

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

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

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,

We are pleased to inform you that we are nearing the final stage of the Downtown Specific Plan Update and the public hearing process will begin in July (see attached notice). The public hearing schedule and an overview of the DSP update, the Parking Study, and two Development Agreements are available on the [City's website](#). A full set of Draft Reports to the Planning Commission (four reports with lots of attachments) should be available by noon on Friday July 10, 2020 – please use the [Documents tab to access](#):

- Draft Reports to the Planning Commission
- Final EIR (and Mitigation Monitoring and Reporting Program)
- Proposed DSP (with a redline version available too)

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

Community Development Department

Phone: 408-730-7431

Email: smendrin@sunnyvale.ca.gov

Sunnyvale.ca.gov

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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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- 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.

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

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

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SPECIAL CITY COUNCIL HEARING

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



Shaunn Mendrin, AICP (he/him)

Principal Planner

Community Development Department

Follow us on:



Email: smendrin@sunnyvale.ca.gov

Sunnyvale.ca.gov

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



Shaunn Mendrin, AICP (he/him)

Principal Planner

Community Development Department

Phone: 408-730-7431

Email: smendrin@sunnyvale.ca.gov

Sunnyvale.ca.gov

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Bonnie Filipovic

From: J'Carlin <[REDACTED]>
Sent: Thursday, July 23, 2020 6:54 PM
To: [REDACTED]; Michelle King; Russ Melton; PlanningCommission AP; Shaunn Mendrin; Travis Duncan; CityClerk AP; OCM AP; Mason Fong; Michael S. Goldman; Glenn Hendricks; Larry Klein; Gustav Larsson; Noren Caliva-Lepe; Planning AP; Nancy Smith; Trudi Ryan
Subject: Input on Cityline Project by Sares Regis

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

Dear Planning Commissioners, Planning Staff, & Sares Regis, I want the best possible development projects to be built in our community.

Sares Regis's impressive project will bring people to downtown and create a vibrant place. Here are some things to like about the current proposal:

- The developer is bringing 793 homes, of which 11% will be affordable to this transit-oriented location downtown
- It focuses on connecting to Caltrain by guiding residents and visitors between the station and a public redwood square.
- It extends Murphy Avenue and adds to downtown's vibrancy with ground floor commercial and a public square.
- Sares Regis followed an extensive and impressive community engagement process.

Here are some things the Commission might consider in its deliberations:

- Encourage the developer increase the residential building height and density to add both more market-rate and affordable units in this transit-oriented location. There is very little single family residential that will be impacted by additional height.
- Would the developer consider providing long-term transit passes to residents as a TDM measure that would allow it to reduce the amount of parking? The current proposal of 1-free month is insufficient to shift behavior long-term.
- Could the developer increase the amount of bicycle parking, including larger secure parking for cargo bikes and ebikes?

These three enhancements will make this already great urban project even better. Will you please consider ensuring they become part of the final project?

Thank you for considering my perspective.

Sincerely,

Carlin Black
A neighbor in San Jose who has learned to love Murphy Avenue.

--

Carlin Black
THS Blood Drive Chair

Aka J'Carlin

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 in 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]

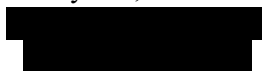
Sincerely,

A handwritten signature in black ink, appearing to read "Derek K. Hunter, Jr.", written over a horizontal line.

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

Dr. Gary M. Gold & Associates
OPTOMETRISTS

130 S. Sunnyvale Avenue
Sunnyvale, CA 94086



7/24/20

City of Sunnyvale
Planning Commission
Sunnyvale, CA 94086

Re: DSP & Citiline Phase 2

As a board member of the SDA I enthusiastically support the Downtown Specific Plan. In concert with this I fully support Phase 2 of Citiline's redevelopment project. This letter also speaks to the sentiments of the SDA board and its role as representatives for the downtown businesses.

There were items that needed attention in aspects of Citiline's development as it related to downtown businesses that have been worked out to all parties benefit.

I am excited that the many shareholders are working together to create a diverse, unified, and vibrant downtown.

