

Request #: 33105

From: Maria Weiand

Date: 08-06-14 1:45 pm

Subject: Overbuilding of Sunnyvale


Message:

It seems that the planning commission is approving every project that comes along without batting an eye. Yes the City needs to make money, but our infrastructure is not able to handle any more construction, however, that doesn't seem to deter you. I'm totally against you approving the building of the huge office complex at Central and Wolfe. Between that, the one being built at Lawrence and Old San Francisco, Apple, Wolfe Road is going to become a parking lot as well as the rest of the main roads and people are going to start taking side streets to avoid the congestion which affects our neighborhoods. And please don't say people will use transit because our transit system is virtually non-existent. Every empty lot has pretty much been built on, but we still don't have affordable housing. Now on the site of Summerwinds I learned a new hotel is going to be built. Across from that new Apartment buildings (non-affordable ones) are going to be built. On top of congestion, where is the water going to come from? This is having a big impact on our standard of living. We moved to Sunnyvale 30 years ago and it was a nice family friendly, small city. Now it's becoming totally congested. Please take traffic problems into account when approving projects because it affects everyone.

August 19, 2014

We strongly support the Central & Wolfe Campus project. We are impressed it will be a LEED Platinum campus. We like that 53% of the 18 acres will be open-space. The project is very well designed. We are entirely opposed to any stoplight being placed on Central Expressway.

Sincerely,  
Carol and Todd Eyring

, Sunnyvale  
(Less than 1 mile from the future campus!)



2001 Gateway Place, Suite 101E  
(408)501-7864 Fax (408)501-7861

www.svlg.org

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Established in 1978 by  
DAVID PACKARD

August 25<sup>th</sup>, 2014  
  
Planning Commissioners  
City of Sunnyvale  
P.O. Box 3707  
Sunnyvale, CA 94088-3707

Dear Planning Commissioners,

On behalf of the Silicon Valley Leadership Group, we are writing to express our support for Landbank's development Central & Wolfe in Sunnyvale.

By way of background, The Silicon Valley Leadership Group, founded in 1978 by David Packard of Hewlett-Packard, represents more than 375 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.

The members of the Leadership Group recognize the need for innovative new developments that compliment the cities they are in. Central & Wolfe is a 777,170 sq/ft LEED Platinum development in the heart of Silicon Valley. Through the elimination of surface parking, Landbank was able to increase the open space around the campus by 53%. This open space will link the existing bike and pedestrian facilities in the area to the new campus and ensure its integration into the Sunnyvale landscape.

Additionally, the Central & Wolfe campus is 1.4 miles from both the Sunnyvale and Lawrence Caltrain stations. To encourage occupants of the campus to use alternative commute choices, Landbank proposes having shuttles available to take employees to three Caltrain stations, Downtown Sunnyvale and Downtown Mountain View.

For these reasons, we encourage your support for the Central and Wolfe Campus.

Sincerely,

Zoe Mullendore  
Associate, Housing and Transportation Policy

Donald J. MacDonald

[REDACTED]

Palo Alto, CA 94303

September 9, 2014

City of Sunnyvale Department of Community Development  
Attn: David Hogan, Senior Planner  
456 West Olive Avenue  
Sunnyvale, CA 94088-3707

Re: Central & Wolfe Campus Project, Project 2013-7525

My wife Betsy Foss MacDonald and I would like to express our full support for the subject project. Betsy has owned that building at 910 East California Avenue since its construction in 1968. It is the nearest building on that street adjacent to the subject development. Presently the building is occupied by Sweet Doggie Company, caring and boarding dogs.

We feel this very progressively designed project will greatly enhance both the neighborhood and the City of Sunnyvale. The aesthetic values of this project are remarkable. We encourage all involved to continue to make a concerted effort to approve all aspects of this wonderful project.

*Don MacDonald*  
Don MacDonald

CC: Landmark Investments. LLC

**OTTO LEE**  
[REDACTED]  
**Sunnyvale CA 94086**

September 9, 2014

To the Honorable Members of the Sunnyvale City Council:

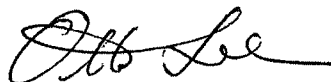
I would like to voice my strong support for the proposed Central and Wolfe campus by Landbank Investments LLC. I believe that this new campus will be compatible to the land use in the area, but more importantly, a signature project that will be exciting to the City of Sunnyvale.

