulative Plus Revised Proposed Project Conditions |                  |                            |                              |
|---|------------------------|--------------------|------------------|-------------------------------------|------------------|----------------------------|------------------------------|---|------------------|----------------------------|------------------------------|
|   |                        | Delay <sup>2</sup> | LOS <sup>3</sup> | Delay <sup>2</sup>                  | LOS <sup>3</sup> | Δ in Crit V/C <sup>4</sup> | Δ in Crit Delay <sup>5</sup> | Delay <sup>2</sup>                                  | LOS <sup>3</sup> | Δ in Crit V/C <sup>4</sup> | Δ in Crit Delay <sup>5</sup> |
| 19. Stevens Creek Blvd /LawrenceExpy(W) <sup>6</sup>  | AM                     | 23.1               | C                | 24.0                                | C                | +0.046                     | 1.2                          | 24.4  | C                | +0.065                     | 1.8                          |
|   | PM                     | 32.4               | C-               | 33.2                                | C-               | +0.044                     | 1.9                          | 34.3  | C-               | +0.078                     | 3.9                          |
| 20. Stevens Creek Blvd /Lawrence Expy(E) <sup>6</sup> | AM                     | 37.9               | D+               | 38.8                                | D+               | +0.028                     | 1.0                          | 39.3  | D                | +0.044                     | 1.8                          |
|   | PM                     | 33.7               | C-               | 34.8                                | C-               | +0.039                     | 1.0                          | 35.7  | D+               | +0.079                     | 2.7                          |
| 21. Lawrence Expy / I-280 SB Ramps <sup>6</sup>       | AM                     | 53.7               | D-               | <b>61.2</b>                         | <b>E</b>         | <b>+0.030</b>              | <b>8.6</b>                   | <b>60.3</b>   | <b>E</b>         | <b>+0.040</b>              | <b>8.6</b>                   |
|   | PM                     | 54.2               | D-               | <b>71.1</b>                         | <b>E</b>         | <b>+0.074</b>              | <b>22.8</b>                  | <b>126.6</b>  | <b>F</b>         | <b>+0.288</b>              | <b>105.2</b>                 |
| 22. Bollinger Road / De Anza Boulevard <sup>6</sup>   | AM                     | 20.0               | C+               | 19.9                                | B-               | +0.002                     | -0.1                         | 19.8  | B-               | +0.010                     | 0.3                          |
|   | PM                     | 24.0               | C                | 24.1                                | C                | +0.008                     | 0.3                          | 23.9  | C                | +0.038                     | 1.3                          |
| 23. Bollinger Road / Blaney Avenue                    | AM                     | 20.0               | B-               | 21.1                                | C+               | +0.037                     | 1.8                          | 21.2  | C+               | +0.042                     | 1.8                          |
|   | PM                     | 21.2               | C+               | 21.6                                | C+               | +0.020                     | 1.3                          | 22.0  | C+               | +0.031                     | 1.6                          |
| 24. Bollinger Road / Miller Avenue                    | AM                     | 33.6               | C-               | 33.9                                | C-               | +0.015                     | 0.6                          | 33.9  | C-               | +0.019                     | 0.6                          |
|   | PM                     | 38.4               | D+               | 39.3                                | D                | +0.021                     | 0.7                          | 39.5  | D                | +0.030                     | 1.0                          |
| 25. Bollinger Road / Tantau Avenue                    | AM                     | 12.6               | B                | 12.7                                | B                | +0.001                     | 0.1                          | 12.7  | B                | +0.002                     | 0.1                          |
|   | PM                     | 16.4               | B                | 17.2                                | B                | +0.003                     | 0.7                          | 17.1  | B                | +0.006                     | 0.7                          |
| 26. Bollinger Road / Lawrence Expy <sup>6</sup>       | AM                     | 51.5               | D-               | 53.7                                | D-               | +0.015                     | 5.8                          | 53.9  | D-               | +0.036                     | 2.3                          |
|   | PM                     | 54.7               | D-               | 54.9                                | D-               | +0.009                     | 0.6                          | 56.0  | E+               | +0.066                     | 2.3                          |
| 27. Vallco Parkway / Perimeter Road                   | AM                     | 19.9               | B-               | 16.3                                | B                | +0.026                     | -2.3                         | 16.8  | B                | +0.032                     | -1.8                         |
|   | PM                     | 20.4               | C+               | 20.0                                | C+               | +0.018                     | -0.4                         | 20.0  | C+               | +0.018                     | -0.4                         |

