



## Santa Clara County Housing Action Coalition



*The Santa Clara County Housing Action Coalition is comprised of a broad range of organizations and individuals who have, as a common goal, the vision of affordable, well-constructed and appropriately located housing*

February 27, 2014

The Honorable Mayor and City Council  
City of Sunnyvale  
456 W. Olive Ave  
Sunnyvale, CA 94086

Dear Mayor and City Council,

On behalf of the Santa Clara County Housing Action Coalition, I am writing to express our support of Fair Oaks Residential Village development project proposed by Raintree Partners located at the northwest quadrant of Fair Oaks and Weddell in Sunnyvale.

By way of reference, the Housing Action Coalition includes more than 100 organizations and individuals. Its goal is the production of well-built, appropriately-located homes that are affordable to families and workers in Silicon Valley. Organizations participating in the HAC represent business, labor, environmental organizations and many more.

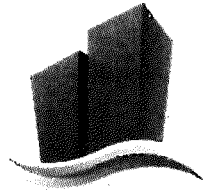
Sunnyvale has a strong track record in approving new homes to meet the needs of our growing economy. With this proposal, the Housing Action Coalition is pleased to see the number of affordable residential apartments the Fair Oaks Residential Village proposal will provide. In a time where resources and policy tools to provide affordable homes are limited, inclusion of these homes for people with very low incomes will allow those who can't afford market rate rents to live in an attractive Sunnyvale neighborhood and residential community close to jobs.

Fair Oaks Residential Village is ideally located near expanding job centers. Future residents will have easy access to bike trails, bus and rail transit, neighborhood parks, retail, and other community services. There will be a large number of Class 1 bike lockers and a bike repair facility on site to promote bicycle commuting. In addition, the developer Raintree is proposing to transform the 1.09 -acre Hetch Hetchy right of way, bisecting the residential site, from the current parking lot into accessible open space with bike and walking trails. This will be a major asset to the surrounding neighborhood. The proposed development also has many impressive green features.

Based on these factors and more, we urge the Sunnyvale City Council to both approve the proposed General Plan Amendment and rezoning for the parcel closest to highway 101, and to approve the Fair Oaks Residential Village proposal.

Sincerely,

Margaret Bard  
HAC Co-Chair



**Moffett Park Business Group**  
BUILDING A SUSTAINABLE COMMUNITY

January 9, 2014

Sunnyvale City Council  
City of Sunnyvale  
456 West Olive Avenue  
Sunnyvale, CA 94088-3707

Dear Mayor Griffith and City Councilmembers:

On behalf of the Moffett Park Business Group (MPBG), I am writing to express our support for Sares Regis' 610 E. Weddell Drive development.

By way of reference, the MPBG is a membership-driven organization, committed to supporting the social, environmental, and economic health of our community through mutual cooperation and advocacy. We address common business concerns within the Moffett Park area, with a focus on development, sustainability, community engagement, and improved mobility. Our twelve members represent approximately 14,000 Moffett Park-based employees.

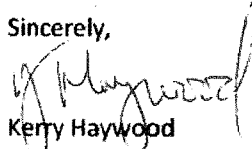
As stated above, the MPBG members understand it is important to support matters that affect the social, environmental and economic health of our community. Where an employee resides and how the employee commutes to work are issues that impact the individual employee and, in turn, the business community. This is why the MPBG supports Sares Regis' 610 E. Weddell Drive development.

The 610 E. Weddell Drive project provides quality housing, near public transit and trails, which directly link people to Moffett Park-based jobs. The MPBG support Sares Regis' planned improvements to the John W. Christian Greenbelt, and the inclusion of bike facilities and services into their housing plan. We expect a percentage of 610 E. Weddell Drive tenants would use such amenities and infrastructure to bike to jobs in the Moffett Park. This aligns with the MPBG's efforts to reduce traffic congestion and improve mobility in and around Moffett Park.

We also back Sares Regis plans to provide a number of housing units below the market rate. A diverse housing stock supports a diverse workforce, a beneficial outcome to both employees and employers.

Therefore, MPBG urges the council to approve the Sares Regis' 610 E. Weddell Drive development.

Sincerely,

  
Kerry Haywood  
Executive Director

Cc: MPBG Board of Directors



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## Development proposal for 610 East Weddell Drive

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**Pamela Carls**

Wed, Jan 8, 2014 at 12:51 PM

To: rkuchenig@ci.sunnyvale.ca.us, counciltonyspitaleri@yahoo.com

Mayor Spitaleri,

Re: 610 East Weddell development proposal

From: Pamela Carls/Treasurer (CFO) LTHA HOA

This is a note to communicate our support on behalf of LTHA - Lakehaven Townhomes Homeowners Association for the proposed development of a new high density apartment community by Sares Regis company. Our complex is adjacent to the abandoned industrial building (Analog Devices) currently located at 610 East Weddell Drive.

Over the past year, Sares Regis representative Ken Busch has listened to our concerns and has communicated Sares' plans to us individually, on several occasions, and in a group meeting of all concerned homeowners at our complex. We have discussed fencing, upgrading the common Christian Green Belt, and access and egress from the new development, related to our property. We appreciate Sares agreeing to eliminate the pedestrian entrance which originally was proposed next to the Emergency vehicle access point that transects our property.

The area that is under discussion is abandoned and has been especially problematic after Analog Devices moved out. Homeless citizens have repeatedly set up their homes/camps in the surrounding area along the trail which has made the trail a more threatening environment and discouraged its use.

There is constant vandalism along that portion of the Green Belt and it has been a source of noise, graffiti, and broken glass almost every summer night. It is a hangout spot for young kids who drink alcohol, and eliminate behind our garages and in our plantings.

Although there is at least one dissenting individual in the group, the great majority of homeowners are supportive, and welcome the change from industrial zoning to residential.

This location near the light rail will give new residents the opportunity to easily take the train or the 55 bus line. The renderings and image of the community that have been presented, are very attractive. We also like that this will be a "green" community with plans to locate rental bikes and a possible zip-car location that would be available to the local community.

All in all, we see this proposal as progress in the right direction. We look forward to additional residential use of this area. We anticipate the attention that is being focused on this area will have positive results, and hope that the project moves forward as soon as possible.

Mark Barnes/President (CEO) LTHA HOA, will be attending the Planning and Council meetings when this topic is discussed, to provide further input and ask additional questions.

January 7, 2014

City of Sunnyvale City Council

From: Lakewood Village Neighborhood Association Board

Re: New Apartment Homes Proposed at 610 Weddell Drive – 205 Units

On September 11, 2013 at our monthly Lakewood Village Neighborhood Association meeting, there was a presentation from the Sares Regis Group regarding the new apartment homes proposal at 610 E. Weddell Drive in close proximity to our neighborhood.

The plan they proposed included making improvements to the John Christian Greenbelt between Lakewood Village and Weddell Drive, including a link to the future East Channel Trail. This would give Lakewood Village residents a safer path to walk to the Light Rail and Fair Oaks. An additional benefit would be the existing abandoned building that attracts crime and garbage, would be replaced by a modern, environmentally friendly, apartment complex overlooking the greenbelt, which will make the area safer for our neighborhood joggers, bikers and pedestrians to traverse.

Based on the information provided at the presentation given by the Sares Regis Group The Lakewood Village Neighborhood Association Board supports the proposal of the new apartment complex and looks forward to the improvements it will bring to our neighborhood.