The Central and Wolfe project is designed to be a LEED Platinum campus that provides a wonderful environment for companies to grow, and is a site well- suited for any of the most successful companies in the world. These buildings provide numerous green features, such as using mostly reclaimed water and generating on-site solar power. An estimated 18% of the electricity consumed will be generated on-site and about 51% of reclaimed water will be used. The annual on-site solar power generation is planned to be 1.8M kWh. One of the goals of this project is to move the campus closer to net zero energy use. This project preserves 53% of the 18-acre site area, or about 10 acres as open space while including 90,000 square feet of rooftop gardens by eliminating surface parking, and instead using a standalone garage and under-building podium parking.

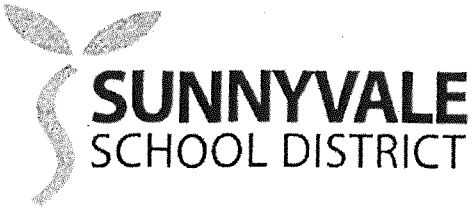
The building will have very high ceilings of 13.5' floor to floor, and all employees are less than 45 feet from views of nature. The building is located 1.4 miles from Downtown Sunnyvale, and two Caltrain stations with plans to provide dedicated shuttle services to encourage use of public transportation.

The campus has a modern design that will attract many prospective world class companies looking to move into the heart of Silicon Valley. This will provide many well paying jobs that will be very beneficial to the Sunnyvale community. In summary, this is an exciting proposal and I hope that you will support this innovative project.

Sincerely,



Otto O. Lee



LEARN TODAY LEAD TOMORROW

BOARD OF EDUCATION

SANDY AGBAYANI

JEFFREY ARNETT

ANITA HERRMANN

REID MYERS

NANCY NEWKIRK

September 10, 2014

Jim Griffith, Mayor of Sunnyvale  
And Members of the Sunnyvale City Council  
456 West Olive Avenue  
Sunnyvale, CA 94088-3707

Dear Mayor Griffith and City Councilmembers:

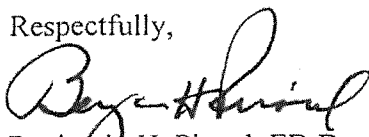
This letter is to express the financial benefit to public education in Sunnyvale of the Central & Wolfe Campus project proposed by Landbank Investments, LLC. I recognize that the City has many considerations that must be weighed in permitting such a project. The City governs and must carefully consider impacts on land use and development, zoning, open space, general services, traffic and public safety, which all are important and fall under the City's responsibility and jurisdiction. However, public education is also an important public service worthy of consideration.

Public school systems in the City of Sunnyvale are community funded school districts. This means that funding is primarily derived from local property tax revenue. According to a recent economic impact analysis conducted for this project, the estimated property tax for this site will increase from \$285,000 to approximately \$4.7 million of which nearly \$1.9 million would accrue to Sunnyvale School District. This is a significant increase in ongoing funding that would directly support of our neighborhood public schools in Sunnyvale.

In addition, I would like to commend and thank Landbank's CEO Mr. Scott Jacobs for his past generous support of Sunnyvale School District and the students we serve. I appreciate the corporate citizenship he has demonstrated by his voluntary financial and in-kind contributions that have been beneficial to the students of Sunnyvale.

I ask that consideration be given to the financial benefit to our schools along with all of the other important criteria that must be considered by the City.

Respectfully,



Benjamin H. Picard, Ed.D.  
Superintendent of Schools  
Sunnyvale School District

Cc: Scott Jacobs



David Hogan <dhogan@sunnyvale.ca.gov>

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## CENTRAL & WOLFE PROJECT

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Angelo Aiello <aiello@sunnyvale.ca.gov>

Wed, Sep 17, 2014 at 8:55 AM

To: Dave Hogan <dhogan@sunnyvale.ca.gov>, Trudi Ryan <tryan@sunnyvale.ca.gov>

Dear Mr. Hogan and Ms. Ryan:

This note is in regard to the Central & Wolfe project in Sunnyvale. I am an owner of property located on East Arques Avenue, Sunnyvale, Ca. I am aware of the proposed project regarding Landbank Central & Wolfe Campus, and have seen the proposed drawings of this project.

