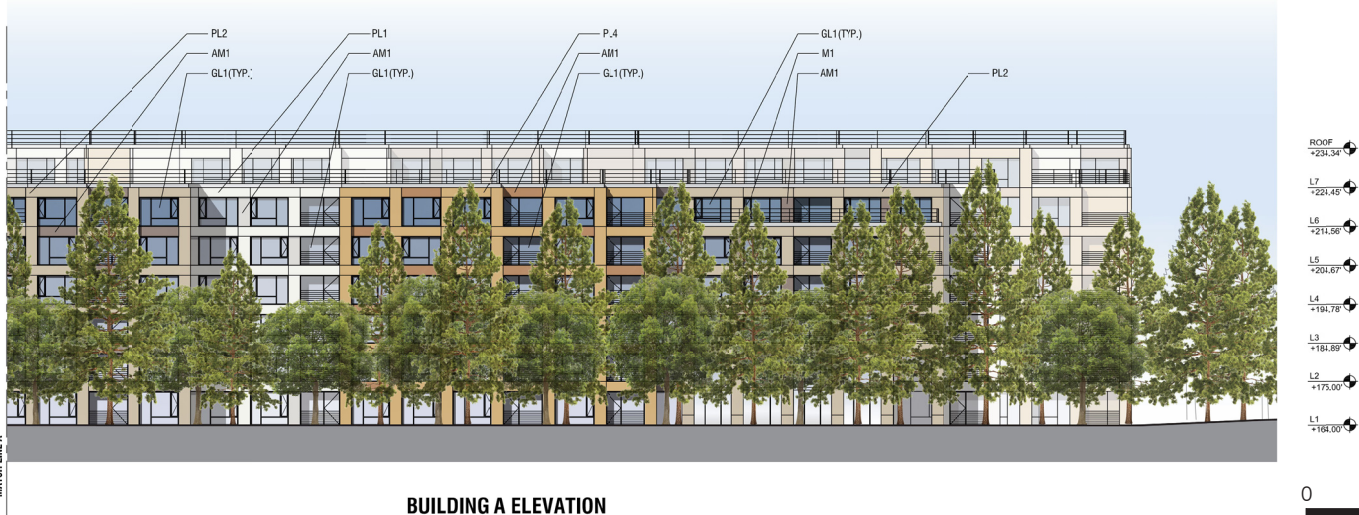


**BUILDING B ELEVATION**

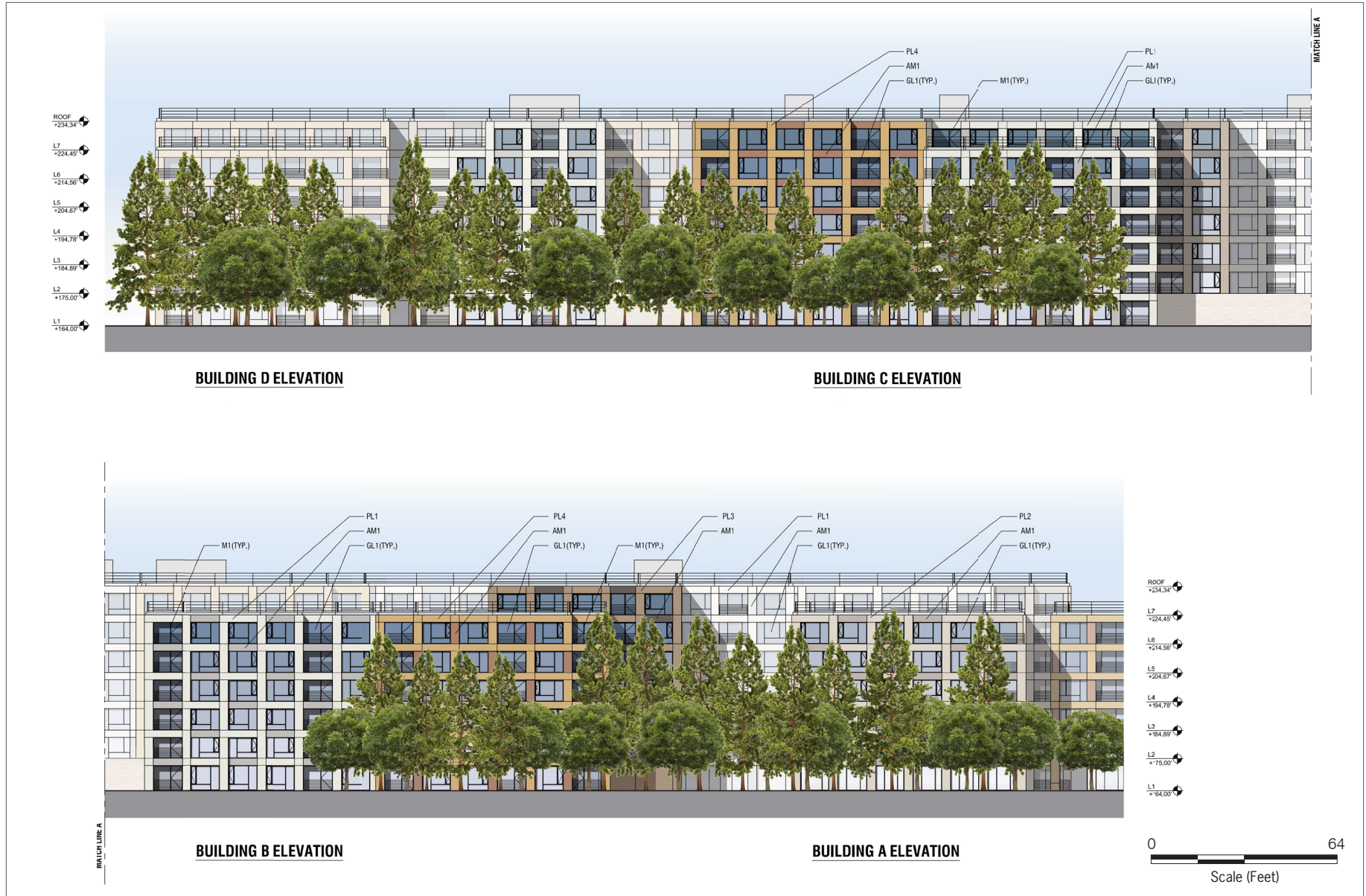