Thank you for taking the time to hear our views on this issue.

Judy Fernandez  
Lakewood Village Neighborhood Association President

Wendy Stanley  
Lakewood Village Neighborhood Association First Vice President

Dee Dee Lloyd  
Lakewood Village Neighborhood Association Second Vice President

Leah Lane  
Lakewood Village Neighborhood Association Treasurer

# SILICON VALLEY LEADERSHIP GROUP

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Established in 1978 by

DAVID PACKARD

November 18, 2013

Mayor and Councilmembers  
City of Sunnyvale  
456 West Olive Ave.  
Sunnyvale CA, 95113

Dear Mayor Spitaleri and Council Members,

On behalf of the Silicon Valley Leadership Group, I am writing to express our support for Raintree Partners Fair Oaks Residential Village on 520-592 East Weddell Drive in Sunnyvale.

By way of background, The Silicon Valley Leadership Group, founded in 1978 by David Packard of Hewlett-Packard, represents more than 390 of Silicon Valley's most respected employers on issues, programs and campaigns that affect the economic health and quality of life in Silicon Valley, including energy, transportation, education, housing, health care, tax policies, economic vitality and the environment. Leadership Group members collectively provide nearly one of every three private sector jobs in Silicon Valley.

Raintree Partners Fair Oaks Residential Village offers a great opportunity for the city of Sunnyvale to improve pedestrian walkways and increase green space, all while providing more much needed homes to serve Silicon Valley housing needs.

The project consists of three parcels that would add 465 apartments and convert a current parking lot into 1.1 acres of publicly accessible open space on the Hetch Hetchy right-of-way. At 3-4 stories in height it mirrors the surrounding densities something that is important in complimenting the existing neighborhoods. We also appreciate the developer's selection of the location of one of the parking structures and view it as a creative buffer for the residents to noise and air quality impacts. And, we are pleased that Raintree Partners will make 27 homes available for very low-income residents.

The project will also feed a number of transportation networks. The site sits within walking distance to a number of bus routes and the Tasman Light Rail Station, which is .5 miles away. Equally important, the site is less than 2 miles from Moffet Park a jobs rich area that will provide the opportunity for residents to live close to where they work. And, the proposal includes 117 secure bicycle parking spaces, an amenity that will add to the transportation choices of future residents.

Based on these reasons, we encourage your approval of Raintree Partners proposal in Sunnyvale.

Sincerely,



Carl Guardino  
President & CEO



## EAST WEDDELL RESIDENTIAL PROJECT

Wed, Oct 23, 2013 at 10:43 AM

Felix Natis

Reply-To: Felix Natis

To: "rkuchenig@sunnyvale.ca.gov" <rkuchenig@sunnyvale.ca.gov>

Cc: Felix Natis

TO: CITY OF SUNNYVALE  
ATTN: RYAN KUCHENIG  
DEPARTMENT OF COMMUNITY DEVELOPMENT  
RE: EAST WEDDELL RESIDENTIAL PROJECT

Oct. 23, 2013

As I write this letter, I can think of three potential negative impacts that will hurt my environment here at City Park. My entrance to my home is East Weddell and Konstanz Terrace. Beautiful trees line this street creating a pleasant view as you turn onto East Weddell. Parking is easy to find except for the weekends. Everybody is home and parking gets harder to find. With the potential plan to build high density housing in the amount of 650 apartment units in this area seems way too much for this neighborhood.

First of all, between Fair Oaks and Morse avenue on East Weddell are tall well established trees that provide shade and a unique atmosphere that my wife and I love. We are scared that the new developer will cut down these trees which must be fifty years old. With the trees gone and the beautiful green grass that is all along the business park, we are sure that the developer will create a concrete jungle. There will be little space to enjoy trees, birds and everything else that is nature. Instead we will have cars lining the street of East Weddell.

As I said earlier in my letter, parking is adequate now but just wait till the 650 apartment structure is built. Automobiles and especially service vehicles are now parking on East Weddell along side of City Park town houses. I'm sure when the new construction starts and when it's complete East Weddell will have no bike lane. There will be just lines of cars all on East Weddell. I know the plan is to park cars in the proposed

parking garage. But if it is a shorter walk to park on East Weddell, people will take the easy way home.

From the little artist rendering that I've seen, you can't even park your car close to your front door of the proposed 650 apartment complex. You must also consider the entrance onto Highway 101 north bound is an extremely short merge lane and DANGEROUS.

With all the cars trying to merge onto the freeway north bound during the commute hours, vehicle accidents will be a common occurrence. Not to mention Sunnyvale Emergency Services will be very active in this part of the city.

Please reconsider the construction of this project. It is way too big. It will disrupt the area. People who are not home owners don't care about their surroundings. When you have a thousand people living living in a small area of 16 acres, many problems will be un-earthed and it won't be pleasant. I have a problem with three cigarette smokers living beside me. They smoke in their home which we share the same wall. The second hand smoke comes into my home and it is very difficult to eat dinner or just sit in my dinning room. The HOA has no desire to make my problem right. It cost money to change the CC& R's and they feel that the smokers could sue the HOA. My point is, when you live in such close proximity of each other you need to design environments that are practical. This project is not practical for the people. All I see is storage buildings that house people. No private patio no nothing to allow a person enjoy a private sit down. The design does not consider many aspect of quality of life. The design does not consider the effect of such a complex would have on "City Park at Sunnyvale". Please do what's right. Make this at least half the size of the proposed 650 units and put more quality of life features in the complex that would benifit all the neighbors in the area.

Sincerely,

Felix Natis  
1084 konstanz Terrace  
Sunnyvale, Ca. 94089

 citypark1.doc  
44K



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## Apartment complex on E. Weddell Dr.

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Laly reyes <[rkuchenig@sunnyvale.ca.gov](mailto:rkuchenig@sunnyvale.ca.gov)>  
To: rkuchenig@sunnyvale.ca.gov

Wed, Oct 23, 2013 at 10:05 AM

Dear Ryan kuchening,

I am e-mail to you because I am very concerned about the apartment project on E. Weddell Drive. We currently live in The Dorado Mobile Home Park. I foresee mayor problems if an apartment complex would to be build on E. Weddell Drive.

You see the Mobile Home Park has only one entrance/exit and it is located on E. Weddell Drive. All 285 residents use that entrance/exit. It would make it so difficult to go in and out of the The Dorado Mobile Home Park if there was more cars. The traffic would be terrible. I have two young children that go to school and have afternoon activities. I am a busy mom always doing errands. With more vehicle on the street it will be overwhelming.

I would suggest instead a Dog park or a children's Park. That way the area could be kept clean, open and everyone can enjoy it.

There is a lot of Apartment/housing project going on. Downtown has 800 +, Tasman Dr has 1000+, Lawrence has 336, and still developers want more.

Please consider doing a Dog park or a children's Park please. Hopefully you can make E. Weddell Drive a nice and green environmentally place.

Thank you for taking time to see our concerns.