As a property owner in Sunnyvale, the possibility of these high profile companies coming together in one location in Sunnyvale is a great incentive for our city. The numerous jobs and proposed tax revenues this project would create will only add further value to the City of Sunnyvale. While the city is rich in diversity, I feel this project would be a great addition to the economy, as well as bringing competitive skills and talents to the area.

It is my hope this project will be approved, as I fully support all aspects of this proposed campus.

Angelo P. Aiello

Office of the Mayor and City Council  
City of Sunnyvale  
456 West Olive Avenue  
Sunnyvale, CA 94088, USA  
hkirk@sunnyvale.ca.gov  
www.sunnyvale.ca.gov  
PH: (408) 730-7470  
FAX: (408) 730-7619

On Thu, Sep 18, 2014 at 3:46 PM, Council AnswerPoint <council@sunnyvale.ca.gov> wrote:

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

From: Tezen Hsiao <[REDACTED]>  
Date: Thu, Sep 18, 2014 at 3:45 PM  
Subject: Fw: [BIRDLANDNEIGHBORS] Landbank  
To: "council@sunnyvale.ca.gov" <council@sunnyvale.ca.gov>

Dear Couccil Members,

I sincerely request you to re-consider the case. Currently Wolfe adn Mathilda are so congested at rush hours. Considering Apple campus and the buildings along Wolfe and Mathilda are nearing complete with potential impacts to the neighborhood, I urge you to postpone the project until the impact aforementioned is thouroughtly understood.

Best Regards,

----- Forwarded Message -----

From: "Holly Lofgren" <[REDACTED]> [BIRDLANDNEIGHBORS]  
<BIRDLANDNEIGHBORS-noreply@yahogroups.com>

To: [REDACTED]  
[REDACTED];  
[REDACTED];  
[REDACTED];  
[REDACTED];  
[REDACTED];  
[REDACTED];  
[REDACTED]

Sent: Thursday, September 18, 2014 2:48 PM  
Subject: [BIRDLANDNEIGHBORS] Landbank

About the Landbank Project:

Community participation is needed to address concerns about a too-large project, with too few mitigations. Please email your Sunnyvale City Council council@sunnyvale.ca.gov to protest the Landbank project and ask for either a scaled down project or more mitigation measures.

This proposed very large project at the corner of Wolfe and Arques is asking for a FAR of 100% (when 35% is permitted, 45% if it is built LEED and this one is LEED Platinum). They wish to build 747,100 square feet on 17 acres consisting of a 6 story parking garage, an amenities building, and 3 four story office buildings, with 2,541 parking spaces. The



current one story buildings are at 34% FAR. The site is 1,000 feet from homes while LinkedIn was 250 feet from homes.

Of three choices a) don't approve the project, b) reduce to size to 70% FAR or c) increase the TDM program, staff recommends none of these mitigations. Instead, to accomplish the approval of this very large project, they suggest the council approve a use permit for 100% FAR or rezone the property to M-S/100% FAR (which I think is a misuse of our zoning codes). Might this approval also set a precedent for more 100% FAR projects not in TOD areas?

The project was recommended for by the Planning Commission on 8/25, with only 4 commissioners present, on a 3 to 1 vote, but will apparently have to return to the planning commission as this approval was in error and required a majority quorum to pass. It is **rescheduled for the Planning Commission on Monday, Sept 22<sup>nd</sup>**. The EIR and project then goes before the City Council.

The CEQA report showed 'significant and unavoidable impacts to traffic'. The 'project will add traffic to many intersections and will be significant at Commercial and Central Expressway'. There are no mitigation measures for this. Yet the city is still allowing for 2,541 parking spaces, a TDM (traffic demand management is how many people can't arrive by car) program of only 30% and the possibility of a temporary shuttle between the site and Caltrain. This site is NOT a TOD (transit oriented development). A 'Statement of Overriding Considerations is necessary to approve this project'.

For years the city extolled at great length that these large office complexes would only be allowed near transit. The VTA has no plans to add a bus service on Wolfe or to connect this site to Caltrain. A city employee told me that they have not even begun a study of the Wolfe and El Camino intersection.