Sincerely,

Dr. Gary Gold
Interim Chair of the SDA

Bonnie Filipovic

From: Hannah Follweiler <[REDACTED]>
Sent: Thursday, July 23, 2020 2:34 PM
To: OCM AP; Glenn Hendricks; Russ Melton; Michael S. Goldman; Nancy Smith; Larry Klein; Gustav Larsson; Mason Fong; CityClerk AP; Trudi Ryan; Noren Caliva-Lepe; PlanningCommission AP; Planning AP; [REDACTED]; Travis Duncan; Michelle King; Shaunn Mendrin
Subject: Input on Cityline Project by Sares Regis

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Dear Planning Commissioners, Planning Staff, & Sares Regis,

My name is Hannah and I want the best possible development projects to be built in our community.

That's why I want to offer some ideas on what I like about the Cityline project, as well as what you can do to make sure it's the best project possible.

Sares Regis's impressive project will bring people to downtown and create a vibrant place.

Here are some things to like about the current proposal:

- The developer is bringing 793 homes, of which 11% will be affordable to this transit-oriented location downtown
- It focuses on connecting to Caltrain by guiding residents and visitors between the station and a public redwood square.
- It extends Murphy Avenue and adds to downtown's vibrancy with ground floor commercial and a public square.
- Sares Regis followed an extensive and impressive community engagement process

And here are some things the Commission might consider in its deliberations:

- Could the developer increase the residential building height and density to add both more market-rate and affordable units in this transit-oriented location?
- While the development is building to a level of sustainability above city requirements, could the developer move up to the Build it Green "Platinum" standard?
- Could Sares Regis increase the percent of parking spaces for electric vehicles?
- Would the developer consider providing long-term transit passes to residents as a TDM measure that would allow it to reduce the amount of parking? The current proposal of 1-free month is insufficient to shift behavior long-term.
- Could the developer increase the amount of bicycle parking, including larger secure parking for cargo bikes and ebikes?

Catalyze SV's members have good ideas for how to make this project even better. Will you please consider ensuring they become part of the final project?

Thank you for considering my perspective.

Sincerely,
Hannah Follweiler

Sent from my iPhone

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]

2001 Gateway Place, Suite 101E
San Jose, California 95110
(408)501-7864 svlg.org

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Bay Area News Group
RON SEGE
Echelon
DARREN SNELLGROVE
Johnson & Johnson
JEFF THOMAS
Nasdaq
JED YORK
San Francisco 49ers

Established in 1978 by
David Packard

July 24, 2020

Chair Howard and Honorable Commissioners
Sunnyvale City Hall
456 W Olive Ave,
Sunnyvale, CA 94086

RE: Support for CityLine Phase II, Downtown Sunnyvale

Dear Chair Howard, Vice Chair Simons, and Honorable Commissioners Harrison, Howe, Olevson, Rheume, and Weiss,

On behalf of the Silicon Valley Leadership Group, I am writing to express our support for the CityLine Phase II development proposed by the Sares-Regis Group. The Leadership Group is a strong supporter of transit-oriented development proposals like the one at hand. We are eager to support projects that will reduce commute times for employees, overall traffic congestion, and harmful environmental pollutants for Sunnyvale and the Silicon Valley as a whole.

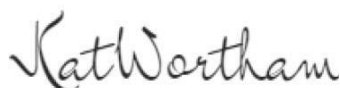
The Silicon Valley Leadership Group was founded in 1978 by David Packard, Co-Founder of Hewlett Packard. Today, the Leadership Group is driven by more than 330 CEOs/Senior Executives to proactively tackle issues to improve our communities and strengthen our economy, with a focus on education, energy, the environment, health care, housing, tax policy, tech & innovation policy, and transportation.

We are excited by the ample opportunity that the proposed development would bring to downtown Sunnyvale. The proposal would bring 792 homes, including market-rate and affordable options, to our downtown core. Of those homes, the mix of home types includes studios to three bedroom options as well as townhomes that would blend with the existing neighborhood look. This choice brings harmony to the look and feel of the downtown while providing high quality housing options for a wide range of potential residents.

Additionally, the proposal is directly next to the downtown Sunnyvale Caltrain station. The location provides easy commute access for future residents in the home development, but also allows for easy commuting for employees of the office and retail spaces. Further, we are looking forward to how this development will complement the first phase of CityLine as well as the rest of the downtown core.

The Leadership Group proudly supports thoughtful, transit-oriented residential developments like the one before you.