From,

Reyes Family

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**Ryan Kuchenig** <[rkuchenig@sunnyvale.ca.gov](mailto:rkuchenig@sunnyvale.ca.gov)>  
To: Amy Skewes-Cox <[amy.skewes-cox@sunnyvale.ca.gov](mailto:amy.skewes-cox@sunnyvale.ca.gov)>, Trudi Ryan <[trudi.ryan@sunnyvale.ca.gov](mailto:trudi.ryan@sunnyvale.ca.gov)>

Wed, Oct 23, 2013 at 10:24 AM

[Quoted text hidden]



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## E Weddell

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gina senzatiore ·  
Reply-To: gina senzatiore ·  
To: rkuchenig@sunnyvale.ca.gov

Wed, Oct 23, 2013 at 12:34 PM

body{font-size: 10pt;font-family:arial,sans-serif;background-color:#ffffff;color:black;}p{margin:0px;}

Ryan,

I would like to say again that 610 E Weddell and 520 E Weddell should not be rezoned into housing. Building hundreds of apartments here will create enormous congestion problems for North Sunnyvale residents (and we have yet to see how the Santa Clara stadium traffic will impact us). The dangers with the demolition, development, the road, intersection and public safety are too great and the site should remain offices. The curve on E Weddell and short turn into my driveway makes E Weddell unsuitable for hundreds of more cars. The toxic hazards are alarming and will expose those of us who live here and "future" residents to life threatening health hazards.

The greenbelt should be improved so that the area can continue to be enjoyed by pedestrians and bicyclists- and allow the many residents who are already living here a safe route to the new Seven Seas park. Especially since the Dept of Public Works told me that the speed limit on FairOaks is within regulation and can't be changed. 45 miles an hour is very fast in a residential area and many vehicles go very fast, run red lights and reluctantly yield to pedestrians in crosswalks.

Gina Senzatiore



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## East Weddell Residential Projects

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Lynn

Tue, Oct 22, 2013 at 12:52 PM

To: rkuchenig@sunnyvale.ca.gov

I am writing to oppose the building of the apartments on 520-592 East Weddell Avenue and 610-630 East Weddell Avenue.

These very high density apartments will negatively impact Sunnyvale. They will increase traffic, be an eyesore, increase crime and put a strain on local schools and the Greenbelt.

I am a resident of the condominiums at Lakehaven Terrace. This huge apartment complex will be a few yards away from my condo. Their windows will be directly opposite from my bedroom window. This will dramatically decrease my quality of life. It will also decrease the resale value of my condominium and make it much harder to rent.

Please do not allow these apartments to be built.

Sincerely,  
Caryl Taraldson

Sunnyvale, CA 94089

Sunnyvale, CA 94087

October 22, 2013

**BY EMAIL (.PDF)**

City of Sunnyvale  
Department of Community Development  
456 W. Olive Ave.  
Sunnyvale, CA 94088

Attention: Ryan Kuchenig  
([rkuchenig@ci.sunnyvale.ca.gov](mailto:rkuchenig@ci.sunnyvale.ca.gov))

Re: East Weddell Residential Projects Draft EIR

Dear Mr. Kuchenig:

The draft Environmental Impact Report (EIR) does not have any information in the Public Services section about urgent medical care facilities. I attended the EIR scoping meeting on May 22, 2013 and specifically asked that urgent medical care facilities be analyzed in the EIR. In Appendix A, a letter by Ms. Rebekah Sandell lists her concerns about the lack of an urgent medical care clinic and hospital in the northern Sunnyvale. I am repeating my request for urgent medical care to be analyzed in the final EIR, if the City of Sunnyvale chooses to ignore my request, please provide a justification.

I would like the final EIR to analyze the impact of the East Weddell residential projects on the following public services:

- EMS-Paramedic capacity and response times
- Urgent medical facility capacity and access times

The traffic generated by the East Weddell residential projects will impact the travel times of EMS-paramedic vehicles to people in need of their services. In addition, the traffic generated by the East Weddell residential projects will impact the travel times of EMS-paramedic vehicles to local urgent medical care facilities. I would like the final EIR to analyze the EMS-paramedic travel times. Sunnyvale Public Safety officers are trained to provide EMS-basic service, I am requesting an analysis of the EMS-paramedic service.

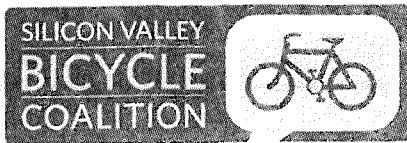
The additional people brought into Sunnyvale by the East Weddell residential projects will impact Sunnyvale's urgent medical care facilities. I would like the final EIR to analyze the capacity of Sunnyvale's urgent medical care facilities.

The East Weddell residential projects may have a limited effect on Sunnyvale's EMS-paramedic

capacity and urgent medical care facilities, but the cumulative impact of recent and future projects in the City of Sunnyvale should also be considered.

Sincerely,

Martin Landzaat



October 21, 2013

1922 The Alameda  
Suite 420  
San Jose, CA 95126

Tel 408.287.7259  
Fax 408.213.7559

Mayor and Council  
City of Sunnyvale

Via email

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RE: Support for residential development at 610 East Weddell Drive

Dear Mayor Spitaleri and City Council Members:

Silicon Valley Bicycle Coalition is a non-profit that promotes the bicycle for everyday use in Santa Clara and San Mateo Counties. We are supported by a membership of over 1,400. I am writing on behalf of SVBC to convey our appreciation for and support of the many bike-friendly elements of the proposed residential development at 610 East Weddell Drive.

Because the development is located within bicycling distance of VTA light rail and the huge employment center at Moffett Business Park, it is an ideal location for amenities that encourage car-free travel. The development includes twice the number of required bicycle parking spaces called for by Sunnyvale ordinance. The project also includes a bicycle maintenance and repair facility, which helps promote bike use.

Additionally, we applaud the developer's plans to provide improvements to the John Christian Greenbelt Trail, an effort consistent with the goals of Sunnyvale's 2006 Bicycle Plan. The planned extension incorporates the Valley Transportation Authority's (VTA's) Bicycle Technical Guidelines into the design. The developer is working with the San Francisco Public Utilities Commission in an effort to continue the trail along SFPUC right-of-way. Impressively, the developer intends to construct the trail extension on the development property if negotiations with SFPUC are not successful.

Getting people out of their cars creates safer environments for bicyclists and pedestrians, reduces pollution, improves air quality, and improves health. We thank the developer of 610 East Weddell Drive for working intently toward that goal, and strongly support the many bicycle-related elements of the development proposal.

If you have any questions about SVBC or our support for the bicycle elements of this project, please do not hesitate to contact me.

Sincerely,

Corinne Winter  
President and Executive Director

PRESIDENT AND  
EXECUTIVE DIRECTOR  
Corinne Winter

SVBC is a 501(c)(3)  
non-profit organization  
EIN 77-0305956

Cc (via email): Ken Busch & Olya Drasnykh, Saris Regis  
Ryan Kuchenig, City Planner

<http://bikesiliconvalley.org>



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## East Weddell Residential Projects - Resident Comments and Feedback

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Tom Maremaa <...>  
To: Ryan Kuchenig <rkuchenig@ci.sunnyvale.ca.us>

Mon, Oct 21, 2013 at 7:26 PM

Dear Ryan Kuchenig,

Thank you for your notice of the Draft Environmental Impact Report for East Weddell Residential Projects : Planning project #2013-7240, State Clearinghouse #2013052010.