Notes:

- 1 AM = morning peak-hour, PM = evening peak-hour.
- 2 Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections using method described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions. For two-way stop controlled unsignalized intersections, total control delay for the worst movement, expressed in seconds per vehicle, is presented. LOS calculations conducted using the TRAFFIX 7.9 level of service analysis software package.
- 3 LOS = Level of service.
- 4 Change in the critical volume-to-capacity ratio (V/C) between Background and Project or Cumulative Conditions.
- 5 Change in critical movement delay between Background and Project or Cumulative Conditions. A decrease in the critical delay indicates project trips were added to movements with low delays thus causing a decrease in the overall critical delay.
- 6 Designated Congestions Management Program (CMP) intersection.

Unacceptable operations are shown in **bold** typeface.

Source: Fehr & Peers, 2012.

## **Intersection Impact Criteria**

Intersection impacts were evaluated by comparing the results of the level of service calculations under Project Conditions to the results under Background Conditions. Cumulative impacts are identified using the same general criteria as project-level impacts; however, the significance of cumulative impacts where the project exacerbates already unacceptable operations would be based on the change in critical delay and volume-to-capacity between Cumulative No Project and Cumulative Plus Project conditions. Criteria to determine significant impacts (as presented in the 2008 studies) are as follows:

### City of Cupertino, City of San Jose, and City of Santa Clara Intersections

A significant project impact to a City of Cupertino, City of San Jose, City of Santa Clara, or County of Santa Clara signalized intersection occurs if the project results in one of the following:

- Deterioration of operations at a signalized intersection from LOS D or better under Background Conditions to LOS E or F under Project Conditions; or
- Exacerbation of unacceptable operations (LOS E or F) at a signalized intersection by increasing the average critical delay by four seconds or more and increasing the volume-to-capacity (V/C) ratio by 0.01 or more.
- Degradation of operations at the De Anza Boulevard/Stevens Creek Boulevard or De Anza Boulevard/Bollinger Road intersection to LOS E or worse with more than 55.0 seconds of average vehicle weighted delay; or
- Exacerbation of unacceptable operations (LOS E or F) at the De Anza Boulevard/Stevens Creek Boulevard or De Anza Boulevard/Bollinger Road intersection by increasing the average critical delay by four seconds or more and increasing the volume-to-capacity (V/C) ratio by 0.01 or more.

A significant project impact occurs at an unsignalized intersection when the addition of project traffic causes:

- Deterioration of intersection operations from an acceptable level under Background Conditions (LOS E or better) to an unacceptable level (LOS F or worse) and the MUTCD Peak Hour Warrant is met under Project Conditions; or
- Exacerbation of operations at an unsignalized intersection already operating at an unacceptable level (LOS F or worse) under Background Conditions and the MUTCD Peak Hour Warrant is met under Project Conditions.

### Valley Transportation Authority Congestion Management Program (CMP) Intersection

A significant impact at a CMP intersection located within the City of Santa Clara occurs when the addition of project traffic causes one of the following<sup>2</sup>:

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<sup>2</sup> The Cities of Cupertino and San Jose follow their respective impact criteria for CMP intersections.

