

STC VENTURE LLC
10121 MILLER AVENUE, SUITE 200
CUPERTINO, CA 95014

July 24, 2020

Via Electronic Mail

Michelle King
Senior Planner
City of Sunnyvale
456 W. Olive
Sunnyvale, CA 94086

Re: Response to the Bicycle and Pedestrian Advisory Commission (BPAC) Held on July 16, 2020; Sustainability Commission held on July 20, 2020; and Heritage Commission held on July 22, 2020

Michelle:

We're submitting this letter in response to the Commission hearings we've had over the past week or so. Most critically, we are grateful that all three commissions recommended approval of the Updated Downtown Specific Plan; however, several of their requested modifications present significant issues to the viability of the project if accepted by the Planning Commission and City Council. Our proposal for the future of Downtown, outlined in the Development Agreement and the Amended Downtown Specific Plan, envisions a vibrant mixed-use redevelopment of the failed Sunnyvale Town Center Mall. The combination of the Park Loop, Ground Floor retail, Office and Residential projects, in addition to the significant community benefits package, will re-energize downtown and finally finish what was started and stopped so long ago.

This is a deeply complex and inter-connected project that is a delicate balance of many competing interests, all of whom want to see the best project possible. Taking a narrow viewpoint and only focusing on one element at a time limits the context and the overall benefits of the redevelopment process. To that end, several of the specific items referenced by the Commissions threaten our ability to deliver this project, and we urge the Planning Commission and City Council to evaluate the project in a comprehensive and holistic nature. We've included specific comments below to clarify our concerns in more detail.

Bicycle and Pedestrian Advisory Committee Comments

1. We're grateful to the Commission for recommending approval of the DSP Amendment. By and large, we're in agreement with the Committee for increasing bicycle and pedestrian activities throughout the downtown as these are critical components to a vibrant pedestrian experience. That being said, there are several items that we can't support due

to their impact on retail leasing throughout the downtown which is an area that we, and the community, all want to succeed, particularly post the Covid 19 pandemic.

2. **Existing Operation and Reciprocal Easement Agreement** – When we purchased this property, we inherited a reciprocal easement agreement that was executed by Macys, Target and the Sunnyvale Redevelopment Agency. This agreement mandates a certain number of parking stalls for the major tenants and is still in place. Given this requirement, and our existing leases with AMC and Whole Foods, we are required to have a minimum number of parking stalls onsite and any request to remove or replace parking has to be mindful of these existing commitments as the absolute baseline. These documents also outline requirements for major streets (Murphy Ave and McKinley Ave) to remain open to cars during normal business hours.
3. **No parallel parking throughout the downtown** – Retail experts will conclude that parallel parking is a necessity for a successful shopping center as convenient and easily accessible parking for customers is crucial for tenants. We would support limiting parallel parking to the locations that are currently allowed in the amended DSP but cannot support a blanket restriction throughout downtown. Post-Covid, both Landlords and City Staffs will need to be MORE flexible, not less, in order to secure an attractive retail lineup in their centers. If this restriction were applied downtown, it could force a prominent retailer to look at another location for their store.
4. **All unbundled parking throughout downtown for both residential and commercial tenants** – While the intention of the commission to reduce the reliance on automobiles is noble, requiring development downtown to unbundle all parking will only make our project significantly less competitive than other locations in Sunnyvale and the South Bay. We believe that all stakeholders would prefer to encourage development at transit-rich locations to decrease the single-occupancy vehicle mode share. Requiring unbundled parking in the downtown would disincentivize prospective tenants to choose the downtown core the exact opposite of the goal. Our goal is to create a vibrant downtown and that cannot be accomplished if office, retail and residential spaces are vacant. A restriction of this nature would make downtown less attractive to potential tenants of all uses.
5. **No free parking throughout downtown** – Retail's trials and tribulations are well documented over the last decade and have been magnified by the COVID-19 pandemic. In these trying times, it is critical that all retail businesses are set up for success in every way, particularly parking. As the City changes its strategy to parking management downtown, we believe that this request could be folded into that plan, but an immediate restriction to all of the downtown would be a detriment to the short and medium term vitality of the downtown.
6. **Significant Upgrades to Bicycle Infrastructure** – We agree with the spirit of the commission's recommendations to dramatically improve and upsize the bike infrastructure in and around downtown. To that end, as part of the minimum project, we added bike infrastructure along Iowa and Sunnyvale Avenues. However, the

recommendations of the commission are only evaluating the impact on bike riders, and not considering the impacts such changes would have on the overall street sections, adjacent property lines, and potential right of way conflicts. The recommendations of the commission are worthy of a separate study following the approval of the amended specific plan to see where bike infrastructure can be upgraded without major impacts to right of way widths; these cannot be implemented without additional, and separate, study.