Sincerely,



Kat Wortham
Senior Associate, Health & Housing Policy
Silicon Valley Leadership Group

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: kirk vartan <[REDACTED]>
Sent: Thursday, July 23, 2020 10:16 AM
To: OCM AP; Glenn Hendricks; Russ Melton; Michael S. Goldman; Nancy Smith; Larry Klein; Gustav Larsson; Mason Fong; CityClerk AP; Trudi Ryan; Noren Caliva-Lepe; PlanningCommission AP; Planning AP; [REDACTED]; Travis Duncan; Michelle King; Shaunn Mendrin
Subject: Input on Cityline Project by Sares Regis

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

Dear Planning Commissioners, Planning Staff, & Sares Regis,

I want the best possible development projects to be built in our community. I would like to see a placemaking plan in place for this area so that there is the maximum capability for an enhanced ground-floor experience for the community and the public. In this area, you need to maximize the ground floor engagement. Please do this!!!!

That's why I want to offer some ideas on what I like about the Cityline project, as well as what you can do to make sure it's the best project possible.

Sares Regis's impressive project will bring people to downtown and create a vibrant place.

Here are some things to like about the current proposal:

- The developer is bringing 793 homes, of which 11% will be affordable to this transit-oriented location downtown
- It focuses on connecting to Caltrain by guiding residents and visitors between the station and a public redwood square.
- It extends Murphy Avenue and adds to downtown's vibrancy with ground floor commercial and a public square.
- Sares Regis followed an extensive and impressive community engagement process

And here are some things the Commission might consider in its deliberations:

- Could the developer increase the residential building height and density to add both more market-rate and affordable units in this transit-oriented location?
- While the development is building to a level of sustainability above city requirements, could the developer move up to the Build it Green "Platinum" standard?
- Could Sares Regis increase the percent of parking spaces for electric vehicles?
- Would the developer consider providing long-term transit passes to residents as a TDM measure that would allow it to reduce the amount of parking? The current proposal of 1-free month is insufficient to shift behavior long-term.
- Could the developer increase the amount of bicycle parking, including larger secure parking for cargo bikes and ebikes?

Catalyze SV's members have good ideas for how to make this project even better. Will you please consider ensuring they become part of the final project?

Thank you for considering my perspective.

Sincerely,

Kirk Vartan



July 24, 2020

Sunnyvale Planning Commission

Dear Members of the Planing Commission,

As a board member and recording secretary of the Sunnyvale Downtown Association, I support the City's DSP and Phase 2 of Cityline's Development Plan. We believe this plan is best for our downtown as a whole, supporting both our existing SDA members and the new CityLine development. With this letter, I am asking you to approve CityLine's development plan.

Sincerely,

Leigh Odum

Bonnie Filipovic

From: Marvel Ang <[REDACTED]>
Sent: Friday, July 24, 2020 2:30 PM
To: OCM AP; Glenn Hendricks; Russ Melton; Michael S. Goldman; Nancy Smith; Larry Klein; Gustav Larsson; Mason Fong; CityClerk AP; Trudi Ryan; Noren Caliva-Lepe; PlanningCommission AP; Planning AP; [REDACTED]; Travis Duncan; Michelle King; Shaunn Mendrin
Subject: Input on Cityline Project by Sares Regis

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

Dear Planning Commissioners, Planning Staff, & Sares Regis,

I want the best possible development projects to be built in our community.

That's why I want to offer some ideas on what I like about the Cityline project, as well as what you can do to make sure it's the best project possible.

Sares Regis's impressive project will bring people to downtown and create a vibrant place.

Here are some things to like about the current proposal:

- The developer is bringing 793 homes, of which 11% will be affordable to this transit-oriented location downtown
- It focuses on connecting to Caltrain by guiding residents and visitors between the station and a public redwood square.
- It extends Murphy Avenue and adds to downtown's vibrancy with ground floor commercial and a public square.
- Sares Regis followed an extensive and impressive community engagement process

And here are some things the Commission might consider in its deliberations:

- Could the developer increase the residential building height and density to add both more market-rate and affordable units in this transit-oriented location?
- While the development is building to a level of sustainability above city requirements, could the developer move up to the Build it Green "Platinum" standard?
- Could Sares Regis increase the percent of parking spaces for electric vehicles?
- Would the developer consider providing long-term transit passes to residents as a TDM measure that would allow it to reduce the amount of parking? The current proposal of 1-free month is insufficient to shift behavior long-term.
- Could the developer increase the amount of bicycle parking, including larger secure parking for cargo bikes and ebikes?

Catalyze SV's members have good ideas for how to make this project even better. Will you please consider ensuring they become part of the final project?