- Degradation of operations from an acceptable level (LOS E or better) under Background Conditions to an unacceptable level (LOS F) under Project Conditions.
- Exacerbation of unacceptable operations by increasing the critical delay by more than four seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more.
- Increase of the V/C ratio by 0.01 or more at an intersection with unacceptable operations (LOS E or F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

### Intersection Impacts

**Table 5** summarizes the significant intersection impacts for Project and Cumulative Conditions using the significance criteria discussed in the previous section. The scenario would have the same impacts as those of the project schemes analyzed in the 2008 Final EIR. The new scenario will have a **less-than-significant** impact at the other study intersections.

Table 5: Intersection Impacts Summary<sup>1</sup>

| Intersection                 | Peak Hour | 2008 Project Description |                  | Revised Proposed Project |
|------------------------------|-----------|--------------------------|------------------|--------------------------|
|                              |           | Scheme 1                 | Scheme 2         |                          |
| <b>Project Conditions</b>    |           |                          |                  |                          |
| Lawrence / Homestead         | AM        | x                        | x                | x                        |
|                              | PM        | x                        | x                | x                        |
| Wolfe / Vallco               | AM        | --                       | --               | --                       |
|                              | PM        | x                        | x                | x                        |
| Lawrence / I-280 SB Ramp     | AM        | x                        | x                | x                        |
|                              | PM        | x                        | x                | x                        |
| Lawrence / Bollinger         | AM        | --                       | --               | --                       |
|                              | PM        | x                        | --               | --                       |
| <b>Cumulative Conditions</b> |           |                          |                  |                          |
| Lawrence / Homestead         | AM        | --                       | --               | --                       |
|                              | PM        | x                        | x                | x                        |
| Wolfe / Vallco               | AM        | --                       | --               | --                       |
|                              | PM        | x                        | x                | x                        |
| Stevens Creek/I-280 SB Ramp  | AM        | --                       | --               | --                       |
|                              | PM        | x                        | x                | x                        |
| Lawrence / I-280 SB Ramp     | AM        | x                        | x                | x                        |
|                              | PM        | x                        | x                | x                        |
| Lawrence / Bollinger         | AM        | --                       | --               | --                       |
|                              | PM        | LTS <sup>2</sup>         | LTS <sup>2</sup> | LTS <sup>2</sup>         |

Note:

1. X = Impact
2. Less-than-Significant Impact between Cumulative No Project and Plus Project Scenarios

Source: Fehr & Peers, 2008 and 2012.

## Intersection Mitigation Measures

Improvements were identified to mitigate intersection impacts to a less-than-significant level. These mitigation measures are presented below:

### Project-Level Mitigation

*Lawrence Expressway / Homestead Road* – The Revised Proposed Project increases the AM and PM peak-hour delays by more than four seconds at this intersection, which operates at unacceptable LOS F under Background Conditions. The addition of a third westbound through lane would improve overall delay and reduce the impact to a less-than-significant level.<sup>3</sup> Intersection operations would return to LOS E in the AM peak hour. During the PM peak hour overall delay would be reduced to less than Background Conditions, but the intersection would still operate at LOS F. This mitigation would require significant right-of-way acquisition, the relocation of existing utilities at the intersection, and would degrade pedestrian conditions at the intersection. This intersection is controlled and maintained by the County of Santa Clara and any improvements need to be approved and implemented by the County. Therefore, the impact at this intersection is considered **significant and unavoidable**.

*Vallco Parkway / Wolfe Road* – The scenario degrades the level of service at this intersection to LOS E during the PM peak hour. The following two mitigation measures were identified as potential improvements to return intersection operations to acceptable levels of service.

Mitigation Option #1 – Maintaining the existing intersection configuration, but installing a westbound right-turn overlap phase would mitigate the project-level impact to a **less-than-significant** level. The intersection would operate at LOS D.

Mitigation Option #2 – The addition of a second, westbound right-turn lane would improve project-level intersection operations to an acceptable level of service and mitigate the project-level impact to a **less-than-significant** level. The additional turn lane could be accommodated by re-striping the existing westbound through lane as a shared through/right-turn lane. This configuration would not be ideal for pedestrians and bicyclists; however, the intersection would operate at LOS D.