We've lived here since 2007, during which time we've been through and endured many new construction projects:

- (1) Our own City Park by Toll Brothers
- (2) Classic Communities on Fair Oaks,(next to Lion & Compus restaurant)
- (3) Pulte Group at the end of Kiel court, at Fair Oaks
- (4) Classic Communities at Kiel court and Karlstad
- (5) Barry Swenson Group at Toyama and Morse
- (6) Verona by Toll Brothers at Tasman and Morse
- (7) Classic Communities at Tasman and Morse
- (8) Via Apartment rentals and Fresh & Easy shopping area
- (9) Classic Communities at Toyama and Morse
- (10) St. Anton (1101 Anton) rental apartments on Fair oaks(across from Public Storage)
- (11) Orchard Park Project next to the tennis courts (Borregas area in progress)
- (12) 7-Seas Park construction (ground-breaking ceremony on 10/16/2013),in progress

Now this project is going to be #13 (unlucky, indeed). All the Identified Potential Environmental Impacts in your report will happen here. We certainly don't need this.

As we write this, the noise and pollution from Anton project with all the dust, smog, and many heavy machinery are going on.

Every day we endure many UPS trucks driving back-and forth on Weddell from their place on Morse Ave.

We've been hoping the City would have UPS move its place from our neighborhood and go somewhere else, because this is residential now.

When we bought our houses, Toll Brothers gave us all a map showing a nice quiet Cul-De-Sac, at Kiel Ct. However, after we moved in, they opened not one but two entrances.

To our horror, hundreds of cars and trucks cruise our street going back and forth to their homes elsewhere, as well as employees of the nearby companies such as Aixtron, Equinix, etc. They all enjoy a nice ride, zipping along as fast as they can, several times a day, seven days a week, while we residents have to endure the noise and swallow all the fumes.

We hoped to wake-up to the sounds of nature such as chirping and singing birds, not this!

Since we've started living here, we've not experienced a good night's sleep, nor peace.

Instead of this project, we need a nice big chain supermarket, a drugstore, and some useful businesses because the tiny Fresh & Easy is not sufficient, and its future is unknown.

We are very happy with this Fair Oaks Business park, and get along with them. They told us the buildings are termite-ridden. If they get demolished, all the termites, rats, rodents and roaches, etc. will be attacking us and infesting our homes.

We don't need any more crowds, we live in a very dense, congested area.

This project will unleash thousands of more renters with their cars, strollers, pets, etc. The rate of turnover for rental units is always very high, and we don't need to endure more delivery and constantly moving trucks.

We need more trees, not to destroy the existing ones. We also like the little view that's left here of Santa Cruz Mountains. These tall buildings, are going to totally block everything, making this place very dark. Weddell Dr. is already extremely noisy, and polluted, this will make it a total nightmare for us to pass through connecting to freeways, roads, etc.

This is a massive project in scope, the excessive urbanization, traffic congestion, environmental damages from noise, air quality, greenhouse gas emissions, hazardous materials, utilities and service systems, etc. are not tolerable.

This project is our worst nightmare, we'll be overwhelmed and crushed by many more crowds and traffic. This is simply a disaster for us. Since it's announcement, we've lost neighbors and friends who moved out because of this.

We hope not to be the next victim of this.

We also have been asking the City many times now for a SOUNDWALL all along the 101 freeway corridor. This has now many residential areas, the noise is unbearable. How come Persian Dr. all along freeway 237 has a sound wall, even by the Indian temple, while most of it is not at all residential? All other cities around here have sound walls for their residents. We've needed it for all these years. We feel totally abandoned and forgotten.

We are very unhappy and extremely concerned about this proposal, as are the overwhelming majority of our neighbors who have told us so. We like where we live, and have no intention of moving. We hope this will not drive us out of this city.

Please help us on this, we deserve a better quality of life. We don't want to be disappointed in our elected officials.

As a reminder, the City Council members and the mayor, are elected to represent US, the residents of Sunnyvale, and NOT a bunch of greedy, out-of towners GIGANTIC developers who want to make even more money at our expense.

On behalf of all the residents who need peace, quiet, and a better quality of life around here, we appreciate your help and would like to thank you in advance to please stop this madness.

Abandoned, anxious, and sleepless in Sunnyvale,

Tom & Mimi Maremaa

Sunnyvale, Ca 94089



## Fwd: E Weddell

Hanson Hom <hhom@sunnyvale.ca.gov>

Mon, Oct 21, 2013 at 5:35 PM

To: Trudi Ryan <trian@sunnyvale.ca.gov>, Ryan Kuchenig <rkuchenig@sunnyvale.ca.gov>

Here is a comment on project which should be included in the responses to comments on the Weddell DEIR.

----- Forwarded message -----

From: **gina senzatimore**

Date: Mon, Oct 21, 2013 at 5:00 PM

Subject: E Weddell

To: hhom@ci.sunnyvale.ca.us

Mr. Hom,

Hello. I am resident of North Sunnyvale for more than 30 years now. I am very opposed to the two expansive apartment projects on E Weddell Drive. These are high density, multi level and have many health risks to those living nearby. The demolition and development of both projects puts my neighborhood at risk for cancer and toxic hazards. Since 2004 we have watched this area become overbuilt and have had to deal with construction noise, excessive dust in our homes and increased traffic. Many children and seniors live here. Some longtime residents of my neighborhood have cancer or have been through chemotherapy. I walk my daughters to Lakewood School everyday at 7:30 and pick them up at 2:15 to walk home. If the building is demolished we will be walking past the construction site daily. It will put them at risk because there are confirmed toxic substances at 610 E Weddell and no amount of mitigation proves that we won't be affected. I am angry with the city that seems to say they care so much about children and that Sunnyvale is safe. I disagree. Overdevelopment of N. Sunnyvale, where it was mostly industrial and commercial, is exposing workers and residents, young and old, to life threatening health risks.

These developments are not going to enhance the neighborhood. We already have many people living here now and our street- 600 E Weddell- cannot handle the traffic from a 200+ apartment complex. The EIR says the road was studied for two days. I invite you to come see the traffic here at 6:30 p.m on a weekday. E Weddell leads to our only driveway in and out and more cars will only cause more congestion, accidents and dangerous conditions for pedestrians and bicyclists who use the road everyday. It doesn't matter how nice or fancy the developers make the apartments. The road is the road and we won't benefit from hundreds of more cars coming from both sides of Weddell. We have had many accidents at the intersection of Weddell/Fairoaks and Tasman/Fairoaks. We cannot support more high density housing and the traffic headaches it will bring.

The 370 page EIR is full of contradictions about how nearly everything wrong with developing 610 E Weddell will simply be handled by mitigation. The 101 will always be busy and putting apartments next to it exposes residents to toxins 24/7. Using Lakehaven Drive for emergency access puts strain on a neighborhood that also has limited access in and out. The proposed sites should remain offices or industrial. Why knowingly build on toxic soil where children will live and play? The city will lessen the quality of life to North Sunnyvale residents and put us in direct danger in regards to the roads, health hazards and overcrowding if these complexes are approved.

City services and schools are going to be even more stressed and we deserve better. Every two weeks there is some sort of fundraiser at Lakewood School where parents are asked to contribute to school

services. Teachers ask parents for tissues, pens and paper. The school has had portable classrooms for more than 20 years now. Adding more classes and teachers is an insufficient way to deal with overcrowding when the school is already lacking basic necessities for our kids. Hundreds of condos, townhomes and apartments are being built all over Sunnyvale-especially in our area. And yet our neighborhood still needs parents to help, which can be a financial burden for some of us.

It is unsafe to develop on E Weddell. I oppose the apartment complexes at 610-630 E Weddell and 520 Weddell and ask the city planners to ethically consider the well being of new residents, longtime residents and our children who may become the future residents of Sunnyvale.