I think residents should rightfully have problems with this project and should speak and write to their City Council with their strong concerns. While the design elements of the site itself are innovative and green, the affects will not be green. The project is too large, the TDM is too low, the number of parking spaces is too high, a temporary shuttle is too temporary and the tax revenue we will get from the project won't come close to paying for the real costs we will have to expend to mitigate the traffic afterwards.

Holly

Please forward this post on so that neighbors are aware. Thank you.

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Posted by: Holly Lofgren <halof@sbcglobal.net>

Ms. Heidi Kirk  
Executive Assistant  
Office of the Mayor and City Council  
City of Sunnyvale  
456 West Olive Avenue  
Sunnyvale, CA 94088, USA  
hkirk@sunnyvale.ca.gov  
www.sunnyvale.ca.gov  
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FAX: (408) 730-7619

On Fri, Sep 19, 2014 at 8:42 AM, Council AnswerPoint <council@sunnyvale.ca.gov> wrote:

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

From: **John Menicucci** <[REDACTED]>  
Date: Fri, Sep 19, 2014 at 7:39 AM  
Subject: LANDBANK PROJECT  
To: "council@sunnyvale.ca.gov" <council@sunnyvale.ca.gov>

I am writing this for the purpose of protest for the proposed project. This is a neighborhood and Sunnyvale is spinning out of control trying to become a city like San Francisco or San Jose. But even those cities recognize that their neighborhoods need to be preserved. Keep the big building to the downtown area or east of 101. This project seriously needs to be scaled down, and at the very least more mitigation measures need to be had. Tax revenue is not the be all and end all of a city's success.

Neighborhoods and everyday people have rights too. Traffic has already become a nightmare and projects like this will only make it worse with no apparent fix in sight. People like me and my family will only end up leaving.

Thank you.

Lifetime Bay Area resident

15 years in Sunnyvale

John Menicucci  
[REDACTED]  
[REDACTED]

--

[REDACTED]  
Executive Assistant  
Office of the Mayor and City Council

Dear Sunnyvale City Council,

Opposition to the Landbank Project

I object to the Landbank project and am asking for the support of the City Council to change this project. The reasons for my concern are many, persistent and reflect the consistent concern I hear from residents.

**Please DO NOT approve a re-zoning of this site to M-S 100% FAR!**

**Executive Summary:**

The current Landbank Central and Wolfe Campus proposal is asking for a re-zoning from M-S 35% FAR to M-S 100% FAR, nearly TRIPLE the normal standard for this area, and far beyond current zoning for 35% FAR (45% FAR possible with LEED Platinum). The current proposal is for spot zoning without the benefit of following the general plan and has no agreement from the residents. The city should not approve a re-zoning of this site; a project of this size should not be approved in this location. This violates Policy LT-1.7a: "Locate higher intensity land uses and developments so that they have easy access to transit services."

Testimony at the September 22, 2014 Planning Commission notes that this project constitutes a major policy change, therefore only a zoning change and not a use permit should be considered. Proper procedure dictates that for a major policy change we would first vote to change the policy before we vote to approve a project requiring that policy change.

This is not a TOD. It is 1.4 miles from the Sunnyvale Caltrain station, most likely requiring permanent private shuttle service. Most importantly, re-zoning with spot zoning to M-S 100% FAR could set a precedent. A 1.4 mile radius circle takes up a lot of space in Sunnyvale.

Detail of specific objections and requests are expanded on following pages. Key highlights include:

- The overall height is 89 feet, exceeding Sunnyvale's maximum.
- Community benefits touted will not cover the traffic impact and other infrastructure needs.
- A slightly improved intersection at Central Expressway does not equalize the impact.
- Reduce the size of this project to 70% FAR which is well enough over the current standard.
- Grant only a use permit and **DO NOT grant a re-zoning.**
- Reduce the height to below 75 feet. Underground first two-levels of parking in all structures.
- Conduct a thorough CAP analysis for the change in the site and include the effect of increased car trips plus expected shuttle trips; only approve projects that reduce the carbon footprint.
- Increase the TDM of this project to reflect either the amount of the actual increase in density or the additive increase in FAR above 70%, (44% or 50% in this example).
- Require a permanent shuttle to the Caltrain stations at a specific level of occupancy.
- Reduce the number of parking spaces to reflect the new TDM plans.
- Agree to this project only after the County, and all other parties, have committed the necessary funds and schedules to improve the ramps and the turning lanes at Central Expressway.
- The giving of 'community benefits' is not an appropriate method to approve permits in a city government.

