

NOTICE OF PREPARATION
of a Draft Environmental Impact Report
for the
Mary Avenue Overcrossing Project



To: Interested Parties

NOTICE IS HEREBY GIVEN that the City of Sunnyvale, as Lead Agency under the California Environmental Quality Act (CEQA), has prepared a Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) for the proposed Mary Avenue Overcrossing Project. The NOP includes a project description and an overview of the potential impacts that will be addressed in the Environmental Impact Report (EIR).

30-Day NOP Review Period: In accordance with CEQA, should you or your agency have any comments, it is requested to provide a written response to this NOP within the 30-day NOP review period between March 7, 2017 and April 10, 2017.

The preferred method for receiving comments from members of the public is via the City of Sunnyvale's Open City Hall website: http://www.peakdemocracy.com/portals/209/Issue_4652. Alternatively, you may submit written comments to the lead agency contact:

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City of Sunnyvale Department of Public Works
456 W Olive Avenue
Sunnyvale, CA 94087-3707

Phone: 408-730-7502
Fax: 408-328-0710
rlo@sunnyvale.ca.gov

Comments must be received no later than 4:00 PM on April 10, 2017.

Public Scoping Meeting: The City of Sunnyvale will hold a Scoping Meeting on March 21, 2017 at 6:30 to 8:00 PM, at the Columbia Neighborhood Center, 785 Morse Avenue, Sunnyvale, California 94085 to: 1) inform the public and interested agencies about the proposed project; and 2) solicit public comment on the scope of the environmental issues to be addressed in the EIR.

Project Location: The project area is located within the northern portion of the City of Sunnyvale. The proposed alignment extends from the current terminus of Mary Avenue at Almanor Avenue, north over the US Highway 101 and State Route (SR) 237 freeways and the existing Moffett Park Light Rail Station on West Moffett Park Drive. The roadway would connect to Eleventh Avenue at Discovery Way within the Moffett Park Specific Plan area. Please see Figure 1.

Project Description: The Mary Avenue Overcrossing Project (the proposed project) has been planned to relieve traffic congestion and provide a north-south multimodal connection between the Moffett Park Specific Plan area and other parts of the City of Sunnyvale. The proposed project has been included in various land use documents adopted since 1972.

The Mary Avenue Overcrossing would extend Mary Avenue from its terminus at Almanor Avenue north, over US Highway 101 and SR 237, to Eleventh Avenue at Discovery Way. The total overcrossing is approximately 0.5-mile in length and includes an approximately 0.3-mile bridge structure over the two freeways and the VTA Light Rail tracks.