**BUILDING A ELEVATION**



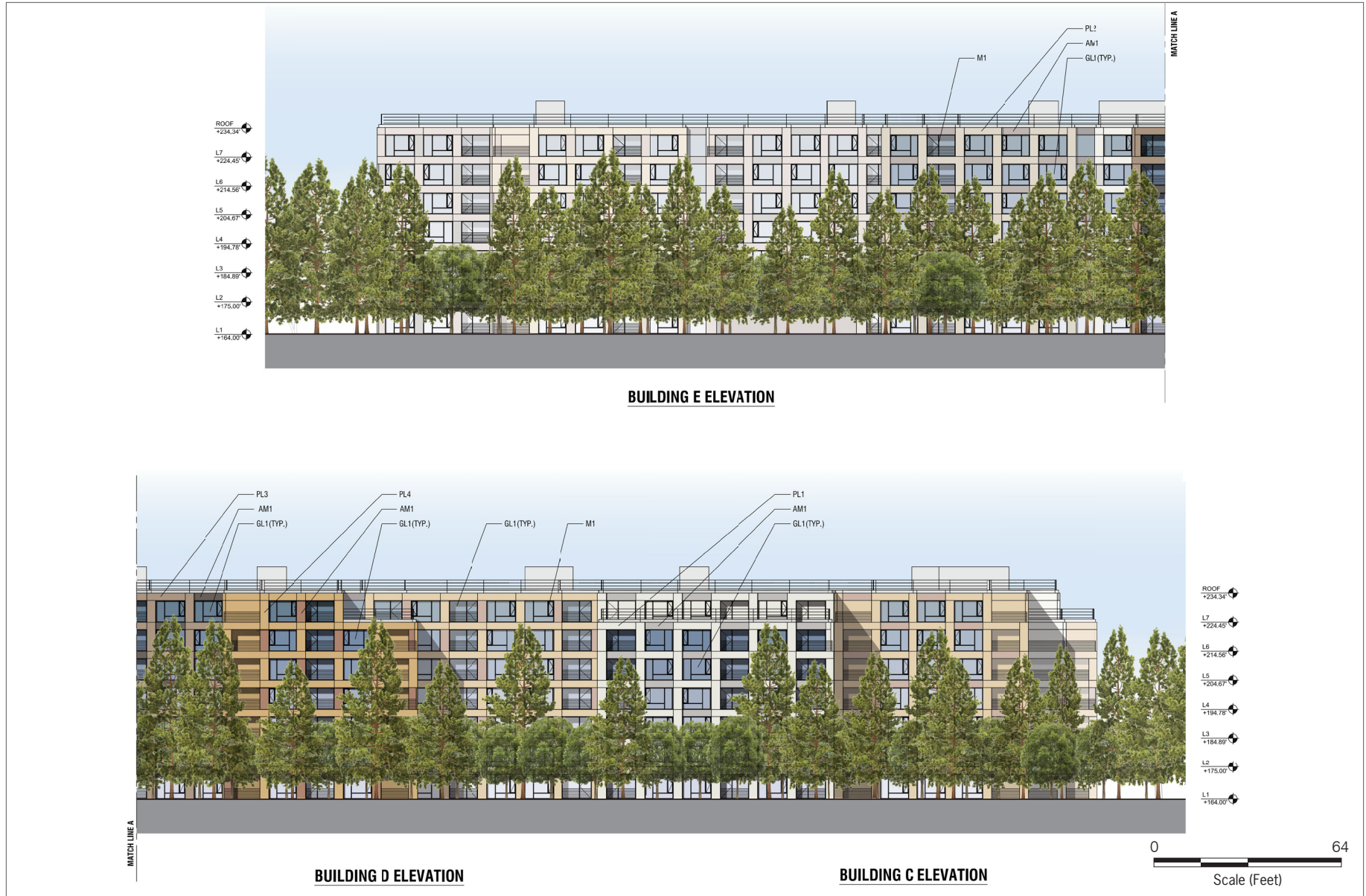
Source: ARQUITECTONICA International, 2016.