Thank you for considering my perspective.

Sincerely,

Bonnie Filipovic

From: Michael Abramson <[REDACTED]>
Sent: Thursday, July 23, 2020 6:32 PM
To: OCM AP; Glenn Hendricks; Russ Melton; Michael S. Goldman; Nancy Smith; Larry Klein; Gustav Larsson; Mason Fong; CityClerk AP; Trudi Ryan; Noren Caliva-Lepe; PlanningCommission AP; Planning AP; [REDACTED]g; Travis Duncan; Michelle King; Shaunn Mendrin
Subject: Input on Cityline Project by Sares Regis

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

Dear Planning Commissioners, Planning Staff, & Sares Regis,

I want the best possible development projects to be built in our community.

That's why I want to offer some ideas on what I like about the Cityline project, as well as what you can do to make sure it's the best project possible.

Sares Regis's impressive project will bring people to downtown and create a vibrant place.

Here are some things to like about the current proposal:

- The developer is bringing 793 homes, of which 11% will be affordable to this transit-oriented location downtown
- It focuses on connecting to Caltrain by guiding residents and visitors between the station and a public redwood square.
- It extends Murphy Avenue and adds to downtown's vibrancy with ground floor commercial and a public square.
- Sares Regis followed an extensive and impressive community engagement process

And here are some things the Commission might consider in its deliberations:

- Could the developer increase the residential building height and density to add both more market-rate and affordable units in this transit-oriented location?
- While the development is building to a level of sustainability above city requirements, could the developer move up to the Build it Green "Platinum" standard?
- Could Sares Regis increase the percent of parking spaces for electric vehicles?
- Would the developer consider providing long-term transit passes to residents as a TDM measure that would allow it to reduce the amount of parking? The current proposal of 1-free month is insufficient to shift behavior long-term.
- Could the developer increase the amount of bicycle parking, including larger secure parking for cargo bikes and ebikes?

Catalyze SV's members have good ideas for how to make this project even better. Will you please consider ensuring they become part of the final project?

Thank you for considering my perspective.

Sincerely,
Michael Abramson
South Bay YIMBY

Bonnie Filipovic

From: Mike Serrone <[REDACTED]>
Sent: Monday, July 27, 2020 9:25 AM
To: PlanningCommission AP; Council AnswerPoint
Subject: Items 20-0179 Downtown Specific Plan Amendment and 20-0342 DEVELOPMENT AGREEMENT between the City of Sunnyvale and STC Venture LLC (CityLine)

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

Members of the Planning Commission,

The Downtown Specific Plan Amendment and the Development Agreement with CityLine are critical next steps in the long and winding road leading to revival of our downtown. I urge you to recommend that the City Council approve both the Amendment and the Development Agreement.

Over the past several years, CityLine has held many, many outreach meetings, meetings with the Planning Commission, with the City Council, with staff, meetings with Livable Sunnyvale and other organizations. A search of the City meeting files shows 28 reports or actions going back to 2017 related to the CityLine development.

My sense is that this development has had more reviews than all other current projects combined. And CityLine has been very responsive to feedback from the City and the public, making extensive changes based on the input they received.

Recently, Livable Sunnyvale along with Catalyze SV reviewed the latest proposal from CityLine. Both organizations endorsed the project.

At this point, I do not believe that there is any improvement or refinement to either of these items that is worth delaying this development by a single day.

Downtown has been mostly vacant for so long we have accepted it as the new normal, but there has been a major impact on revenues to the City and our quality of life from the very long delays. CityLine has the financing and the expertise to complete this development. We are fortunate to have a good partner willing to invest in our City. We should seize the opportunity and let this move ahead. Any minor details that have not been previously addressed can be dealt with later.

The comments above would be my recommendation if we weren't in the middle of a pandemic. But the pandemic makes it even more critical that we start this development. Downtown construction will be very disruptive, but at this point there is very little to disrupt. Any work that can be done while we are in partial shutdown will be a good thing. And anything that is open for business next year when the economy starts to come back will also be a good thing.

Even more of a concern: Investors in CityLine and other Sunnyvale projects may decide to direct their funding into one of the many countries that has successfully dealt with the coronavirus and is in economic recovery. We should not assume that we can delay this development indefinitely.