Gina Senzatimore

--  
**Hanson Hom**

Director of Community Development

City of Sunnyvale

P.O. Box 3707

456 W. Olive Avenue

Sunnyvale, CA 94088-3707

408-730-7450



RECEIVED

10/20/13

OCT 23 2013

*Confirmed that this*

Hanson Hom,

PLANNING DEPARTMENT

I am a resident of Sunnyvale since 1974 and live at 600 E Weddell Dr. I am outraged at the proposed apartments on Weddell, especially at 610-630 E Weddell. I read the EIR and cannot believe how things like increased traffic and noise and toxic hazards are not going to have a significant impact, because they are. We have one driveway in and out of our neighborhood. E Weddell is not a through street and cannot handle high density residential at the end of it. I read on the report that our neighborhood is at Maximum Cancer Risk for the development of BOTH projects on Weddell. The demolition of the building will expose all of us to hazardous materials. I walk my daughters to Lakewood School everyday past the proposed site. (It is faster to walk and less stressful because of all the new housing developments and increased traffic on Tasman and Fair Oaks.) I shudder to think about having to walk them past a site where toxic substances are released if the existing building is demolished. Since 2004 we have watched this area get more and more built up. I've had to adapt to the traffic, as many of my neighbors have, and it will get worse with thousands of more people and cars. Our schools are going to be more crowded too. Adding more classrooms and teachers is an insufficient way to deal with increased growth. Would you want to go to a high school with 3000 students? The city should start the planning for a new high school for North Sunnyvale residents now. It is ridiculous that Fremont is about 5 miles from our house, yet my daughter has a two hour commute everyday to get to school.

I am also angry at the size of these E Weddell developments. I see that Morse Ave has 17 townhomes approved, Persian 47 and Toyama only 18 units, but we will have over 600 apartments-even more if a full buildout is approved! This is way too many units for E Weddell and for the intersection at Fair Oaks where many accidents have occurred, some deadly.

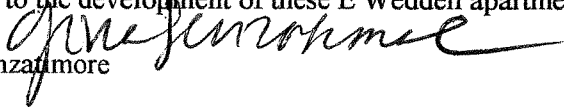
I invite you to walk E Weddell with me and see for yourself how rezoning and building hundreds of apartments in a mostly single family neighborhood will not enhance the neighborhood but will cause more traffic, congestion, and accidents. The EIR states "No major road improvements would be required." I disagree. There is a curve on E Weddell as soon as cars turn right from Fair Oaks and the end of the road is not visible. At 6:30 every night many cars are making the turn onto E Weddell and it is a very short distance to the driveway where we have to turn left. It will be a dangerous and unsafe situation with the addition of more cars as there is barely enough time to signal and make that left hand turn.

The EIR does not mention any other driveways on E Weddell. The site is zoned commercial and perhaps it should remain so. When it was Analog Devices, traffic, was minimal-some in the am, pm and none on the weekend. With all the other housing going up all over Sunnyvale, putting apartments in this location, on a dead end street (emergency access is another concern-using Lakehaven Drive as access when Lakewood Village also suffers from inadequate entrance and exits), right next to the 101 freeway of all things and exposing workers, residents and surrounding neighborhoods to toxic hazards, all I can think is WHY? This is not a good site for a four or five story apartment complex. It will be incompatible with what is here now. A public storage facility would be a safer use and not create as much traffic on this tiny dead end street that cannot safely support more cars 24 hours a day, seven days a week.

Rezoning the site at 610 E Weddell is not safe and will jeopardize our health and create dangerous road conditions. These apartment complexes should not be approved. Every new development is adversely affecting our quality of life in Sunnyvale. And we have yet to see what the Santa Clara stadium will cause in regards to North Sunnyvale, but it is sure to be an even bigger mess. Residents of North Sunnyvale

deserve better. We are separated by the 101 freeway, but we are part of the same city. I am getting fed up with high density housing and the increased noise, traffic and dangerous situations it is causing. I am opposed to the development of these E Weddell apartment complexes.

Gina Senzani more

A handwritten signature in black ink, appearing to read "Gina Senzani", written over the printed name.



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## Proposed project on 610-630 E. Weddell Dr. Sunnyvale

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MARYANNSTANFIELD

Sun, Oct 20, 2013 at 12:25 PM

To: rkuchenig@sunnyvale.ca.gov

Cc: 1

Ryan:

I live at the El Dorado Mobile Home Park - right next door to the old Applied Material site. I assume that site is to be redeveloped for 465 and 205 units? Is the city crazy?

That dead end street is not wide enough and cannot handle all the traffic. There are lots of school kids, mom and babies, senior and pets, bicyclists and skateboarders who use the sidewalk outside of El Dorado Mobile Home Park from the #26 bus stop at Fair Oaks and Weddell down to the green park between El Dorado Mobile Home Park and old Applied Materials site.

We have another issue at the stoplight at E. Weddell Dr. and Fair Oaks. Traffic going North on Fair Oaks frequently run the red light at Weddell. I have almost been hit numerous times since 1987. Another dangerous issue is the off ramp from 101 North at Fair Oaks. Cars make a quick right hand turn on Fair Oaks and cross over three lanes to make a left hand turn on W. Weddell Dr. and nearly cause accidents with oncoming traffic.

Another issue is traffic on Fair Oaks going North past Awanee, before crossing over 101 have to watch for off ramp 101 S traffic that does not stop or yield. Again, nearly causing broadsides. Now, take these issues and multiple times the number of cars that we will have in the area if the Weddell projects are developed. Not to mention people wanting to cross from West Weddell crosswalk at the traffic light across Fair Oaks to get to side walk close to 101. W. Weddell traffic making right hand turns going North on Fair Oaks to get on 101N sometimes do not stop for the pedestrian. It will be worse and dangerous with added traffic on both sides of Weddell.

Currently the El Dorado Mobile Home Park does not have a stop sign for cars leaving the mobile home park. It is hard to see pedestrians on both sides of the side walk before moving onto E. Weddell to go to the light.

We also have a lot of traffic going South on Fair Oaks/Weddell drive who block the intersection. How do we solve all these issues? Thank you. Mary Ann Stanfield



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## Apartment Developments In Sunnyvale...

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carol parry <...>  
Reply-To: carol parry <...>  
To: "rkuchenig@sunnyvale.ca.gov" <rkuchenig@sunnyvale.ca.gov>

Sat, Oct 19, 2013 at 1:04 AM

Dear Ryan,

I believe that in order to foster a commitment to a better Sunnyvale, every citizen needs to have a stake in our city. When I came to Sunnyvale in 1987, a majority of city residents owned a piece of their own dwelling. Today this is not the case. I believe that good government is based on a large group of citizens united by a common stake in their community. This common stake compels the citizens to be involved in their city's affairs, and this results in a better city for all of us.

To be sure, Prop 13 combined with inflation has exacted a heavy toll on our city over the past few decades. However, with the shortage in housing in Sunnyvale there has come higher property prices and this in turn has created a feeling among families, even families which are diligent in saving, that home ownership is simply out of their reach for them. If the apartments which are planned were not approved and instead the planned dwellings were sold as individually owned condominiums, then this would go a long way in reducing the price of a housing unit, and it would give hope to families dreaming of owning their own property some day.