Figure 3-11  
North Elevation



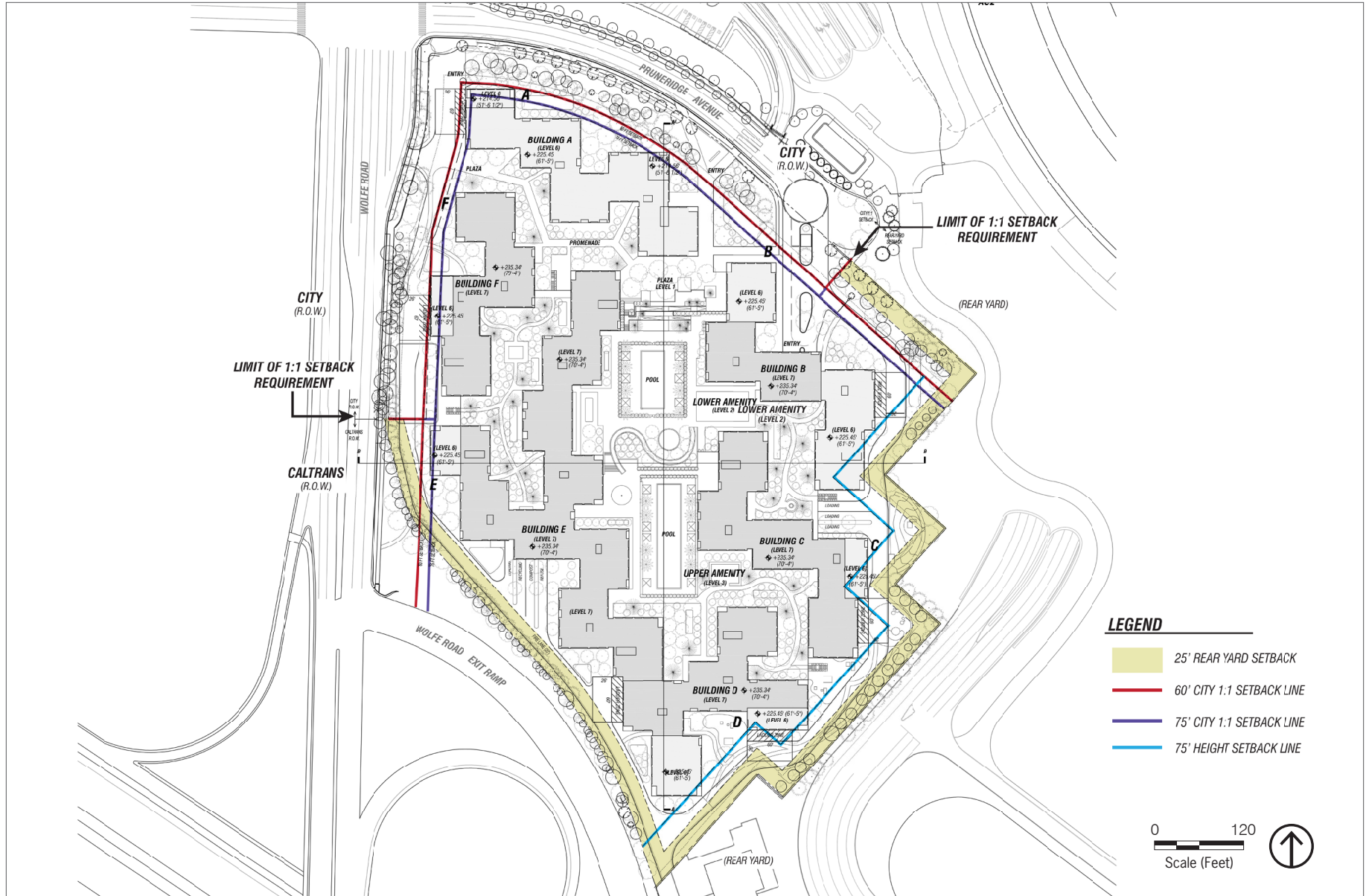
Source: ARQUITECTONICA International, 2016.