*Lawrence Expressway / I-280 Southbound Ramps* – Major improvements at this intersection were identified in the Comprehensive County Expressway Planning Study for Lawrence Expressway completed in 2008, including a Caltrans Project Study Report (PSR) for this interchange (Tier 1A project). The completion of a PSR, however, would not mitigate the project's impact at this location to a less-than-significant level, since no physical changes would occur at the intersection to either increase capacity or improve traffic operations. This intersection is controlled by the County and the applicant will need to coordinate with the lead agency to determine the appropriate mitigation at this location. Therefore, this impact would be considered **significant and unavoidable** because the City of Cupertino has no authority to implement any improvements at this location.

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<sup>3</sup> The addition of a third eastbound lane on Homestead Road was identified as a Tier 1C improvement in the Comprehensive County Expressway Planning Study for Lawrence Expressway completed in 2003. The report footnoted that the improvement would not improve projected 2025 LOS from F to LOS E or better.

### Cumulative Level Mitigation Measures

The following improvements were identified at the impacted intersections to mitigate Cumulative Plus Project impacts to **less-than-significant** levels:

*Lawrence Expressway/Homestead Road* – The addition of a third westbound or a third eastbound through lane would improve Cumulative Plus Project intersection levels of service to acceptable LOS E; however, this improvement would require significant right-of-way acquisition and degrade pedestrian conditions at the intersection. This intersection is controlled and maintained by the County of Santa Clara and any improvements need to be approved and implemented by the County. Therefore, the impact at this intersection is considered **significant and unavoidable**.

*Vallco Parkway / Wolfe Road* – The mitigation measures identified under Project Conditions (a westbound right overlap phase or a second westbound right-turn lane) also mitigate the potential Cumulative Plus Project impact to **less-than-significant**.

*Stevens Creek Boulevard / I-280 Southbound Ramps* – Addition of an eastbound right-turn overlap phase mitigates the impact to a less-than-significant level. This intersection is not located within the City of Cupertino; therefore, the applicant will need to coordinate with the lead agency to determine the appropriate mitigation at this location. Therefore, this impact would be considered **significant and unavoidable** because the City of Cupertino has no authority to implement any improvements at this location.

*Lawrence Expressway/I-280 Southbound Ramps* – An additional northbound and southbound through lane would improve overall delay; however, the intersection would still operate unacceptably. Therefore the impact is considered **significant and unavoidable**. This intersection is not controlled by the City of Cupertino and the applicant will need to coordinate with the lead agency to determine the appropriate mitigation at this location. Therefore, this impact would be considered **significant and unavoidable** because the City of Cupertino has no authority to implement any improvements at this location.

### **FREEWAY SEGMENT LEVELS OF SERVICE**

Vehicle trips generated by the Revised Proposed Project were added to the existing traffic volumes for each freeway mainline segment from the 2008 studies. The volumes were then used to estimate density for each segment under Project Conditions. The resulting freeway segment operations are presented in **Table 6**. All traffic associated with the scenarios was assumed to use the mixed-flow lanes on the freeway.

