

From: [Arati Sohoni](#)
To: [Wendy Lao](#)
Subject: Follow-up: Traffic and Curbside Safety Considerations – 494 S. Bernardo Ave Development
Date: Saturday, February 7, 2026 12:45:36 PM

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Hello Ms. Lao

Thank you again for taking the time to attend the recent community meeting regarding the proposed residential development at 494 S. Bernardo Avenue. I appreciated your invitation for residents to follow up in writing, and I wanted to formally share my perspective and ask a few clarifying questions about next steps.

I am supportive of the construction of these townhomes. My intent in writing is not to oppose the project, but rather to ensure that we proactively address traffic, congestion, and curbside safety so the development integrates well into the existing neighborhood and does not unintentionally create avoidable safety issues.

I live nearby and attended the meeting because many of us are already experiencing meaningful changes related to traffic and street use. In particular, I raised two concerns during the meeting that I want to reiterate here:

1. Increased traffic on Bernardo Avenue

Bernardo has seen a noticeable increase in traffic over the past few years, and residents are concerned that the addition of 28 townhomes may further exacerbate congestion, particularly during peak hours and school commute times. Given existing cut-through traffic and the connection to Evelyn Avenue, we would like to understand whether mitigation measures should be evaluated early rather than reactively.

2. Lack of a designated loading/unloading zone

The current plans do not appear to include a loading or short-term stopping area for deliveries, ride-shares, or move-ins. We have already observed safety issues on Evelyn Avenue following nearby apartment construction, where Uber, DoorDash, and delivery drivers frequently stop in active travel lanes. This has led to near-misses and accidents, and residents are concerned about seeing similar patterns emerge on Bernardo and surrounding streets.

During the meeting, the developer mentioned the possibility of conducting a traffic study on Bernardo Avenue. I would appreciate some clarity on how the City evaluates whether a traffic or parking impact study is appropriate. Specifically:

- What criteria does the City use to determine whether a traffic or curbside impact study is needed for a development of this size?
- Is community input—such as resident requests, letters, or signatures—considered in triggering a study?
- If so, is there a recommended process or threshold residents should follow to formally request one?

Many neighbors share these concerns but have limited time to engage in follow-up. If there is a clear, constructive way for the community to consolidate feedback or request further analysis, I would be happy to help coordinate that effort.

Thank you again for your time and for engaging with residents on this project. I appreciate any guidance you can share on how we can work collaboratively to support new housing while addressing traffic and safety impacts.

Thank you,
Arati Sohoni

From: [REDACTED]
To: [Wendy Lao](#)
Subject: New Residential Development at 494 South Bernardo Avenue
Date: Saturday, January 31, 2026 3:40:23 PM

WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Hello, Wendy Lao:

We received in the mail a "Community Meeting" invitation for a 'Virtual through Zoom' on Thursday, February 5th 2026, 6:30 PM-7:30PM in regards to a "New Residential Development at 494 South Bernardo Avenue", by developer Forrest Mozart. I get the feeling that holding this meeting is only a legal formality, and that it is already a forgone conclusion that the city of Sunnyvale wants this to happen. Cramming 28 three story townhomes within 6 buildings into that small of a space is ridiculous! With 8 additional visitor parking spaces too boot? That section of our city is already so densely populated and traveled by many pedestrians and vehicles and would be a safety issue.

Has the city considered buying that property, and turning it into a neighborhood park for all of the families that have young children and live in the neighborhood?

Thank you for listening to my concerns. I've lived in Sunnyvale over 40 years, and am worried about the quick building of high-density housing in Sunnyvale which is still not affordable for our children and many of its residents.

Sincerely,
Eric Weitzmann

From: [Pamela Holliday](#)
To: [Wendy Lao](#)
Cc: [Jacob Wallin](#)
Subject: existing traffic & congestion concerns -- following up on the Olive & Bernardo session last night
Date: Friday, February 6, 2026 11:08:11 AM

WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Hi Wendy,

Thank you again for hosting the session last night about the project planned for the corner of Olive and Bernardo. We truly appreciate the city's efforts to engage residents and thoughtfully plan for additional housing in Sunnyvale.

As Iowa Avenue residents, we wanted to share some concerns about the current traffic and parking challenges in our neighborhood and how they may be affected by additional development. Over the past few years, our once highly walkable and calm streets have become increasingly congested. Getting from El Camino onto Bernardo has become a significant challenge during much of the day, and we've noticed traffic intensifying even further with the growth around Evelyn Avenue and downtown Sunnyvale.

Because Bernardo and Iowa have limited traffic lights, many drivers are now using them as cut-throughs, which has created a "racetrack" feel at times. Pulling out of Iowa or Olive onto Bernardo can take several minutes, especially when parked cars limit visibility. With the increase in on-street parking—often from nearby homes, duplexes, and apartments—it has also become harder to safely enter and exit our driveway. On multiple occasions, cars have parked so close to our driveway that maneuvering in and out was extremely difficult.

We're also concerned about pedestrian safety (ours and others). Many people walking to and from the services at El Camino and Bernardo are forced to dodge fast-moving traffic or cut across the street mid-block because there simply aren't enough safe pedestrian crossing points.

Given these growing safety concerns, we believe some traffic-calming and visibility improvements could make a meaningful difference. Speed bumps on Iowa and a light at Bernardo and Iowa would greatly improve safety and flow, with similar benefits for Olive and McKinley.

We are very supportive of adding housing and want to work together to preserve the character, safety, and walkability of our neighborhood as it grows. We would greatly appreciate your help in exploring possible solutions.

Warm regards,
Pamela & Jacob

From: [Ryan Cash](#)
To: [Wendy Lao](#)
Subject: Feedback re: 494 S Bernardo
Date: Thursday, February 5, 2026 7:13:03 PM

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Hi Wendy,

Wanted to share some feedback on the proposal at 494 S. Bernardo discussed at town hall meeting on 2026-02-05.

I'm a Sunnyvale resident on Iowa Ave between Bernardo and Mary.

First off the plans look great and we're very supportive of more housing even with the higher density of complexes like this.

Our primary concern is the already challenging traffic situation at Bernardo and El Camino and W Olive: There tends to be a high volume of cars turning from El Camino onto Bernardo - and they tend to come in waves. Many cars turn into the shopping center (at the Galamart entrance) and due to how narrow that entrance is and high traffic, cars start to back up there. Bernardo is fairly wide so traffic generally flows around those turning vehicles. But those vehicles going around then face vehicles turning off of Olive, or cars stacked up to turn left on Vincente. There also tends to be pedestrian traffic crossing Bernardo or Olive from the Galamart/Madras/etc to nearby housing.

It's already a chaotic traffic situation with a high risk of conflict between vehicles and pedestrians. While the added traffic of a housing complex at that corner will make things worse, I'm much more concerned about ride-hailing/delivery traffic frequently stopping on Bernardo (and to a lesser degree Olive) right at 494 S. Bernardo, further cause conflict as the cars try to get around other traffic, turning at Vincente, etc.

We're very supportive of the project, but hope the city can come up with mitigations to prevent the traffic situation from getting worse!

Ryan Cash
[REDACTED]

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Ryan Cash
[REDACTED]