Figure 3-12  
East Elevation



Source: ARQUITECTONICA International, 2016.

Figure 3-13  
South Elevation



Source: ARQUITECTONICA International, 2016.

Figure 3-14  
Setback Compliance

### **3.2.3 CIRCULATION AND ACCESS**

#### **3.2.3.1 VEHICULAR ACCESS**

As shown on Figure 3-15, the primary residential ingress/egress access is located off Pruneridge Avenue. The access includes two lanes for entrance into the parking structure; one for residents and one for visitors. Residents would be able to enter the parking structure with a controlled access key fob<sup>21</sup> and guest and leasing visitors would be directed to parking located on level one, in close proximity to the leasing office elevator.

Emergency vehicle access (EVA) is provided at two points; one located off of Wolfe Road and one off Pruneridge Avenue. As discussed above, the project's circulation design includes a 0.5-mile EVA lane that connects to the cul-de-sac off Pruneridge Avenue, forming a clockwise pattern around the site. Dedicated 26-foot by 60-foot fire truck access pads are provided for firefighting equipment to access each building along the route. There are six designated fire aerial rig locations strategically placed around the building on the EVA lane. The EVA lane is made of a variety of building materials along its length. In some instances, the EVA lane utilizes asphalt concrete while others have turf that can support the weight of a fire truck and give the appearance of a linear park. Fire access is maintained and provided to the AC2 gate at the southern portion of the property. The EVA lane is proposed as a dual-use lane with move-in/out vehicle access to loading zones and trash collection sites. The EVA lane also provides distinct destinations that cater to multiple uses, including a dog park, children's play area, and outdoor gym.

#### **3.2.3.2 PEDESTRIAN AND BICYCLE ACCESS**

As shown on Figure 3-15, pedestrians and bicyclists would access the project site off of Wolfe Road and Pruneridge Avenue. As shown on Figure 3-16, the EVA lane serves as both a pedestrian and bicycle path extends around the perimeter of the project site and offers multiple access points to the apartment buildings and secure bicycle-parking facilities. Pruneridge Avenue to the north, Tantau Avenue to the east, and Wolfe Road to the west, all have Class II Bikeways. Class II Bikeways are bike lanes for bicyclists that are generally adjacent to the outer vehicle travel lanes and have special lane markings, pavement legends, and signage. These bike lanes are generally 5 feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted with Class II Bikeways. As shown on Figure 3-17, the project's proposed pedestrian and bicycle paths would allow unimpeded access to the existing Class II Bikeways surrounding the project site, which connect to a wider city-wide network, including the future pedestrian and bicycle path around the AC2 site.