Another problem with approving yet more apartment developments in our city is the broken structure of taxation. It is my understanding that the burden of the parcel tax is not evenly distributed between apartment dwellers and house owners alike. This flaw in the tax law needs to be rectified. But if instead of apartments, individually owned units were built, at least those living the new units would share the parcel tax burden and feel more of a stake in their own city government and how the revenue is spent.

I believe that Sunnyvale is destined to be a great urban community. I hope to see vast well planned growth and development in our city, including vast high rise condominium developments in our city. I think it is time for Sunnyvale to grow and take its place with clout among the great cities of the county and of

this region. However, I believe that the good character of our city can only be formed by citizens equally yoked and united as common stake holders, striving for excellence in our community. I hope that these truths have not escaped the minds of our city leaders. I trust that you will remind our city leaders that they should steer our city in the direction of fostering more individually owned properties, not less.

Sincerely Yours,  
Todd Eyring

3.

**Request** 28995  
**Assigned To** RKuchenig  
**From** Jeanne Gehrung  
**To AP** Planning <planning@ci.sunnyvale.ca.us>  
**Subject** construction apartments/condos  
**Regarding Location** 520 E Weddell Dr 37.39682, -122.01395

**Status** Open  
**Priority, Contact** Regular WebForm  
**Receive Date** 10-16-13 1:33 pm  
**Reply Needed** No  
**Close Date** t.b.d.

**Message** If this construction is allowed it will have a high impact on traffic in and out of El Dorado Mobile Home Park. This is our only entrance and with added residents traffic will become a major issue.. We have enough apartments, etc in Sunnyvale already.

**Actions**

**Action** Reassign  
**Date** 10-17-13 10:00 am  
**From** Deborah Gorman - Community Development  
**To** Ryan Kuchenig - Planning  
**Subject** Web Request - Reassign 28995 from: Deborah Gorman to: RKuchenig, subject: construction apartments/c  
**Message** E Weddell comment. Thank you.

**Ratings**



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## Oppose Housing

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gina senzatimore

Tue, Oct 15, 2013 at 1:49 PM

Reply-To: gina senzatimore

To: Ryan Kuchenig <rkuchenig@sunnyvale.ca.gov>

Ryan,

Thanks for the reply.

E. Weddell is a dead end street with a closed business that is sure to have issues with toxic and hazardous substances. This poses a real threat and would expose construction workers, surrounding neighborhoods, and future residents.

E Weddell leads to a service road for the Fair Oaks Substation and connects to the pedestrian greenbelt.. It is also the only way in and out of our neighborhood. The residents of the condos at the end of Lakehaven Drive may think housing is a good idea, but their complex doesn't share street traffic with E Weddell. Their road is in Lakewood Village. They will not be impacted by the traffic issues like we will.

610 E Weddell should remain commercial, otherwise the road will be a bottleneck morning and night. According to a recent article in the Mercury News, about 600 new apartment and residential units will be open in downtown Sunnyvale (not including Solstice). There are over 300 units at Lawrence Station, 284 at Via on Fair Oaks and Tasman and 97 apartments being built right now across the street on Fair Oaks. I just read about plans for 50 more units on Persian Ave and even more development between Morse and Fair Oaks.

If there was a facility that didn't get a lot of traffic, such as a public storage, it would be safer for everyone involved. I'm sure that the original zoning was the best idea and done so for a good reason. I realize there are a lot of public storage businesses in our area, but with all the new housing, it may be necessary. As will city services be to the thousands of new residents.

Gina Senzatimore

600 E Weddell Dr

[Quoted text hidden]



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**(no subject)**

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H Bitter

Fri, Oct 11, 2013 at 3:39 PM

Reply-To: H Bitter

To: "rkuchenig@sunnyvale.ca.gov" <rkuchenig@sunnyvale.ca.gov>

Mr. Kuchenig

We do not have the space nor the infrastructure to accommodate more housing in this area.

What are the city's plans for traffic control? Will Weddell be improved to extend to Lakehaven Dr or Lakewood Dr? It is hard and dangerous enough to try and get out of and into Weddell to Fair Oaks without adding nearly 800 vehicles to the mix. Oh and the toxicity of the ground under consideration... we don't want to be breathing that in either.

Will we ever get a real grocery chain this side of 101?

Ground has already broken on the last holdout property across from the self storage between Tasman and Weddell. Why add more?

Build it and they will come is not a proactive business approach these days. Ask yourself how many units ALREADY built in Sunnyvale stand vacant currently. To say nothing of the monster projects along the N. First St. corridor.

Please seriously reconsider this decision for the people who already live here, not for those you hope to entice.

Sincerely

18 yr. Sunnyvale Resident  
Holly A. Bitter - Democrat

Sunnyvale, CA 94089



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## Proposed dwellings on E Weddell Drive

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Betty Shultz <

Fri, Oct 11, 2013 at 12:11 PM

Reply-To: Betty Shultz

To: "rkuchenig@sunnyvale.ca.gov" <rkuchenig@sunnyvale.ca.gov>

I live in El Dorado Mobile Home Park on E Weddell. We have a stop sign at the entrance to our park. Proposed dwellings further down Weddell will not only block our view when trying to get onto Fair Oaks, but with the proposed traffic the dwellings will result in, I am fearful there will be a lot of accidents as Weddell is curved. Furthermore, there are so many new apartments/condo's in the immediate area and many new being built, aren't we overcrowding the area a bit?

Thank you for looking into this matter for us.

Regards,  
Betty Shultz

Jeni Pfeiffer  
Secretary of Livable Neighborhoods of South Bay  
10275 N De Anza Blvd,  
Cupertino, CA 95014

Re: East Weddell DEIR Comments\_2

It is inadvisable and unconscionable, at this time, to rezone the Sares Regis and Raintree Sites, located at 520-592 E. Weddell Ave. and 610 – 630 E. Weddell Ave, Sunnyvale, from commercial to high density residential, given the existing contaminated soil conditions located in a geological liquefaction and FEMA Flood Hazard Zone area that was not disclosed in the East Weddell Projects DEIR. Additionally, there has been limited notification and inadequate disclosure to the nearby residents to warn them of the following significant hazardous impacts.

The East Weddell Projects Draft Environmental Impact Report (DEIR) states (and not limited to):

- Arsenic was identified at concentrations up to 4.77 milligrams per kilogram (mg/kg), which is above the ESL, but the report noted that this concentration was consistent with naturally occurring concentrations of arsenic in the site vicinity (WEST, 2012).
- Arsenic was identified in soils up to 52 mg/kg, which is above the ESL for residential soils of 0.39 mg/kg, and above the naturally occurring background level, which the report stated was 11 mg/kg (Treadwell & Rollo, 2012)
- Regulatory agencies do not typically require their mediation of constituents below concentrations that are naturally occurring, as these concentrations are considered to be background for the area

To justify the levels of arsenic exceeding ESL for residential soils thereby increasing the baseline does not minimize the investigation report that concluded that arsenic and vanadium in soils may present a potential risk to future occupants at the project site and could require remediation (Treadwell & Rollo, 2012) and should be considered inhumane.

This is a dangerous site to build 670 apartment buildings and should not be rezoned to accommodate such usage. Arsenic, a known human carcinogen, is notoriously poisonous to multicellular life, and is a common n-type dopant in semiconductor electronic devices, and the optoelectronic compound gallium arsenide is the most common semiconductor in use after doped silicon. This DEIR does not state the cause of the high levels of arsenic, and proposes to “sweep into a background level” thus exceeding advisable levels acceptable for residential usage.

