

From: [Alex Shoor](#)
To: [Travis Duncan](#)
Cc: [OCM AP](#); [Glenn Hendricks](#); [Russ Melton](#); [Michael S. Goldman](#); [Gustav Larsson](#); [Nancy Smith](#); [Larry Klein](#); [Mason Fong](#); [CityClerk AP](#); [Trudi Ryan](#); [Noren Caliva-Lepe](#); [PlanningCommission AP](#); [Planning AP](#); [advocacy](#); [Mike Serrone](#); [Richard Mehlinger](#); [Project Specialist](#)
Subject: Catalyze SV's Evaluation of Sares Regis's City Line project in Sunnyvale
Date: Wednesday, May 27, 2020 11:00:06 AM

ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Travis,

Thanks for your patience as we put this together. Catalyze SV is grateful to Sares Regis for presenting its Cityline project to Livably Sunnyvale and Catalyze SV's Project Advocacy Committee. Moreover, we appreciate you for considering feedback from our members & your ongoing efforts to be responsive to our partner organization, Livable Sunnyvale.

We were particularly impressed by Sares Regis effort to create a vibrant Downtown neighborhood in Sunnyvale while integrating the legacy and attributes that already exist in the area.

Please find below the evaluation from [Catalyze SV](#)'s Project Advocacy Committee and feedback form for the project.

- 1) [Scorecard](#). The project scored 4.14 out of 5 which is above a key Catalyze SV threshold - we can continue to be involved in urging this project to move forward.
- 2) [Letter](#). We would also like to offer constructive comments on the project. Especially with Catalyze SV's remaining suggestions incorporated, we look forward to seeing this project continue on its path of becoming a great asset to Sunnyvale.
- 3) [Feedback Form](#). To make it easier and quicker for you to respond point-by-point to our suggested improvements, we would like to ask Sares Regis to respond to this letter within 60 days. That would be July 28th. Is that feasible for Sares Regis? We're also happy to set up a Zoom video or phone call to chat further.

In the coming days, we will be adding the scorecard & letter to [our website](#). Thank you so much for considering our members' views on this project.

We look forward to continuing to work with Sares Regis on this ambitious, important project.

Gratefully,
Alex

Alex Shoor
Executive Director
Catalyze SV
alex@CatalyzeSV.org
www.CatalyzeSV.org



To: Mayor Klein, Members of the Sunnyvale City Council and Members of the Planning Commission

Subject: Livable Sunnyvale Endorsement of the CityLine Project

Livable Sunnyvale has followed the evolution of the Downtown Specific Plan and the CityLine developments closely, over the course of dozens of outreach meetings.

At our general meeting on April 1st, Sares Regis Assistant VP Travis Duncan presented the latest plans. On April 22nd, Livable Sunnyvale and Catalyze SV met with CityLine to review the first phase projects before voting to endorse.

At our May 6th General Meeting, Livable Sunnyvale members voted to endorse the next phase of CityLine construction: Block 18 Sub-Block 1, Sub-Block 3 Residential, and Sub-Block 3 Office.

Our endorsement is based on the following factors:

1. Over several years, CityLine has held multiple outreach meetings on building architecture and park elements, soliciting input from the community. Livable Sunnyvale has participated in this outreach process, providing extensive comments and suggestions, many of which were incorporated in the project plans.
2. The 792 homes, including 12.5% affordable housing, is located within walking distance of the Sunnyvale Caltrain Station and along major bike routes.
3. The development uses all electric appliances with the possible exception of restaurant cooking.
4. This mixed use development is badly needed to create a thriving downtown which has been dormant for decades.
5. This project will strengthen the identity of our downtown. The extension of Murphy Avenue, one of the first actions taken, is key to recreating the downtown grid. The proposed Redwood Square will provide green space and an iconic gathering place at the center of downtown.

As we recover from the COVID-19 pandemic over the next year, building out the downtown plan will be needed more than ever. We urge the Planning Commission and the City Council to approve this long-awaited development.

Respectfully, on behalf of Livable Sunnyvale:

Richard Mehlinger, Chair

Tara-Martin Milius, Vice-Chair

Justin Wang, Vice-Chair

Julia Liu

Gail Rubino

Galen Davis

Mike Serrone

From: [Pearse, Brent](#)
To: [Shaunn Mendrin](#)
Cc: [Trudi Ryan](#); [Michelle King](#); [Cerezo, Melissa](#)
Subject: Re: Downtown Specific Plan Update - CEQA Interested Parties
Date: Thursday, July 16, 2020 10:27:37 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

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Sunnyvale Team,

Well done. Thank you for including references to our partnership and transit facilities site walk in the memo to the Planning Commission. This approach is very transparent, and we think this is a great example of early coordination between our two teams. This is a direct result of instituting our quarterly coordination meeting.