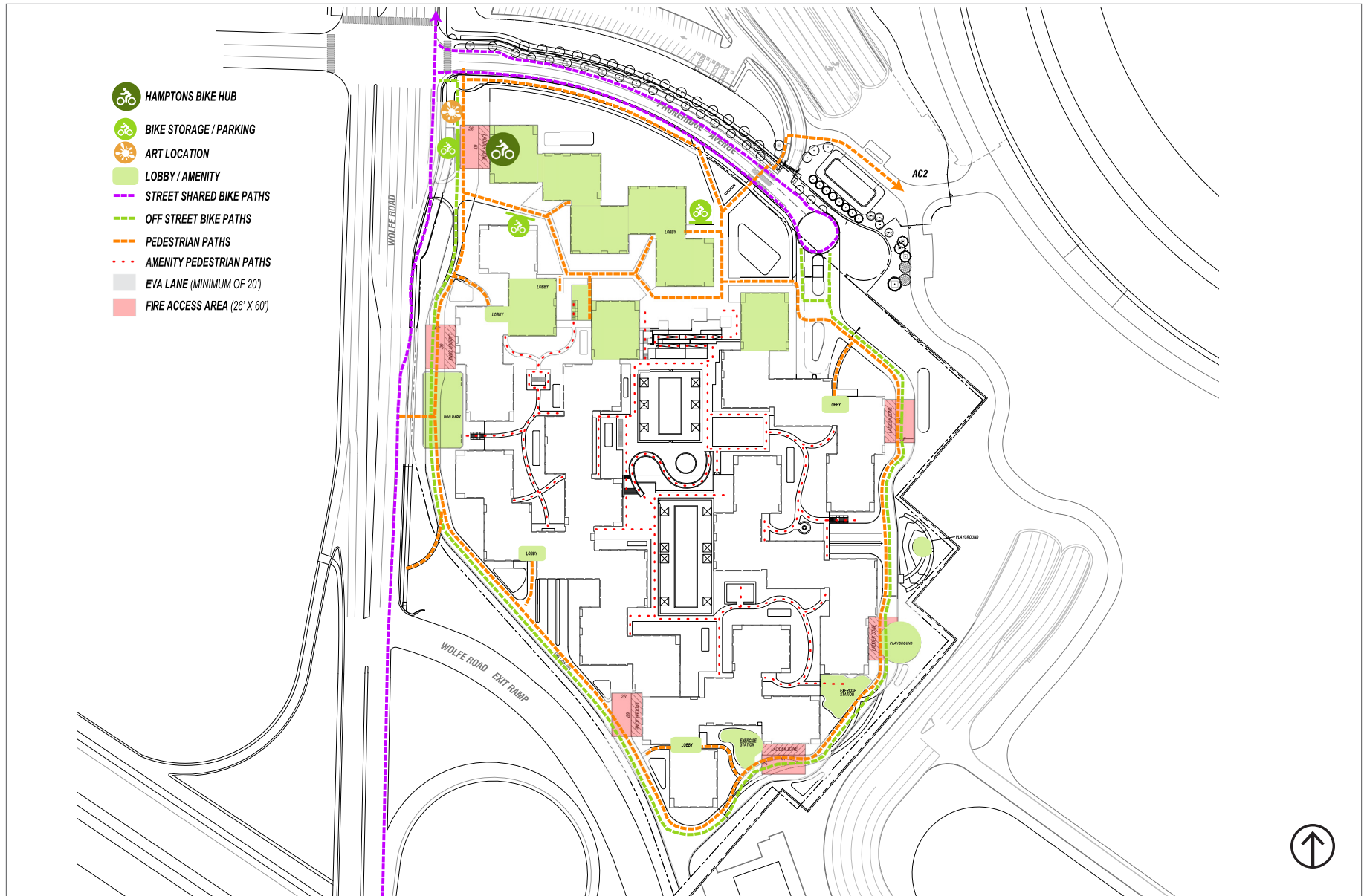
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<sup>21</sup> A key fob is a small hardware device with built-in authentication mechanisms and acts as an ordinary real-world key to control access to the owner's home, garage or car, etc.



Source: ARQUITECTONICA International, 2016.

Figure 3-15  
Vehicular Circulation Map



Source: ARQUITECTONICA International, 2016.

Figure 3-16  
On-site Pedestrian and Bicycle Circulation Map



Source: ARQUITECTONICA International, 2016.

Figure 3-17  
Off-site Pedestrian and Bicycle Circulation Map



## PROJECT DESCRIPTION

In addition, the proposed project includes additional off-site improvements at the Wolfe Road/Pruneridge Avenue intersection that would enhance and complement the improvements required under the AC2 project. These improvements are as follows:

- Add new directional curb ramps<sup>22</sup> at the northwest corner.
- Relocate the southbound, left-turn bike box<sup>23</sup> so that it is outside of the path of southbound bike traffic.
- Relocate the crosswalk at the western leg of the intersection to accommodate the relocation of the southbound left-turn bike box, and relocate the associated southwest corner curb ramp to align with the relocated crosswalk.
- Paint green dashed lines<sup>24</sup> on the Class II bike lanes on Wolfe Road.

A diagram showing these improvements is included in Appendix I of this Initial Study.