Table 6: Freeway Segment Levels Of Service

| From                   | To         | Peak Hour | 2008 Existing        |                  | Revised Proposed Project |                      |                  |                       |
|------------------------|------------|-----------|----------------------|------------------|--------------------------|----------------------|------------------|-----------------------|
|                        |            |           | Density <sup>1</sup> | LOS <sup>2</sup> | Added Trips <sup>3</sup> | Density <sup>1</sup> | LOS <sup>2</sup> | % Impact <sup>4</sup> |
| <b>Eastbound I-280</b> |            |           |                      |                  |                          |                      |                  |                       |
| SR 85                  | De Anza    | AM        | 27                   | D                | 67                       | 27                   | D                | 0.97%                 |
|                        |            | PM        | 32                   | D                | 60                       | 32                   | D                | 0.87%                 |
| De Anza                | Wolfe      | AM        | 32                   | D                | 60                       | 32                   | D                | 0.87%                 |
|                        |            | PM        | 67                   | F                | 54                       | 68                   | F                | 0.78%                 |
| Wolfe                  | Lawrence   | AM        | 22                   | C                | 4                        | 22                   | C                | 0.06%                 |
|                        |            | PM        | 76                   | F                | 16                       | 76                   | F                | 0.23%                 |
| Lawrence               | Saratoga   | AM        | 38                   | D                | 33                       | 38                   | D                | 0.48%                 |
|                        |            | PM        | 98                   | F                | <b>134</b>               | <b>101</b>           | <b>F</b>         | <b>1.94%</b>          |
| Saratoga               | Winchester | AM        | 43                   | D                | 28                       | 43                   | D                | 0.41%                 |
|                        |            | PM        | 86                   | F                | <b>114</b>               | <b>88</b>            | <b>F</b>         | <b>1.65%</b>          |
| Winchester             | I-880      | AM        | 27                   | D                | 25                       | 27                   | D                | 0.37%                 |
|                        |            | PM        | 104                  | F                | <b>103</b>               | <b>107</b>           | <b>F</b>         | <b>1.50%</b>          |
| <b>Westbound I-280</b> |            |           |                      |                  |                          |                      |                  |                       |
| I-880                  | Winchester | AM        | 94                   | F                | <b>84</b>                | <b>96</b>            | <b>F</b>         | <b>1.22%</b>          |
|                        |            | PM        | 73                   | F                | 69                       | 74                   | F                | 1.00%                 |
| Winchester             | Saratoga   | AM        | 65                   | F                | <b>93</b>                | <b>66</b>            | <b>F</b>         | <b>1.34%</b>          |
|                        |            | PM        | 55                   | E                | 77                       | 56                   | E                | 1.12%                 |
| Saratoga               | Lawrence   | AM        | 74                   | F                | <b>109</b>               | <b>76</b>            | <b>F</b>         | <b>1.58%</b>          |
|                        |            | PM        | 29                   | D                | 91                       | 29                   | D                | 1.32%                 |
| Lawrence               | Wolfe      | AM        | 68                   | F                | 24                       | 68                   | F                | 0.35%                 |
|                        |            | PM        | 27                   | D                | 11                       | 27                   | D                | 0.16%                 |
| Wolfe                  | De Anza    | AM        | 50                   | E                | 20                       | 50                   | E                | 0.29%                 |
|                        |            | PM        | 37                   | D                | 30                       | 37                   | D                | 0.43%                 |
| De Anza                | SR 85      | AM        | 60                   | F                | 21                       | 60                   | F                | 0.30%                 |
|                        |            | PM        | 25                   | C                | 84                       | 25                   | C                | 1.22%                 |

Notes:

1. Measured in passenger cars per mile per lane. Density is calculated by using the travel speed from the adjacent segment, as well as the volume (flow) from the adjacent segment adjusted by the volume entering/exiting the freeway at the interchange.
2. LOS = level of service.
3. Project trips added during the peak hour.
4. Added volume compared to segment capacity.

Significant impacts are shown in **bold** typeface.

Source: VTA, April 2008; and Fehr & Peers, 2012.

Project Freeway Impacts and Mitigation Measures

Freeway impacts were evaluated by comparing the results of the level of service calculations under Projects Conditions to the results under Existing Conditions. Significant impacts to freeway segments occur when the addition of project-related traffic causes one of the following:

- Degradation of a segment operations below its acceptable CMP operating standard (LOS E); or,
- Addition of project traffic to a segment operating at LOS F equivalent to more than one percent of its capacity.

Based on the significance criteria, the proposed scenario will have significant impacts on several freeway segments summarized in **Table 7**. The freeway segments impacted are not greater those identified in 2008.