Sustainability Commission Comments

1. We are grateful to the Sustainability Commission for recommending approval of the Downtown Specific Plan and commend them on their thoroughness and professionalism. Generally, we agree with their proposed modifications, and plan to have many of their recommendations integrated into our project. For example, we will have electric vehicle chargers and infrastructure, bike parking (both class 1 and 2), a rigorous transportation demand management program, and all electrical appliances in our residential buildings. Unfortunately, there is one item that we are unable to fully support which we've outlined below:
2. **Focus on DC fast chargers for electric vehicles** – We agree that fast chargers are valuable to any site. In fact, we approved the Tesla fast chargers that are currently in the Target garage and are actively exploring opportunities to increase the supply of these chargers downtown. However, the installation of these chargers is dependent upon vendors making a substantial capital commitment and then recouping their investment through charging fees (i.e. Tesla). We would be supportive of DC fast chargers downtown and will continue to look for partners in this regard, but these should not be a requirement for development.

Heritage Preservation Commission Comments

1. We are grateful to the Heritage Preservation Commission for recommending approval of the Downtown Specific Plan, and we are in agreement with their recommendation on how best to handle the removal of the northern most redwood tree within the heritage grove. To recap, we propose:
 - a. To remove the northernmost redwood tree to enable underground parking and a significantly enhanced public plaza, along with a variety of other public benefits.
 - b. To replace the removed redwood with two young vibrant trees at locations that improve the sightlines to the grove.
 - c. Find and reinstall, or replace if unable to find, the plaques outlining the commemoration of the heritage grove. Consider additional commemoration for the newly planted trees for one of the following: the recent Black Lives Matter protest, Frontline Workers during the Coronavirus Pandemic, Redwood Square, or some other option requested by the Commission.

Please feel free to reach out to me directly with any questions or concerns regarding this letter. I can be reached at [REDACTED]

Sincerely,



Derek K. Hunter, Jr.
Managing Member
STC Venture LLC

Bonnie Filipovic

From: James VanPernis <[REDACTED]>
Sent: Friday, July 24, 2020 10:40 PM
To: PlanningCommission AP
Cc: John Cordes
Subject: I Encourage you Sunnyvale Planning Commissioners to support the BPAC's recommendations being included within the Downtown Specific Plan

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

Dear Sunnyvale Planning Commissioners,

I am sending this email to encourage you all, during your July 27th meeting, to vote in support the BPAC's additional recommendations being specifically included within the Downtown Specific Plan.

I also, in general, encourage you all to vote to support the Downtown Parking Study Issues Recommendations' (agenda item #2).

Thank you for your time and attention regarding these issues.

Jim van Pernis - a Sunnyvale resident homeowner since 1981.
[REDACTED]

Bonnie Filipovic

From: Kathleen Meagher [REDACTED] >
Sent: Saturday, July 25, 2020 3:54 PM
To: PlanningCommission AP
Subject: Downtown Parking Study Issues Recommendations

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

Planning Commission,

I am writing to encourage you to support the Downtown Parking Study Issues Recommendations. I would especially urge you to support the recommendations from the Sunnyvale BPAC to remove all on-street parallel parking (excluding ADA accessible spaces, pickup/dropoff spaces and short term parking) and to see that all residential and commercial parking be unbundled - except for owner occupied.

I am a 45-year resident of the City and frequent bicyclist. I often go by bike either to or through downtown on my way to errands or appointments in Sunnyvale and Mountain View. I would feel much safer as a bicyclist (and occasional pedestrian) if cars were parked in the underutilized downtown parking garages rather than the street. I love that Murphy Street is currently car-free.

I believe if downtown were safer for both bicyclists and pedestrians more residents would opt to walk, bike, or take public transit to downtown, helping Sunnyvale in its efforts to reach its greenhouse gas reduction goal while also implementing some of the strategies put forth in the Climate Action Playbook.

Lastly, I urge you to include the BPAC's recommendations in the Downtown Specific Plan. Fewer cars on the streets in downtown will make Sunnyvale a greener, safer, more livable city.