### 3.2.3.3 PARKING

#### Vehicular Parking

As previously stated in Section 3.1.4.2, Zoning, pursuant to City requirements, high-density residential apartments are required to provide two parking spaces per dwelling unit. The project proposes a total of 942 dwelling units, which would equate to a parking supply requirement of 1,884 vehicle parking spaces based on City code. However, the project applicant proposes to provide 1,716 vehicle parking spaces, for a parking supply rate of approximately 1.8 parking spaces per dwelling unit, which, as discussed in Section IX, Land Use and Planning, under criterion (b), is an appropriate parking ratio for the proposed project. Vehicular parking would be provided on two levels of below-grade parking and 1.5 levels of at-grade parking as shown on Figure 3-8. Tandem stalls are located throughout the parking garage for residents, and guest parking is located on the first level and accessed from the Pruneridge Avenue entrance. The proposed project would include parking with electric vehicle charging stations.

#### Bicycle Parking

The proposed project includes more than the 377 Class I bike storage spaces in accordance with the 0.4 space per dwelling unit requirement described in Section 3.1.4.2, Zoning. As shown on Figure 3-15, these bike storage/parking spaces are located throughout the project site within the podium structure. Additional spaces would be available in the bike hub space in the northern section of the project, which would allow residents and guests to service their bicycles as needed.

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<sup>22</sup> A curb ramp is a transition between the sidewalk and the street to bring the curb to the level of the street; thus, eliminating the curb as an obstacle.

<sup>23</sup> A bike box is an area of safety for bicyclists while they wait for their turn to proceed through the intersection. The bike box is located in an area that makes the bicyclist more visible to drivers.

<sup>24</sup> The dashed lines are indicators that create awareness of the intersection's common space shared by bikes and vehicles.

## PROJECT DESCRIPTION

### 3.2.3.4 TRANSIT

Transit services in close proximity to the project site are described below. Table 3-2 summarizes the destinations, closest stop to the project site, hours/days of operation, and service frequencies for transit services within a 2,000-foot walking distance. Transit services are provided by the Santa Clara Valley Transportation Authority (VTA) and Caltrain.

**TABLE 3-2 EXISTING TRANSIT SERVICE**

Route	From	To	Distance to Nearest Stop <sup>a</sup>	Average Peak Load Factor <sup>b</sup>	Weekdays		Saturdays	
					Operating Hours <sup>d</sup>	Peak Headway <sup>c</sup>	Operating Hours <sup>d</sup>	Peak Headway <sup>c</sup>
<b>VTA Bus Service</b>								
26	Sunnyvale / Lockheed Martin Transit Center	Eastridge Transit Center	0.15	0.27	5:52 am – 11:31 pm	30	6:46 am – 10:40 pm	30
81	San Jose State University	Vallco	0.10	0.07	6:17 am – 8:19 pm	30	9:30 am – 4:30 pm	60
101	Camden & Highway 85	Palo Alto	0.55	0.23	6:51 am – 7:48 am 4:52 pm – 5:55 pm	2 NB Runs – AM 2 SB Runs – PM	No Service	
182	Palo Alto	IBM/Bailey Avenue	0.60	0.07	7:27 am – 8:34 am 5:05 pm – 6:14 pm	1 SB Run – AM 1 NB Run – PM	No Service	
<b>Commuter Rail Service</b>								
Caltrain	San Francisco	San Jose Diridon	3.00	N/A	4:40 am – 1:20 pm	30 (local) / 15 (express)	7:10 am – 1:26 pm	60

Notes: AM = morning commuter period; PM = evening commute period. VTA = Santa Clara Valley Transportation Authority

- Approximate distance in miles from nearest stop to Hamptons Apartment Complex driveway.
- Average peak load factor is the ratio of the average peak number of on-board passengers aboard during the peak period to supply of seats.
- Headways are defined as the time interval between two transit vehicles traveling in the same direction over the same route.
- Operating hours consider earliest and latest stop at each bus lines closest stop to the Hamptons Apartment Complex.

Source: Fehr & Peers, December 2015, Table 7-1 of TIA.

### VTA Bus Service

- Bus Route 26 provides service between Sunnyvale/Lockheed Martin Transit Center and the Eastridge Transit Center. Route 26 follows major arterials and travels through Sunnyvale, Cupertino, San Jose, and Campbell on Fair Oaks Avenue, Wolfe Road, Campbell Avenue, and Tully Road. Bus stops for Route 26 are provided immediately north of the project site along Wolfe Road.
- Bus Route 81 provides service between San Jose State University and Vallco via the Santa Clara Transit Center and Downtown San Jose. This route operates on Stevens Creek Boulevard, Benton Street, West

## PROJECT DESCRIPTION

San Carlos Street, and San Fernando Street with nearby stops at Tantau Avenue and Pruneridge Avenue.