Table 7: Freeway Impacts

| Segment Limits                   | 2008 Project Description |          | Revised Proposed Project |
|----------------------------------|--------------------------|----------|--------------------------|
|                                  | Scheme 1                 | Scheme 2 |                          |
| <b>Eastbound I-280</b>           |                          |          |                          |
| Lawrence Expressway to Saratoga  | PM                       | PM       | PM                       |
| Saratoga to Winchester           | PM                       | PM       | PM                       |
| Winchester to I-880              | PM                       | PM       | PM                       |
| <b>Westbound I-280</b>           |                          |          |                          |
| I-880 and Winchester Boulevard   | PM                       | AM       | AM                       |
| Winchester Boulevard to Saratoga | AM                       | AM       | AM                       |
| Saratoga to Lawrence             | AM                       | AM       | AM                       |

Source: Fehr & Peers, 2008 and 2012.

According to VTA policy direction, the mitigation measure for regional freeway impacts is participation in the Countywide Deficiency Plan (CDP) prepared by the VTA. The CDP has not received final approval; therefore, the mitigation of freeway impacts cannot be guaranteed since Cupertino does not have legal authority to mitigate freeway impacts. Pending adoption of the CDP, the Lead Agency for a development project must include programs or facilities presented in the "Immediate Implementation Action List" (Appendix D to the Draft CDP) as part of the project's approval if the freeway impact cannot be reduced to a less-than-significant level. Measures from the list that are relevant for this project include:

- Pedestrian facilities improvements (A-4)
- Bus stop improvements (B-8)
- HOV parking preference program (G-1)
- On-site bicycle facilities (G-2)
- On-site pedestrian circulation system (G-4)

While implementation of these measures would incrementally reduce traffic, they would not reduce the identified impact to a less-than-significant level. Full mitigation of freeway impacts is considered beyond the scope of an individual project; thus, the addition of project traffic results in a ***significant and unavoidable*** impact to all of the freeway segments listed in Table 7.

## **CONCLUSION**

The Revised Proposed Project would have similar trip generation compared to the schemes, options, and variants analyzed to date and in the EIR Addendum. The change in land uses would not result in new or substantially more severe significant intersection and freeway impacts than were identified in the 2008 TIA and EIR or 2012 EIR Addendum.

We hope that you have found the data contained in this memorandum helpful. If you have any questions, please contact Todd Henry at (415) 348-0300.

## **Appendix B: Schoolhouse Services Memo**

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# Schoolhouse Services

## Economists & Planners

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August 4, 2012

Aki Snelling  
Planning Department  
City of Cupertino  
10300 Torre Avenue  
Cupertino, CA 95014

Dear Aki,

The City of Cupertino is considering a plan for the Main Street Cupertino project that would include 120 apartment units. Schoolhouse Services prepared an assessment of the enrollment effects of such units on the Cupertino Union (elementary) and Fremont Union (high) school districts about six months ago. The description of the units has changed somewhat and has become more detailed. You have asked whether the earlier study should now be extended to assess whether the units as now proposed would have effects different from those described in our earlier assessment.

Three primary features of the units as now proposed were not included in the units as considered earlier. One is the presence of “work space” in 19 of the 120 units. Additional space in units, of course, raises the question of space that could be used as an additional bedroom and result in more children in the units. My understanding, however, is that the work spaces will all be on the first floor of the two story apartments, with a large window on the front side of the space. The space would be intended to be used for architectural, legal, accounting, etc. office space. The purpose is to have a more compatible façade in the primarily retail environment than would be usual with typical apartments on the first floor.

It does not seem to me that tenants would be likely to use this space as a bedroom. Even so, it would seem that the City could choose to preclude such use. It may be that the designation of the space would make such a use impermissible. If not, a recorded covenant, mandated lease terms, or some other mechanism could be used to accomplish the purpose.

A second feature is the presence of lofts in half of the units. If these were to be small lofts with a bedroom elsewhere in the unit, they would likely generate more students than typical one-bedroom units. It is my understanding, however, that the lofts are the bedrooms in one-bedroom units. The units are not large for one-bedroom units, except as discussed elsewhere in this letter, so it would not seem that having the bedroom in a loft would increase the probability of children in the unit.