Thanks you for your time and consideration of my views,
Kathy Meagher
Sunnyvale Resident
Member, Silicon Valley Bicycle Coalition

Bonnie Filipovic

From: Planning AP
Sent: Monday, July 27, 2020 9:28 AM
To: Bonnie Filipovic; PlanningCommission AP
Subject: FW: Please make downtown Sunnyvale better for biking and walking.

And another one . . .

Jon

From: Sharlene Liu [REDACTED]
Sent: Friday, July 24, 2020 9:57 PM
To: Planning AP <planning@sunnyvale.ca.gov>; [REDACTED]
Subject: Please make downtown Sunnyvale better for biking and walking.

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Dear Planning commissioners,

I urge you to approve the recommendations **and the additional recommendations requested by the Sunnyvale Bicycle and Pedestrian Commission in the Downtown Specific Plan.** Please support the 'Downtown Parking Study Issues Recommendations' in general. Please support the recommendations from the Sunnyvale BPAC:

1. Remove all on-street parallel parking, excepting Americans with Disabilities Act (ADA) accessible parking spaces, pickup/drop-off spaces, and short term parking spaces.
2. Strongly recommend that all parking, both residential and commercial, be unbundled within the district, except for owner occupied

Thank you,
Sharlene Liu
Sunnyvale resident at [REDACTED]

Bonnie Filipovic

From: Planning AP
Sent: Monday, July 27, 2020 9:24 AM
To: Bonnie Filipovic; PlanningCommission AP
Subject: FW: Please make downtown Sunnyvale better for biking and walking.

Hey Bonnie,

Think this one is more your speed.

Jon



Jon de Ridder
Administrative Aide
Community Development Department
Planning Division

Phone: 408-730-7402
Planning Answer Point: 408-730-7440
Sunnyvale.ca.gov

Follow us on:



*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. You may also visit the City webpage for updates - <https://sunnyvale.ca.gov/news/topics/coronavirus.htm>.

From: Steve Archer <[REDACTED]>
Sent: Friday, July 24, 2020 5:39 PM
To: [REDACTED] Planning AP <planning@sunnyvale.ca.gov>
Subject: Please make downtown Sunnyvale better for biking and walking.

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Dear Planning commissioners,

I support the 'Downtown Parking Study Issues Recommendations' in general and additionally encourage the Planning Commission to support the recommendations from the Sunnyvale BPAC:

1. Remove all on-street parallel parking, excepting Americans with Disabilities Act (ADA) accessible parking spaces, pickup/drop-off spaces, and short term parking spaces.
2. Strongly recommend that all parking, both residential and commercial, be unbundled within the district, except for owner occupied

Thank you,
Steve Archer
Sunnyvale resident and avid cyclist

Bonnie Filipovic

From: Richard Mehlinger [REDACTED]
Sent: Monday, July 27, 2020 5:36 PM
To: PlanningCommission AP
Subject: BPAC Downtown Specific Plan recommendations

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

Dear Chair Howard and Planning Commissioners,

I write to pass along the BPAC's recommendation on the Downtown Specific Plan. We moved Alternative 2, recommend adopting the DTSP with modifications. The modifications we have proposed are as follows:

1. Remove all on-street parallel parking, excepting Americans with Disabilities Act (ADA) accessible parking spaces, *pickup/drop-off spaces, and short term parking spaces*
2. Upgrade all Class III Bicycle Route to Class IIIB Bicycle Boulevard
3. Upgrade Iowa Avenue from Mathilda Avenue to Taaffe Street to Class IV Separated Bikeway on the north side of the street; from Taaffe Street to Sunnyvale Avenue to Class IV Separated Bikeway on the north side of the street, and to Class IIB buffered bicycle lane on the south side of the street.
4. Upgrade Bicycle Parking standards and requirements to current National Association of City Transportation Officials (NACTO) Design Guidelines
5. Design streets for 15 MPH speed limits
6. Prioritize on safe intersection design along Mathilda Avenue, Evelyn Avenue, Taaffe Street, and Sunnyvale Avenue
7. Provide specific attention to Evelyn Avenue and Frances Street pedestrian crossing (i.e. upgrade to scramble intersection, HAWKs)
8. Add Class IIIB Bicycle Boulevard on McKinley Avenue between Mathilda Avenue and Sunnyvale Avenue
9. Accommodation be made for installation of electric mobility device charging stations
10. Require that there be no free public parking within the district
11. Strongly recommend that all parking, both residential and commercial, be unbundled within the district, except for owner occupied

Thank you for your time and consideration.

Sincerely,
Richard Mehlinger
Chair, Sunnyvale BPAC