Please let us know if any questions come up and if we can be a further resource as you all as this item moves through approval.

Regards,
Brent

Brent Pearse (He/Him)
Transportation Planner
Direct [408-550-4559](tel:408-550-4559)
WFH Schedule 6-10 a.m.; 1-5 p.m.



From: Pearse, Brent
Sent: Tuesday, July 14, 2020 2:35 PM
To: Shaunn Mendrin
Cc: Trudi Ryan; MKing
Subject: Re: Downtown Specific Plan Update - CEQA Interested Parties

Thank you for clarifying! We'll review these sections and let you know if we have any further comments.

Brent Pearse (He/Him)
Transportation Planner
Direct [408-550-4559](tel:408-550-4559)
WFH Schedule 6-10 a.m.; 1-5 p.m.



From: Shaunn Mendrin
Sent: Tuesday, July 14, 2020 9:55 AM
To: Pearce, Brent
Cc: Trudi Ryan; MKing
Subject: RE: Downtown Specific Plan Update - CEQA Interested Parties

Hi Brent,

The bus location on Washington would be required at part of the Special Development Permit, which will go forward to Planning Commission in the fall. We also added reference to the Street requirements in the DSP update in Chapter 7. If you look in the Boulevards section and then for the Washington Ave tables, you will see reference to public transportation facilities. Hope that helps. If you are thinking of something else, let me know.

-Shaunn



Shaunn Mendrin, AICP (he/him)
Principal Planner
Community Development Department

Phone: 408-730-7431
Email: smendrin@sunnyvale.ca.gov
Sunnyvale.ca.gov

*Due to the shelter in place order for Santa Clara County, the Sunnyvale Community Development Department is closed to in-person services. Limited staff services, such as obtaining zoning information, are available via email at planning@sunnyvale.ca.gov.

From: Pearce, Brent
Sent: Friday, July 10, 2020 10:07 AM
To: Shaunn Mendrin
Subject: Re: Downtown Specific Plan Update - CEQA Interested Parties

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Hi Shaunn,

I cannot locate the development agreements on the City website yet. We would like to confirm that the improvements we've discussed previously with City staff and recommended for the Downtown Specific Plan are included in the agreements.

Thanks,
Brent

Brent Pearce (He/Him)
Transportation Planner
Direct **408-550-4559**
WFH Schedule 6-10 a.m.; 1-5 p.m.



From: Shaunn Mendrin
Sent: Friday, July 10, 2020 8:30 AM
To: Shaunn Mendrin
Cc: Trudi Ryan
Subject: Downtown Specific Plan Update - CEQA Interested Parties

Hello,

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Additionally, reports to the Bicycle and Pedestrian Advisory Commission will be available on Friday afternoon [here](#) and the reports to the other Commissions will be will be available in the next few days.

- The **Bicycle and Pedestrian Advisory Commission** and the **Sustainability Commission** are requested to make a recommendation on the proposed Downtown Specific Plan update, as it relates to their respective purviews.
- The **Heritage Preservation Commission** is requested to make a recommendation on the EIR (due to a significant impact on a cultural/heritage resource) and the proposed DSP as it relates to Heritage Preservation.
- The **Planning Commission** will consider and make recommendations on the entire set of actions which also includes rezoning of a property, revised zoning code, two Development Agreements and the results of a Council Study Issue on Downtown Parking District policies.

Below is the proposed schedule. Please feel free to contact me if you have any questions or concerns.

SPECIAL BICYCLE AND PEDESTRIAN ADVISORY COMMISSION HEARING

Thursday, July 16, 2020, 6:30 p.m.

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SPECIAL SUSTAINABILITY COMMISSION HEARING

Monday, July 20, 2020, 7 p.m.

*

SPECIAL HERITAGE PRESERVATION COMMISSION HEARING

Wednesday, July 22, 2020, 7 p.m.

*

SPECIAL PLANNING COMMISSION HEARING

Monday, July 27, 2020, 7 p.m.

*

SPECIAL CITY COUNCIL HEARING

Tuesday, August 11, 2020, 7 p.m.