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Phone: 650.373.7373 • Fax: 650.854.0104

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# Schoolhouse Services

## Economists & Planners

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The third feature is the inclusion of dens in 24 of the units. The dens would not be designed as bedrooms and they would be attractive as dens/offices. However, given the strong interest of families wanting to have their children enrolled in the local schools, I would expect some “dens” to be used as bedrooms. If this doubled the number of students generated by the 24 units, it would add five students at Cupertino Union schools and one high school student to the numbers of students projected in the earlier assessment.

This would be to a large extent offset by another change in the plan. The earlier assessment assumed that all of the apartments would be one-bedroom units. Now 16 are planned to be small (550 square feet) studio apartments. These would not have the students projected earlier, offsetting the majority of the potential additional students resulting from dens.

In summary, my review of the new information leads me to conclude that any expected differences in the number of students that should be expected from the 120 units would be negligible. I do not believe further study is appropriate, as I would not expect any significant difference in the findings. In fact, I think the new more detailed information give more confidence to the earlier conclusions.

Please let me know if you have any questions.

Dick

# Main Street Lofts

Mixed-Use Development

23-Jul-12

Sand Hill Property Company

Building Analysis Summary

The DNA Partnership

| Unit Type               | SF*  | Type V Above Retail Podium |           |           |           | Description          | Units      | Parking Req. |
|-------------------------|------|----------------------------|-----------|-----------|-----------|----------------------|------------|--------------|
|                         |      | L1                         | L2        | L3        | L4        |                      |            |              |
| 1A                      | 550  | 4                          | 4         | 4         | 4         | Studio               | 16         | 29           |
| 1B-1                    | 820  | 6                          | 12        | 10        | 10        | 1BR                  | 38         | 68           |
| 1B-2                    | 1580 | 6                          |           |           |           | 1BR + Work           | 6          | 11           |
| 1C-1                    | 1003 | 10                         |           | 18        |           | 1BR + Loft/Town      | 28         | 50           |
| 1C-2                    | 1723 | 8                          |           |           |           | 1BR + Loft/Town/Work | 8          | 14           |
| 1D-1                    | 1205 | 6                          |           | 13        |           | 1BR + Den +Loft      | 19         | 34           |
| 1D-2                    | 1900 | 5                          |           |           |           | 1BR + Den +Loft/Work | 5          | 9            |
| Lobby                   | 1200 |                            |           |           |           |                      |            |              |
| Leasing Office          | 1500 |                            |           |           |           |                      |            |              |
| Theater                 | 1275 |                            |           |           |           |                      |            |              |
| Lounge / Community Area | 1500 |                            |           |           |           |                      |            |              |
| Business Center         | 415  |                            |           |           |           |                      |            |              |
| Fitness                 | 2150 |                            |           |           |           |                      |            |              |
| Clubhouse               | 1700 |                            |           |           |           |                      |            |              |
| <b>Totals</b>           |      | <b>45</b>                  | <b>16</b> | <b>45</b> | <b>14</b> |                      | <b>120</b> | <b>216</b>   |

\* AREA DOES NOT INCLUDE HALLWAYS, LOAD, OR COMMON AREAS (ELEVATOR, TRASH, STAIRS ETC)

### Mix

|                            |              |
|----------------------------|--------------|
| 1A: Studio                 | 13%          |
| 1B-1: 1BR                  | 32%          |
| 1B-2: 1BR + Work           | 5%           |
| 1C: 1BR + Loft/Town        | 23%          |
| 1C-2: 1BR + Loft/Town/Work | 7%           |
| 1D-1: 1BR + Loft           | 16%          |
| 1D-2: 1BR + Den +Loft/Work | 4%           |
| Total                      | 100%         |
| <b>Avg. Unit Size</b>      | <b>1,031</b> |