Figure 1: Project Location Map



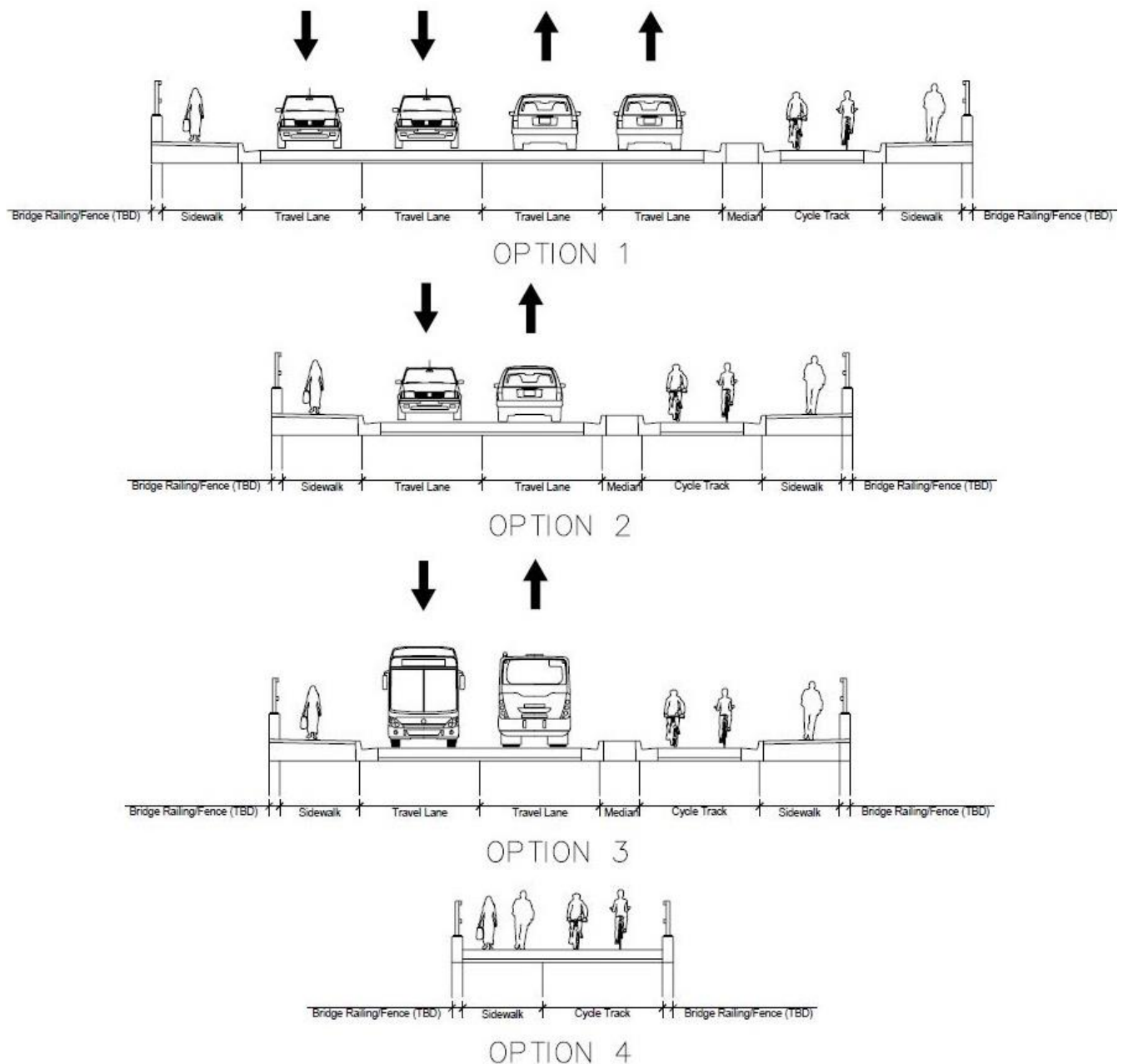
Project Options: The EIR will evaluate five design options for the proposed overcrossing:

1. Four lanes of motor vehicle traffic with sidewalks and protected bicycle facilities, such as a two-way cycle track (existing General Plan designation);
2. Two lanes of motor vehicle traffic with sidewalks and protected bicycle facilities, such as a two-way cycle track;
3. One or two lanes for transit vehicles (buses and shuttles) with sidewalks and protected bicycle facilities, such as a two-way cycle track;
4. Pedestrian and bicycle overcrossing (no motor vehicles except e-bikes); and,
5. Removal of the overcrossing from the General Plan (no overcrossing).

The Sunnyvale City Council will consider these options and select a preferred option for detailed design and construction. Conceptual cross-sections for each option are shown in Figure 2.

Each option is described in more detail below:

Figure 2: Conceptual Overcrossing Cross-Sections



Option 1: Four Lane Mary Avenue Overcrossing

This option represents the largest configuration of the four options. Option 1 would include two travel lanes for motor vehicles in each direction, sidewalks on each side, and protected bicycle facilities, such as a two-way cycle track. Crash-tested railings and well-designed fences would be constructed on the eastern and western sides of the proposed bridge for safety and enhanced user experience. The bicycle facility may be provided at either the street or sidewalk level.

The proposed bridge structure would be approximately 80-84 feet wide and approximately 25 feet above existing ground at its highest point over SR 237. The bridge would be supported by structures at approximately 10-15 locations between Almanor Avenue and 11th Avenue. It is anticipated that up to three support structures would be placed at each location. The exact size and location of the support structures would be finalized once the final engineering of the bridge

structure has been initiated. The support structures would be within the overall bridge right-of-way and would be constructed in places that result in a safe bridge design and are compatible with the existing topography and roadways below.

Option 1 includes intersection changes at Mary Avenue and Almanor Avenue, and 11th Avenue and Discovery Way. At the intersection of Mary Avenue and Almanor Avenue, the existing 2-way junction would be realigned to create a T-Intersection that connects to the proposed overcrossing and meets traffic operational and lane queuing requirements. Anticipated modifications include signalization of the intersection; and construction of ADA compliant pedestrian accessible sidewalks and 6-foot bike lane improvements required to tie the proposed overcrossing into the existing bike lanes and sidewalks on Almanor Avenue and Mary Avenue.