How can you claim the arsenic is “natural” when the area has, indeed, been in use by

commercial computer companies? And in fact, registered 610 East Weddell Drive, formerly Analog Devices, for example. This is **not** “a natural condition” causing justification to raise advisable levels to be classified as “background conditions” and is unacceptable.

Described under “Environmental Setting” the soils at the Raintree site contained arsenic at concentrations up to 52 mg/kg and vanadium at concentrations up to 200 mg/kg. These concentrations are above screening levels for residential land uses, and could potentially pose a risk to construction workers and future residents, who may come into direct contact with those soils. Arsenic is a known human carcinogen (ATSDR, 2007a). Vanadium is associated with lung, gastrointestinal, and neurological effects and is possibly carcinogenic to humans (ATSDR, 2012)

The DEIR recommends as mitigation measure, the placement of a cap consisting of pavement or a layer of clean soils and implementation of an operation and maintenance plan to ensure that the cap is maintained and no maintenance take place affecting the affected soils without proper health and safety precautions.

Have you noticed huge, deep, long cracks in concrete driveways or patios, where one side “depresses and sinks” 4”- 6” lower than it’s adjoining side? This is a common occurrence in liquefaction areas near the bay such as in Milpitas, Alviso, some areas of Sunnyvale when the ground is settling and shifting.

To “cap” does not reasonably seem logical to contain, indefinitely, hazardous toxins that could be dislodged when the soil shifts due to liquefaction. Not only was the geological and soils category omitted from this DEIR, neither is consideration for rising sea levels, as this is near the bay.

Another metal, vanadium, was identified at concentrations up to 200 mg/kg, above the ESL of 16 mg/kg and the background concentration of up to 129 mg/kg (Treadwell & Rollo, 2012). This is “off the charts” and the mitigation proposed is inadequate.

The groundwater contained petroleum hydrocarbons in the diesel and motor oil range at concentrations of up to 4.6 milligrams per liter (mg/L), above the ESLs of 0.1 mg/L for groundwater that is a potential drinking water source.

These are serious contaminants, which place the nearby homeowners, residents, workers and renters at serious health risks. This site **should not** be considered for residential building until the soils has been cleaned up, the notification area has been extended beyond Tasman, and an adequate Environmental Impact Report completed after the soil is free from hazardous contaminates.

Jeni Pfeiffer  
10275 N De Anza Blvd,  
Cupertino, CA 95014

Re: East Weddell DEIR Comments

The East Weddell Projects Draft Environmental Impact Report (DEIR) has failed to include two critical, and common, CEQA Categories from this report to adequately describe the environmental setting of the Sares Regis and Raintree Sites affected by hazardous contaminants (520-592 E. Weddell Ave. and 610 – 630 E. Weddell Ave, Sunnyvale) that could potentially pose a significant threat to human health or the environment:

1. Geology and Soils
2. Hydrology and Water Quality

Additionally, the East Weddell Projects DEIR also fails to report that the State of California and the Santa Clara County map the East Weddell Projects is the Seismic Hazard Zones:

1. Liquefaction Hazard Zone
2. FEMA Special Flood Hazard Area (northwest project area close to/or in)

Since liquefaction can occur when loose, water saturated, fine-grained soils (such as sands and silt) are shaken during an earthquake, what is the impact of the hazardous ground contaminants and proper mitigation, if any? Soil can temporarily become liquid like and structures may settle unevenly. If present, these weak materials can fail during an earthquake and, unless proper precautions are taken during grading and construction, can cause damage to structures.

The East Weddell Projects DEIR identifies hazardous contaminants - Arsenic, VOC, tetrachloroethylene (PCE), vanadium, groundwater containing petroleum hydrocarbons in the diesel and motor oil, to name a few, which place residents at high risk for adverse health known to cause cancer. Analog Devices, at 610 East Weddell Drive, was listed as a registered hazardous waste generator and identified as responsible for the release of 100 gallons of liquid hydrogen during an incident in 2006. The failure to disclose liquefaction and FEMA Flood Hazard Zone proximity is a disservice to the Sunnyvale residents and this report.

One DEIR Hazard mitigation measure suggests simply laying concrete over, or a fresh layer of soil. This does not seem to be an adequate remedy for areas where there is a potential for, or an historical occurrence of liquefaction, shifting of soil, and high probability for an earthquake disruption, as well, and water movement from the FEMA Flood Hazard Zone. These contaminants can move and/or dislodge.

The thresholds of significance may be vastly different combined with liquefaction and flood FEMA zone, particularly with water supply and rising sea levels threatening coastal real estate and habitat.

The U.S. Geological Survey's Working Group on California Earthquake Probabilities estimated that there is a 62 percent probability that one or more Moment Magnitude 10 (MW) 6.7 or greater earthquakes will occur in the San Francisco Bay Area between 2002 and 2031, this is a grave concern.

The City of Sunnyvale is the lead agency for the East Weddell Residential Projects. According to CEQA, The lead agency must analyze project impacts to 18 different environmental resource factors detailed in Appendix G during their CEQA review, yet these important disclosures have not been made. Yet, some very important items have been omitted by direction of your staff.

California Public Resources Code Section 2696 requires the delineation and mapping of "Seismic Hazard Zones" in California. **Affected cities and counties must regulate certain development projects within these zones. Construction or development including additions, on affected properties may be subject to the findings of a geological report prepared by a registered California geologist.**

I would like to see a Geological and Soil Study and Hydrology and Water Quality Report. Given both the liquefaction and FEMA Flood Hazard Zones, combined with known ground hazardous contaminants, high density housing does not seem sensible, practical, nor safe for residential quality of health and living.

I would not recommend rezoning for high-density housing. Nor certify this East Weddell Projects Draft Environmental Impact Report. It is incomplete.



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## Input for apartment projects on E. Weddell Drive

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Terry & Rebecca Matthews <  
To: rkuchenig@sunnyvale.ca.gov

Mon, Oct 7, 2013 at 3:29 PM

Hello,

I have some comments/concerns regarding the proposed apartment projects on E. Weddell Drive. I live directly across the street on Jena Terrace and am extremely concerned about the traffic this project will bring to the area.

This section of E. Weddell Drive near the Fair Oaks Business Park and John Christian Greenbelt is very dangerous. Many pedestrians and cyclists cross Weddell near the greenbelt and we would love to see something done here to slow traffic. Cars drive at high speeds down this section and take corners very fast; there is no stop sign in between Fair Oaks Avenue and Borregas Avenue. This project will only increase the traffic in this area and make it even more dangerous.

I would also like to know if the city is considering allowing street "parallel parking" on at least one side of Weddell in this area considering the plan to develop more high density housing and the already existing town homes and churches in the area create a high need for parking! Will the proposed property really have enough parking to accommodate over 650 units?

I am also concerned about the affect this housing will have on the schools in the area. The elementary school is Lakewood and I'm not sure it can accommodated that big of an increase in enrollment.

Thank you for taking my concerns into consideration.

Sincerely,

Rebecca Matthews

Date: 7, 2013

To Whom It May Concern

I am a long time resident of El Dorado Mobile Home Park located at 600 E. Weddell Dr., San in space 105.

I would find these additional building projects located at 520-592 and 610-630 E. Weddell Drive would have a significant impact on the traffic in this area.

I imagine this development will influence me to consider leaving the area.