Thank you.

Holly Lofgren - Sunnyvale

## Detail Expansion: Opposition to the Landmark Project

The Proposal: This proposal asks for a rezoning from M-S 35% FAR to M-S 100% FAR. This is nearly TRIPLE the normal standard for this area. Even if the project were granted at 45% FAR for the LEED platinum plan, 100% FAR is still more than twice that size. The proposed project is 777,100 square feet, (floor area derived from 747,100 office space and 30,000 amenities space), and towers at 89 feet tall. It includes a 6-story office complex, a 6-story parking garage and an amenities building. All the parking is above ground. The TDM program proposed is only 30%. The number of parking spaces is 2,541. The site is 600 feet from housing and 1,000 feet from single family homes; LinkedIn was 250 feet from single family homes. The project elements contain 14' of architectural projection roof top screening which goes around the entire circumference of the roof of the main building. The proposed project is on Wolfe Road and Arques Avenue in Sunnyvale. No CAP analysis has been done for this site to show how much more carbon the site will add to the environment as compared to the existing site.

### The Problems:

Zoning: The area is zoned for 35% FAR with the possibility to get to 45% FAR which this project can justify as it is proposed at LEED Platinum. However, 100% is much larger than this and the roads can't handle this. Most importantly, re-zoning with spot zoning to M-S 100% FAR could set a precedent! Your vote might be committing Sunnyvale to more 100% FAR projects in the area. The Landbank project could set a precedent for other developers to expect 100% FAR and the ability to be granted a similar TDM program when the EIR shows that the traffic impact was 'significant but unavoidable'. A zoning of M-S 100% FAR in this area is not part of our general plan. This is spot zoning and city staff told me on another occasion that they **would not do spot zoning**.

Not a TOD: When the city entered into re-planning and zoning about 10 years ago, they committed to the residents through the general plan, community visioning and through public testimony that higher density would only be allowed in transit-oriented-development areas. This is not a TOD. It is 1.4 miles from the Sunnyvale Caltrain station and, as one planning commissioner indicated, a 1.4 mile radius circle takes up a lot of space in Sunnyvale. The developer is only able to commit to building a small part of a bike trail and there is no guarantee that it will ever be finished. The Stevens Creek Trail is a good example of how bike paths don't happen decade after decade.

No shuttles: An obvious mitigation to the distance from Caltrain is to require shuttles. City staff is not making this recommendation. A permanent guaranteed shuttle to the train with a capacity requirement would ensure that a portion of the Landbank trips are reduced. As it is, reliance on city staff to monitor all their TDM programs and continue to have budget to do so is less robust. The city has never fined a company for failure to meet TDM goals – therefore Sunnyvale TDM requirements may be lacking in enforcement.

Housing: Not only does building more dense office project radically not improve the housing shortage, but it escalates the price of housing. When developers vie for land believing they will be able to build way over the general plan, the land values go up. When the land values go up the price of homes and of renting apartments also rises. Reasonable rises in land valuation is usually considered good, but sharp increases

cause service workers to be pushed out of the area and renters to double-up. Allowing very large, very profitable real estate changes causes the housing problem to exacerbate.

The Environmental Argument: No CAP analysis has been done to compare the carbon emissions of the proposed project as compared to the existing site. With 2,571 parking spaces, I'm sure the answer is not favorable. The Interim Chapter Director of the Sierra Club, John Cordes, stated in a TransForm public policy presentation earlier this month that he favors TDM's of 50-60% and admires countries where projects are not allowed increase the number of trips. Yet, when queried, he said he would not request a higher TDM for this project! The environmental arguments made must be steeped in facts and analysis in order to affect a positive environmental outcome. I call on our city council to deal with facts, contract stipulations and not idealistic wishing.