- Bus Route 101 is an express bus route that operates on I-280, Stevens Creek Boulevard, and Lawrence Expressway; it connects a Park & Ride lot at the Camden Avenue interchange along SR 85 to Palo Alto. This route passes through the Winchester Transit Center and has a bus stop south of the project site at Wolfe Road/Vallco Mall which provides connections to Routes 26, 23, and 323.
- Bus Route 182 is an express bus route that operates on I-280, Wolfe Road, Vallco Parkway, and Stevens Creek Boulevard; it connects the Park & Ride lot at El Camino Real and Page Mill Road in Palo Alto with the IBM Santa Teresa Facility at Bailey Avenue. One Route 182 run departs Palo Alto in the morning. In the evening, one Route 182 run travels northbound. Route 182 has stops at the Vallco shopping plaza.

### 3.2.3.5 TRANSPORTATION DEMAND MANAGEMENT PLAN

The proposed project is required to implement a Transportation Demand Management (TDM) Plan. The project applicant prepared a draft TDM Plan that includes many design features and amenities that promote the use of alternative transportation, and reduce vehicular parking needs. The draft TDM Plan is included in Appendix H, Draft Transportation Demand Management Plan, of this Initial Study. The draft TDM Plan outlines trip reduction measures and strategies in order to:

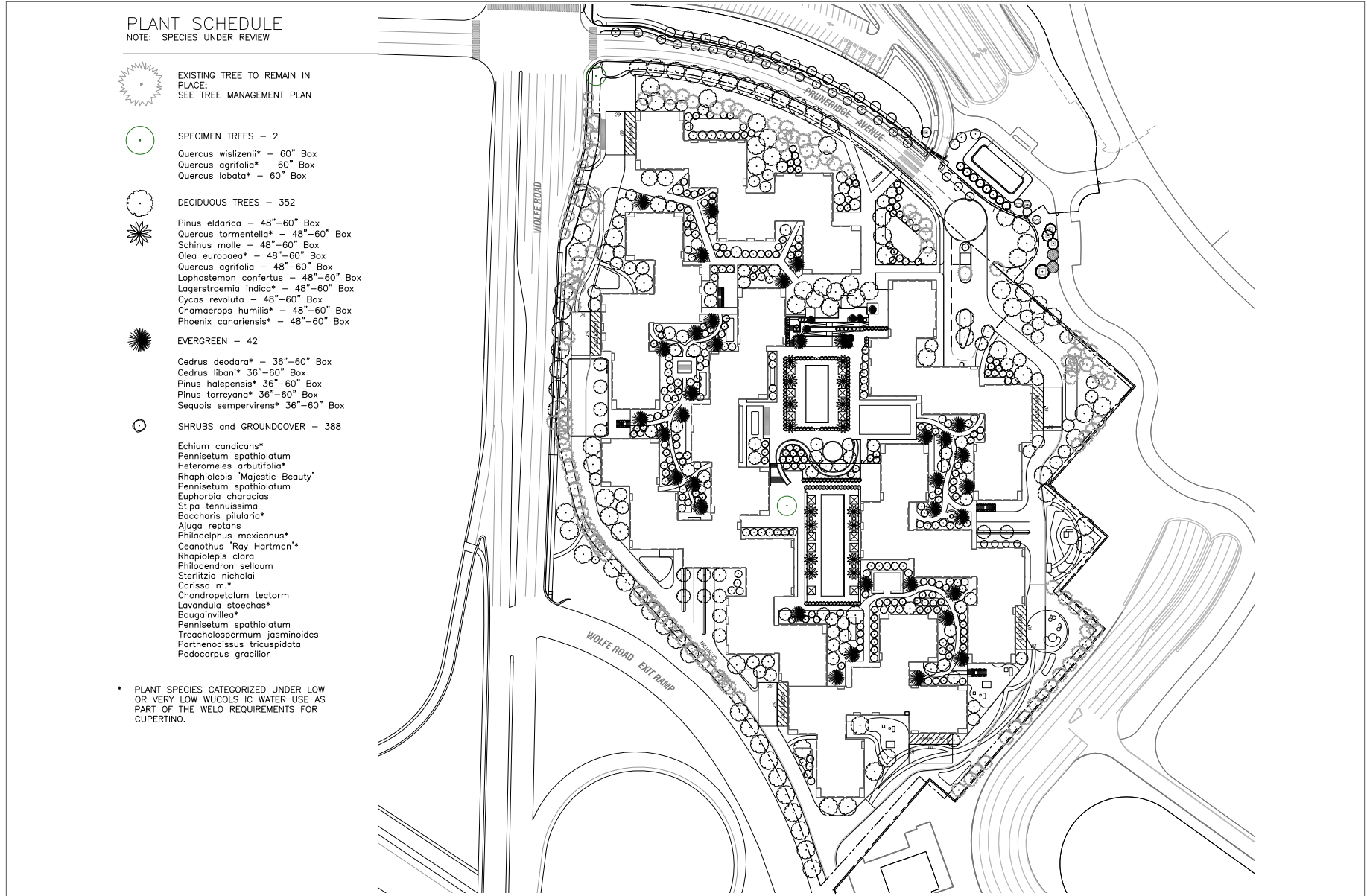
- Reduce the amount of traffic generated by the proposed project.
- Promote the more efficient utilization of existing transportation facilities.
- Maximize the potential for alternative transportation usage.
- Establish an ongoing monitoring and enforcement program to ensure that the desired alternative mode use is achieved.