Shaunn Mendrin, AICP (he/him)

Principal Planner

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From: [Mark Hanlon](#)
To: [Shaunn Mendrin](#);
Cc: [Trudi Ryan](#)
Subject: Re: Downtown Specific Plan Update - CEQA Interested Parties
Date: Friday, July 10, 2020 9:21:43 AM
Attachments: [image004.png](#)
[image002.png](#)
[image003.png](#)
[image001.png](#)

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Hello Shaunn (and Trudi),

I will do my best to participate in the public hearing on the DSP. Thank you for the schedule.

Two key points I will be bringing up frequently, and it would be nice if you would include these concepts in your DSP recommendations to Council.

1 - Neighborhood through traffic.

The EIR addressed traffic on included streets and major nearby streets. But not the adjacent neighborhoods. As the LOS declines along Sunnyvale or Fair Oaks, traffic increases along parallel streets such as Central, Bayview and Carroll. Bayview takes the major hit because it has the fewest stop signs. Waze is certainly suggesting people take Bayview already. And, as it turns out to be an easy, swift alternative to all the lights on Sunnyvale or Fair Oaks, once tried, it becomes the preferred route for many.

Please address ways to reduce neighborhood through traffic. Speed humps set to 30 MPH would be wonderful. And, anticipating the objections of DPS, their trucks cannot go over 25 MPH down Bayview (they are too big and the street too narrow), so a 30 MPH hump tuned for our rigs would not be a detriment to our emergency response, but would certainly slow many other drivers. A roundabout at the intersection of Washington and Bayview would also slow traffic. There is room for one, so no land acquisition would be necessary. Simply remove the current island and direct traffic around a circle.

Through commercial vehicles must be prohibited from using the neighborhood. All the time. This should be included in the development permit: that no construction or supply traffic to the site may use streets other than Mathilda, Sunnyvale, Evelyn. Specifically excluding names non-adjacent streets. Today, there are at least three construction delivery trucks each morning that come West on Bryan then jog to McKinley and go to Whole Foods or other points. These trucks (HVAC ducting, cranes,) clearly do not originate within this neighborhood and could easily go down Evelyn to Sunnyvale to their destination.

2 - Neighborhood Parking.

We heard in a recent sustainability seminar hosted by the City that it is important to consider a "5 minute walk" in all directions surrounding a new development. (The point of the speaker was to not over require parking, and to make sure you don't impact the area as a whole.) The EIR clearly did not consider the 5-minute rule. On street parking in the blocks just East of the DSP is taken up by CalTrain commuters and other non-residents. In that same seminar, there were multiple suggestions of how the community can make an investment to keep parking in adjoining neighborhoods for the neighbors, not movie goers, commuters, or downtown workers who would just as soon avoid the parking garage traffic. The developers should be responsible for setting up and paying for these systems as part of the permitting process. The notion that the Downtown Neighborhood residents should have to pay for permits because people that don't live here find our homes convenient to park it front of is taxing the wrong people.

And, just as it is blocked from heading West of Mathilda on Iowa, traffic should not be allowed to head East of Sunnyvale on McKinley. This will radically cut down on neighborhood through traffic. And likely address some parking issues for the theater.

I have other ideas, too.

Thanks for including this in your staff discussion. For downtown and all of Sunnyvale.

Mark Hanlon
Sunnyvale CA

On Friday, July 10, 2020, 08:30:18 AM PDT, Shaunn Mendrin wrote:

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Tuesday, August 11, 2020, 7 p.m.



Shaunn Mendrin, AICP (he/him)

Principal Planner

Community Development Department

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From: [Don Dubocq](#)
To: [Shaunn Mendrin](#)
Subject: Re: Downtown Specific Plan Update - CEQA Interested Parties
Date: Friday, July 10, 2020 10:33:48 AM
Attachments: [image001.png](#)
[image004.png](#)
[image003.png](#)
[image002.png](#)

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Since when has CEQA requirements or just the fact that a CEQA report must be filed for show, ever stopped or prevented Sunnyvale Officials from doing anything?? Whether it's a Mega Condo Development or another massive Corporate High-rise, you'll cram it in no matter what. Regardless of any input from residents. So why would the Downtown Disaster be any different?

-----Original Message-----

From: Shaunn Mendrin <SMendrin@sunnyvale.ca.gov>
To: Shaunn Mendrin <SMendrin@sunnyvale.ca.gov>
Cc: Trudi Ryan <tryan@sunnyvale.ca.gov>
Sent: Fri, Jul 10, 2020 8:30 am
Subject: Downtown Specific Plan Update - CEQA Interested Parties

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