Traffic: The EIR indicated 'significant but unavoidable' delays at Commercial and Central. It also depicted increases in traffic in general. We know that Wolfe Road is congested at commute times and that much more is coming due to other proposed and approved projects that are not yet on line. The intersection of Wolfe and El Camino was rated as an 'F' at build out and the Landbank site is way over 'build out' so this puts us at an F minus? The VTA indicated they have no plans to make any bus improvements on Wolfe Road. The city staff has not begun a study of the Wolfe, El Camino and East Fremont intersections, (which resulted in no action in the 2001 study). The Apple II campus under construction is just one mile south of El Camino. We will be overloaded with commute traffic. Wolfe Road is not an arterial street as the staff report indicates; it is mostly lined with homes. The only good news regarding traffic is that the county is involved in talks for a possible improvement with Central Expressway ramps and turning lanes.

The TDM: City staff has recommended a 30% TDM program for this site. This is the minimum required via our ordinances since a project of 70-100% FAR must have a 30% TDM program. Thus, the very minimum required is proposed for a project that is so poorly located. A TDM of **44%** would be consistent with an increase in FAR from 45% to 100%. A TDM of **50%** would be consistent with a normal TDM of 20% for an average 45% FAR project plus a 30% TDM for projects of over 70% FAR.

The Height: Our use permit allows for a height of up to 75 feet. The height of this project is clearly 89 feet. The additional 14 feet of architectural projection screening which goes around the circumference of each main building's rooftops are dissimilar to the usual screenings which are set-back and screen in specific rooftop elements. Thus, these architectural screenings will appear as height and must be counted as height. It will simply look (and maybe function) like an additional floor. Other than symmetry of appearance, are there other undisclosed plans for this unusual rooftop feature? Is outdoor rooftop seating allowable with the architectural projection acting as a Patio Cover? These buildings are too tall for the area and must be reduced in height. Using a re-zoning process to get around the height requirement is an inappropriate application of city policy.

Parking: The Podium Parking used for the first two levels of the main buildings is dramatically raising the height of this proposed project. The developer has said it's mainly a cost issue that prevents these two levels of parking from being more appropriately constructed underground beneath each of the three main buildings as Enclosed Parking Garages. City Council is urged to require that the 2-level parking garages be

constructed underground, and that the six-story parking structure similarly be reviewed as a candidate for the first two levels being placed underground.

Governance: The reports cited various reasons why the developer could not comply with our zoning and land use rules. The developer did not wish to: purchase more property, move the project to another site, reduce the size to 70%. This is the developer's problem, not ours. Additionally, when council grants as many General Plan amendments and re-zonings as it has, is council not opening the whole city up to an expectation of more? The developer has hired Pat Castillo as a consultant and she is a former Mayor. What expectations should we have of our sitting city councilmembers? Shouldn't they reflect the will of the people over any other persons? This project is entirely in your hands. No other agency, no person and no interest of any type requires the city council to approve such a large project, with such a huge differential from our general plan. You must act responsibly and with integrity.

Site Benefits: While the green space for the project would increase from 10% to 53% green space, the developer has repeatedly stated that the public's access to that open space would likely be doubtful and access to the site itself is doubtful. The plans are to lease the office space to private companies who have various security needs. Thus, the site amenities will benefit employees, but not residents – it is a private corporate site. The view of the site is of little consequence to the residents; the huge, main building is proposed with two above ground levels of parking. Even with the visual screening proposed, how is looking at a parking garage at all desirable?

The vegetation/appearance: The developer continues to cite the vegetation on the ground level as superior, while the details of its upkeep are unknown. Preserving or planting trees at a moment in time is not stewardship. The HP site on Homestead had an agreement to keep a double line of trees and removed one row of trees in the 1990s. The developer for Cupertino Village accidentally (?) mowed down all the trees on the west side, which were to be maintained as part of the use permit, and paid a mere \$6,000 per tree penalty. I recommended a bond of at least \$1 million to preserve the vegetation the public would interface with, but no one from the planning department followed up on this request. Also, how can the site claim to be a superior design when there is no below ground parking! This seems like more of a cost cutting measure to me.