At the intersection of 11th Avenue and Discovery Way, anticipated intersection changes include signalization of the intersection; development of a new southern leg of Mary Avenue with an exclusive right-turn lane, one shared through/left turn lane, one exclusive left-turn lane, and two receiving lanes; and construction of ADA compliant pedestrian accessible sidewalks and bicycle lane improvements required to tie the proposed overcrossing into the existing bike lanes and sidewalks on each of the legs of Mary Avenue, 11th Avenue, and Discovery Way.

Option 2: Two Lane Mary Avenue Overcrossing

Option 2 would have one travel lane for motor vehicles in each direction, sidewalks on both sides, and protected bicycle facilities, such as a two-way cycle track. Crash-tested railings and well-designed fences would be constructed on the eastern and western sides of the proposed bridge for safety and enhanced user experience. The bicycle facility may be provided at either the street or sidewalk level. This option could facilitate a future bicycle/pedestrian connection from the bridge ramp to the Moffett Park Light Rail Station within the existing project right-of-way.

Under this option, the proposed bridge structure would be approximately 56-60 feet wide and approximately 25 feet above existing ground at its highest point over SR 237. The bridge would be supported by structures at approximately 10-15 locations between Almanor Avenue and 11th Avenue. It is anticipated that up to two support structures would be placed at each location. The exact size and location of the support structures would be finalized once the final engineering of the bridge structure has been initiated. The support structures would be within the overall bridge right-of-way and would be constructed in places that result in a safe bridge design and are compatible with the existing topography and roadways below.

Option 2 includes intersection changes at Mary Avenue and Almanor Avenue, and 11th Avenue and Discovery Way. At the intersection of Mary Avenue and Almanor Avenue, the existing 2-way junction would be realigned to create a T-Intersection that connects to the proposed overcrossing and meets traffic operational and lane queuing requirements. Anticipated modifications include signalization of the intersection; and construction of ADA compliant pedestrian accessible sidewalks and 6-foot bicycle lane improvements required to tie the proposed overcrossing into the existing bike lanes and sidewalks on Almanor Avenue and Mary Avenue.

At the intersection of 11th Avenue and Discovery Way, anticipated intersection changes include signalization of the intersection; development of a new southern leg of Mary Avenue with an exclusive right-turn lane, one shared through/left turn lane, one exclusive left-turn lane, and two receiving lanes; and construction of ADA compliant pedestrian accessible sidewalks and bicycle lane improvements required to tie the proposed overcrossing into the bike facilities and sidewalks on 11th Avenue and Discovery Way.

Option 3: Transit/Pedestrian/Bicycle Overcrossing

Option 3 would provide either two transit lanes or a single reversible transit lane, sidewalks on both sides, and protected bicycle facilities, such as a two-way cycle track. The transit lane or lanes

would be dedicated for the exclusive use of high occupancy shuttle or transit buses that are operated by transit agencies, transportation management associations (TMAs), and/or employers within Moffett Park. Access to the travel lane may be restricted to authorized transit vehicles during peak times using a mechanized gate. Crash-tested railings and well-designed fences would be constructed on the eastern and western sides of the proposed bridge for safety and enhanced user experience. This option could facilitate a future bicycle/pedestrian connection from the bridge to the Moffett Park Light Rail Station within the existing project right-of-way. The bicycle facility may be provided at either the street or sidewalk level.

Under Option 3, the proposed bridge structure would be approximately 56-60 feet wide and approximately 25 feet above existing ground at its highest point over SR 237. The bridge would be supported by structures at approximately 10-15 locations between Almanor Avenue and 11th Avenue. It is anticipated that up to two support structures would be placed at each location. The exact size and location of the support structures would be finalized once the final engineering of the bridge structure has been initiated. The support structures would be within the overall bridge right-of-way and would be constructed in places that result in a safe bridge design and are compatible with the existing topography and roadways below.

Option 3 includes intersection changes at Mary Avenue and Almanor Avenue, and 11th Avenue and Discovery Way. At the intersection of Mary Avenue and Almanor Avenue, the existing 2-way junction would be realigned to create a T-Intersection that connects to the proposed overcrossing and meets traffic operational and lane queuing requirements. Anticipated modifications include signalization of the intersection; and construction of ADA compliant pedestrian accessible sidewalks and 6-foot bicycle lane improvements required to tie the proposed overcrossing into the existing bike lanes and sidewalks on Almanor Avenue and Mary Avenue.