As part of the project operations, a Transportation Coordinator would be assigned to the project with the authority to implement TDM strategies and oversee the management and marketing of TDM programs. The Transportation Coordinator would be responsible for developing information materials, managing transportation services offered as part of the TDM program (i.e., websites, transit passes etc.), monitoring results, and coordinating with City/VTA staff and on-site representatives as needed.

The content of the draft TDM Plan includes direction and protocol for how to implement the TDM reduction measures. For example, the draft TDM plan describes how information about the TMD Plan is to be shared with future residents, protocol for facilitating ridesharing, how to access alternate modes of transportation, and describes the project's site features for multi-modal transportation. The TDM Plan describes the methods for ongoing monitoring and enforcement of the TDM measures by the Transportation Coordinator to ensure the targeted reduction metrics are being met.

### 3.2.4 LANDSCAPING

Under existing conditions, the project site includes 249,307 square feet of pervious landscaped areas and the project would result in 219,026 square feet of pervious landscaped surfaces, for a net decrease of 30,218 square feet of pervious landscaped surfaces. Figure 3-18 illustrates the proposed landscaping plan.



Source: ARQUITECTONICA International, 2016.

Figure 3-18  
Conceptual Landscaping Plan

## PROJECT DESCRIPTION

As shown on Figure 3-18, the project site includes landscaping throughout the project site's interior and the surrounding perimeter. As stated above in Section 3.1.4.2, Zoning, the project is required to submit a Landscape Project Submittal for approval by the City.

The proposed landscaping would be consistent with the surrounding Northern California landscape and would include native and/or adaptive, and drought resistant plant materials of similar water use grouped by hydrozones. The majority of plantings would be drought tolerant grasses, shrubs, and trees that, once established, are adapted to a dry summer and intermittent rain in the winter season. The exception to this is the existing Redwoods that require a more consistent level of potable irrigation throughout the year.

As previously stated in Section 3.1.3, Existing Site Character, a Tree Survey prepared for the project site included an evaluation of 433 trees representing 15 species.<sup>25</sup> According to the Tree Survey, none of the trees on the project site meet the criteria for protected status. The project applicant has prepared a Tree Removal and Protection Plan for the project. This Plan is shown on Figures 3-19 and 3-20. While all trees would be removed from the center of the project site, Redwood trees that surround the perimeter of the development would remain to ensure a visual identity as well as to maintain privacy and screening from the surrounding area.

### 3.2.5 LIGHTING

The source, intensity, and type of exterior lighting for the project site would be typical for orientation and safety needs. All on-site lighting would be low-level illumination and shielded to reduce light spill or glare. In landscaped and paved areas, light sources would be concealed and not visible from a public viewpoint. All exterior surface and above-ground mounted fixtures would be sympathetic and complementary to the architectural theme.

### 3.2.6 PUBLIC ART

There are several locations where public art could be located throughout the project. These locations include the Wolfe Road and Pruneridge Road intersection, the project's primary access point on Pruneridge Avenue, the amenities areas including the lawn area and deck and pool areas, and the Wolfe Road and 1-280 exit ramp. While no precise public art exhibits have been determined at this time, the project would be required to provide public art features per Municipal Code Section 19.148.020 described above in Section 3.1.4.2, Zoning.

### 3.2.7 UTILITIES

The proposed utility infrastructure would connect to the existing water, sewer, storm drain system, natural gas and electricity network in the area, and would be served by an existing solid waste landfill.

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<sup>25</sup> Tree Survey, The Hamptons, prepared for the Irvine Company by HortScience, Inc. May 2015. See Appendix A, Tree Survey, of this Initial Study.