Sincerely

Mary Anne Lock  
Space # 105

RECEIVED

OCT 11 2013

PLANNING DIVISION

RECEIVED

OCT 15 2013

4 Oct 2013

PLANNING DIVISION

Ryan,

I am very opposed to apartments being built on Weddell Dr. A four story complex - hundreds more people coming into this area (double the amount of cars) will only increase traffic congestion. This area is becoming a glut of housing. And currently there are apartments being built on Fairoaks. It seems the construction noise and greed will never end.

When the existing building was a company, the traffic in and out on Weddell was minimal. Mostly in the morning, then around five o'clock and non-existent on the weekends. This will not be the case if hundreds more people move into the area.

The city is over building housing, while apartments sit empty in downtown.

We do not need anymore here - especially on Weddell Drive.

Jana Senzabmaq - Sunnyvale Resident



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## Oppose Housing

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gina senzatiore <gina.senzatiore@sunnyvale.ca.gov>

Thu, Oct 3, 2013 at 5:09 PM

Reply-To: gina senzatiore <gina.senzatiore@sunnyvale.ca.gov>

To: rkuchenig@sunnyvale.ca.gov

Ryan,

I'd like to add that I completely agree with Sunnyvale resident Debra Mark's comments on Aug 13, 2013 at the City of Sunnyvale Council Meeting about all these recently approved and built projects (coined "stack and pack") in Sunnyvale. It is disheartening that residents who have spoken out about high density residential and commercial buildings ( such as the huge LinkedIn structures on Mathilda) are not being heard.

I hope you had the chance to hear what she had to say. She said exactly what I and many other Sunnyvale residents are thinking and feeling. Her comments also apply to the buildings being proposed at Weddell Dr. Three, four, five and especially six story buildings are creating walls- both visual and economic. Many people here cannot afford any of these new housing developments. They are large, ugly and incongruous with the rest of the city.

Gina Senzatimore



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## 520-592 E. Weddell & 610 - 630 E. Weddell questions

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Carol Kaylene

Wed, Oct 2, 2013 at 11:25 PM

Reply-To: Carol Kaylene <[redacted]>

To: "rkuchenig@sunnyvale.ca.gov" <rkuchenig@sunnyvale.ca.gov>

Hi Again, Ryan,

I thought another question:

1. Could the city encourage individually owned condos be built instead of apartments?

This way there would be more personal ownership in our city. Otherwise, we just have hundreds of more renters living in Sunnyvale, that don't have a personal stake in what becomes of our city.

Thanks Again,  
Carol Eyring  
Sunnyvale Home Owner

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**From:** Carol Kaylene

**To:** "rkuchenig@sunnyvale.ca.gov" <rkuchenig@sunnyvale.ca.gov>

**Sent:** Wednesday, October 2, 2013 11:02 PM

**Subject:** 520-592 E. Weddell & 610 - 630 E. Weddell questions

[Quoted text hidden]



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## 520-592 E. Weddell & 610 - 630 E. Weddell questions

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Carol Kaylene

Wed, Oct 2, 2013 at 11:02 PM

Reply-To: Carol Kaylene

To: "rkuchenig@sunnyvale.ca.gov" <rkuchenig@sunnyvale.ca.gov>

Dear Ryan Kuchenig,

I have the following questions about the proposal to build 470 apartments on East Weddell:

1. With current public schools in the area beyond designed capacity, what are the plans to build new schools or reclaim the public school sites currently leased to private schools?

For example, Bishop Elementary and Columbia are extremely over-crowded.

2. With traffic so congested in the proposed area, what are the plans to help with the increase in traffic? Will new roads and/or lanes be built?

Proposing the new residents will just take public transportation, walk or bike is not an acceptable answer. Especially, since this area currently is extremely dangerous to bike or walk.

3. Is there a plan to convert the roadways to bike paths and sidewalks? Since I like to bike and walk a lot this seems like a very green idea. However, this would only create more traffic gridlock.

4. Will the city of Sunnyvale require the new apartment owners to provide a private functional mass transit like the mini buses current retirement homes use? However, in the case of the apartment owners, they could shuttle their residents to/from their jobs and downtown Sunnyvale as part of the agreement to approve their building permits. Especially since so many variances to current codes would be needed to build such high density housing in the

proposed location.

This could also help the downtown thrive since if everyone takes their own cars to park in the downtown, parking and traffic will be a mess.

I look forward to hearing your answers to my current questions.

Sincerely,  
Carol P. Eyring, P.E.



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## E Weddell residential projects comments - traffic impacts

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Sun, Sep 15, 2013 at 9:49 AM

To: rkuchenig@sunnyvale.ca.gov

I have comments on the E Weddell residential projects.  
I am very concerned about the additional traffic on E Weddell Drive/Fair Oaks Ave.  
I live on Morse Ave between E Weddell Drive and Tasman Drive.

During morning commute hours, there are usually several cars turning right onto Fair Oaks Ave (southbound) from E Weddell Drive. Adding more cars should not be a problem BUT when the light is green on Weddell Drive in both directions, the cars turning right onto Fair Oaks Ave frequently (incorrectly) yield to the cars turning left onto Fair Oaks Ave from W Weddell Drive and E Weddell Drive backs up. This will be a bigger problem with more cars on E Weddell Drive unless the right turners yielding to left turners problem can be fixed.

During evening commute hours, there are frequently so many cars turning left onto E Weddell Drive from Fair Oaks Ave (northbound) that the entire left turn lane fills up and the last car in line blocks the left lane of Fair Oaks Ave. Many times I drive farther north on Fair Oaks and turn left at Tasman where there is more room. However, with the additional traffic with a destination on E Weddell Drive, those drivers will be unwilling to go to the next light at Tasman, which will cause the left turn lane onto E Weddell Drive to fill up and the drivers to block Fair Oaks Ave left lane during evening commute hours, likely several cars instead of the one car blocking it now.

Another concern is parking. In the evening, the patrons of the Lion and Compass use the parking lot of the property proposed for development. On Sunday morning, the members of the nearby Korean Christian church use the parking lot of the property proposed for development. Once this property is developed as residential instead of business, the parking lots won't be empty and available on evenings or weekends like business parking lots are. Where will all those cars go? There is not enough street parking in the area to support them and the parking lots of the Lion and Compass and Korean Christian Church are not big enough to support them.

## YES! We Support a New Residential Neighborhood at 610 East Weddell Drive

We support converting the vacant industrial site at 610 East Weddell Drive into an attractive high quality residential neighborhood. The 205 unit community proposed by Sares Regis will be more in keeping with surrounding residential areas, increase property values, improve the John Christian Greenbelt, create needed housing and be within bicycling/walking distance of transit (Fair Oaks Light Rail stop). The City of Sunnyvale should rezone and support the community proposed by Sares Regis.

Printed Name:	TIM DEAKAZAKI										
Address:											
City	SUNNYVALE					ZIP:					
Email											
Phone:										Date	12/18/13

I am interested in attending a meeting or sending an email/letter to City Hall to support this proposal and Greenbelt extension. Please keep me informed.

Printed Name:	SUE MULHER										
Address:											
City	SUNNYVALE					ZIP:					
Email											
Phone:										Date	2/28/14

I am interested in attending a meeting or sending an email/letter to City Hall to support this proposal and Greenbelt extension. Please keep me informed.

Printed Name:											
Address:											
City						ZIP:					
Email										Date	
Phone:											

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