At the intersection of 11th Avenue and Discovery Way, anticipated intersection changes include signalization of the intersection; development of a new southern leg of Mary Avenue with an exclusive right-turn lane, one shared through/left turn lane, one exclusive left-turn lane, and two receiving lanes; and construction of ADA compliant pedestrian accessible sidewalks and bicycle lane improvements required to tie the proposed overcrossing into the existing bike lanes and sidewalks on 11th Avenue and Discovery Way.

Option 4: Pedestrian/Bicycle Overcrossing

Option 4 would involve construction of an overcrossing that provides bicycle and pedestrian access only. No travel lanes for motor vehicles would be included. The project would include either a multiuse facility or dedicated bike lanes, in addition to sidewalks over the bridge. Crash-tested railings and well-designed fences would be constructed on the eastern and western sides of the proposed bridge for safety and enhanced user experience. This option could facilitate a future bicycle/pedestrian connection from the bridge to the Moffett Park Light Rail Station within the existing project right-of-way.

The proposed bridge structure would be approximately 20-24 feet wide and approximately 25 feet above existing ground at its highest point over SR 237. The bridge would be supported by structures at approximately 10-15 locations between Almanor Avenue and 11th Avenue. With the reduced width of the bridge for Option 4, it is anticipated that one or two support structures would be placed at each location. The exact size and location of the support structures would be finalized once the final engineering of the bridge structure has been initiated. The support structures would be within the overall bridge right-of-way and would be constructed in places that result in a safe bridge design and are compatible with the existing topography and roadways below.

Intersection modifications at Mary Avenue and Almanor Avenue and at the Eleventh Avenue and Discovery Way intersections would be limited to improvements required to tie the proposed pedestrian/bicycle overcrossing into the existing bike lanes and sidewalks on Mary Avenue and

Eleventh Avenue. Intersection modifications at Almanor Avenue would include the addition of a stop sign. A traffic signal would be required at 11th Avenue.

Option 5: Removal of the Mary Avenue Overcrossing from the General Plan

Under Option 5, the City Council would amend the City's General Plan to remove the extension of Mary Avenue from the General Plan. No overcrossing of any kind would be constructed in this location. The intersections at Mary Avenue and Almanor Avenue and at 11th Avenue and Discovery Way would remain in their existing conditions and no modifications would occur.

Summary of Key Environmental Issues to be Addressed in EIR:

Potential issues and impacts to the existing environment to be analyzed in the Draft EIR include the following environmental topics:

- Aesthetics
- Biological resources
- Energy conservation
- Geology and soils
- Greenhouse gases (GHGs)
- Hazards and hazardous materials
- Hydrology, water quality and flooding
- Land use and planning
- Noise
- Public services and utilities
- Transportation and traffic

Other EIR Sections: The EIR will include other required sections including Project Alternatives, Cumulative Impacts, Significant Unavoidable Impacts, Significant Irreversible Environmental Changes, EIR Preparers, EIR References, and EIR Technical Appendices.

The following environmental factors are not impacted by the proposed project: agricultural/forestry, mineral resources, population and housing, and recreation.

Environmental Review Process

Following completion of the 30-day NOP public review period, the City of Sunnyvale will incorporate relevant information into the Draft EIR, including results of public scoping and technical studies. The Draft EIR will be circulated for public review and comment for a 45-day public review period. All parties that have requested to be included on the project mailing list will be provided with a Notice of Availability for the Draft EIR. In addition, the Draft EIR and related materials will be available for review on the City's website: <http://sunnyvale.ca.gov/>, and at the City of Sunnyvale, located at 456 W. Olive Avenue, Sunnyvale, CA 94086. Following expiration of the public review period for the Draft EIR, the City of Sunnyvale will prepare Responses to Comments as part of the Final EIR, which will be considered and acted upon by the City of Sunnyvale's City Council. The City of Sunnyvale will provide notification of future public meetings for this project to all parties that have requested to be included on the project mailing list.

A copy of this NOP has been posted on the City of Sunnyvale's website (<http://sunnyvale.ca.gov/>) and is on file at the City of Sunnyvale's One-Stop Permit Center, 456 West Olive Avenue, Sunnyvale, CA 94086.

If you wish to be placed on the project mailing list, or have any questions or comments, please contact Ria Hutabarat Lo, Transportation Manager, City of Sunnyvale, at 408-730-7502 or rlo@sunnyvale.ca.gov.

***Si necesita está información traducida,
porfavor comuníquese con Ria Hutabarat Lo al 408-730-7502.***