A good citizen: The developer claimed, at a community outreach meeting, that they wanted to be a good neighbor and not be a burden to the neighborhood. Yet, when asked, he refused to increase the TDM or to support, in concept, a higher school mitigation fee. In fact, he said that developers might oppose such an increase in school mitigation fees. Finally, the giving of 'community benefits' is not an appropriate method to approve permits in a city government.

The Request:

Reduce the size of this project to 70% FAR which is well enough over the current standard.

Grant only a use permit and **DO NOT grant a re-zoning.**

Reduce the height to below 75 feet. Reduce the height of the project height by undergrounding the two-level parking under the large structures and undergrounding two levels of the parking garage.

Conduct a thorough CAP analysis for the change in the site and include the effect of increased car trips plus the expected shuttle trips; only approve those projects that reduce the carbon footprint.

Increase the TDM of this project to reflect either the amount of the actual increase in density or the additive increase in FAR above 70%, (44% or 50% in this example).

Require a permanent shuttle to the Caltrain stations at a specific level of occupancy.

Reduce the number of parking spaces to reflect the new TDM plans.

Agree to this project only after the County, and all other parties, have committed the necessary funds and schedules to improve the ramps and the turning lanes at Central Expressway.

Conclusion:

The current proposal is for spot zoning without the benefit of following the general plan and has no agreement from the residents. The city should not approve a re-zoning of this site and a project of this size should not be approved in this location. The General Plan is violated via Policy LT-1.7a: "Locate higher intensity land uses and developments so that they have easy access to transit services."

Trudi Ryan testified at the Planning Commission that this project constitutes a major policy change, therefore only a zoning change and not a use permit should be considered. If the Landbank project is a major policy change, don't we vote to change the policy before we vote to approve a project!?

Additionally, the project touts community benefits which will not cover the costs of the total traffic impact (or other infrastructure needs).

Finally, a slightly improved intersection at Central Expressway does not begin to equalize the impact of this too-large project.

October 1, 2014

On Fri, Oct 3, 2014 at 1:38 PM, Council AnswerPoint <council@sunnyvale.ca.gov> wrote:

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

From: **Susan Luschas**  
Date: Fri, Oct 3, 2014 at 1:37 PM  
Subject: I am opposed to Landbank  
To: council@sunnyvale.ca.gov

This is Sunnyvale. I dont' want it to become LA.

The rest of my opinions are more eloquently summarized by Holly Lofgren.

Best regards,  
Dr. Susan Luschas

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On Fri, Oct 3, 2014 at 1:05 PM, Council AnswerPoint <council@sunnyvale.ca.gov> wrote:

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

From: **Robert Fruehsamer**

Date: Fri, Oct 3, 2014 at 12:18 PM

Subject: Landmark Project

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

As A longtime Sunnyvale resident who lives near this Project I agree with the attached letter to limit the scope of it.

Thanks for your consideration,

Bob Fruehsamer

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 **Project.pdf**  
216K

On Fri, Oct 3, 2014 at 11:04 AM, Council AnswerPoint <council@sunnyvale.ca.gov> wrote:

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

From: **Sharon Davis**

Date: Fri, Oct 3, 2014 at 10:55 AM

Subject: Opposition to the Landbank development

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

Cc: "Holly Lofgren halof@sbcglobal.net" <PutNeighborhoodsFirstInSunnyvale-noreply@yahoogroups.com>, John Ray <winray9@gmail.com>, Sharon Davis <ssdavis99@comcast.net>

To: Sunnyvale City Councilmembers

From : Sharon Davis

765 Gavello Ave

Sunnyvale, CA 94086

Re: Proposed Landbank Development

I am opposed to the requested variances for the Landbank development at Wolfe and Arques. I am in full agreement with the letter you received from Holly Lofgren on October 1, 2014 who eloquently states the issues with this development.

Furthermore, I am concerned that the "big picture" for limited resources in Sunnyvale is not being addressed. How can you ask us to conserve and then approve so many new projects?? I ask that you direct the city manager and appropriate departments to determine the "cumulative" water requirements projected for developments ( housing units, hotels, business complexes) currently under construction in Sunnyvale. An analysis of this projected number PLUS our established water requirements should be reported to the public with an accompanying commentary from the water district. Any new developments coming to the city should go through this filter and the updated analysis be available for public review.

Respectfully,  
Sharon Davis

Sent from my iPad

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