Please give a strong referral of these items to Council and urge them to act quickly so that work rebuilding downtown can start immediately

Respectfully,

Mike Serrone

Bonnie Filipovic

From: Paul Bickmore <[REDACTED]@m>
Sent: Sunday, July 26, 2020 12:29 PM
To: OCM AP; Glenn Hendricks; Russ Melton; Michael S. Goldman; Nancy Smith; Larry Klein; Gustav Larsson; Mason Fong; CityClerk AP; Trudi Ryan; Noren Caliva-Lepe; PlanningCommission AP; Planning AP; Travis Duncan; Michelle King; Shaunn Mendrin
Subject: The Cityline Project

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

Dear Planning Commissioners, Planning Staff, & Sares Regis,

I like the Cityline project, want you to make it the best project possible.

Here are some things to like about the current proposal:

- We're getting seven hundred ninety-three homes, almost one ninth of which will be affordable
- It focuses on connecting to Caltrain by guiding residents and visitors between the station and a public redwood square.
- It extends Murphy Avenue and adds to downtown's vibrancy with ground floor commercial and a public square.

And here are some things the Commission might consider in its deliberations:

- Could the developer increase the residential building height and density to add both more market-rate and affordable units?
- Would the developer and city consider reducing the amount of parking in this transit-oriented location? Providing long-term transit passes to residents as a T.D.M. measure might make this easier to do, as the current proposal of one free month is not much.
- Could the developer increase the amount of bicycle parking, including larger secure parking for cargo bikes and ebikes?

Catalyze SV's members in our community (like me) have good ideas for how to make this project even better. Ensure we are included in improving the final project

Thank you,

Paul Bickmore

Bonnie Filipovic

From: Rahul @ Oxford <[REDACTED]>
Sent: Sunday, July 26, 2020 10:50 PM
To: PlanningCommission AP
Subject: Supporting Cityline's Phase 2 development of Sunnyvale downtown

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

To the Sunnyvale Planning Commission,

This letter is to voice The Oxford Gastropubs full and complete support of the continuing efforts by Cityline specifically its Phase 2 development of the Sunnyvale downtown.

As a board member on the SDA I recognize and respect the important contribution Cityline is making to the downtown fabric of Sunnyvale which in turn positively impacts the business(s).

Given their proven track record myself and other board members of the SDA feel confident that this development is in the best possible hands.

Thank you and look forward to a positive response.

--

regards,
Rahul Nair
Managing Partner

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.

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

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



Follow us on:



Jon de Ridder
Administrative Aide
Community Development Department
Planning Division

Phone: 408-730-7402
Planning Answer Point: 408-730-7440
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. 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.

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

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: Tara Martin-Milius <[REDACTED]>
Sent: Sunday, July 26, 2020 9:53 PM
To: PlanningCommission AP
Subject: CityLine Item

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

Hello, Planning Commissioners,

Please approve the Downtown Specific Plan Amendment and the Cityline Development Agreement on Monday night.

This is a timely next step toward the downtown completion. Cityline's project with the public plaza in the center brings retail, housing and jobs to transit, TOD and mixed-use in our downtown! As a long-time proponent of affordable housing, and open space, I support this project, and have since it started. There are also significant community benefits.

Go high, go dense, go green!

Regards,
Tara Martin-Milius



City of Sunnyvale

July 27, 2020

Planning Commission

Sunnyvale, CA 94086

Re: DSP & Citiline Phase ||

As a board member of the Sunnyvale Downtown Association, I write this letter to show my full support for the Downtown Specific Plan. As a member of the board and our local community we feel this project will better our downtown business/organizations all together.

I am excited to see this movement move forward and bring our diverse community together as we plan for a better tomorrow.

Thank you to those involved in making Citiline Phase || possible!

Sincerely,

Amit Rajgarhia

A handwritten signature in black ink, appearing to read "Amit Rajgarhia", is written over a horizontal line.



July 27, 2020

City of Sunnyvale – Planning Commission
456 W. Olive Avenue
Sunnyvale, CA 94086

Re: Planning Commission Meeting – Downtown Specific Plan Amendment

Honorable Commissioners,

On behalf of Target Corporation and our T2584 Sunnyvale store, I would like to share our enthusiastic support of the Downtown Specific Plan Amendment. I am sure that each of you recall when Target its Sunnyvale store in 2009. I know that I certainly do! Every Target team member that had a role in bringing this project to reality was incredibly proud when the Sunnyvale store finally opened. Our new store along with the reinvestment and transformation that was planned for the immediate neighborhood appeared to be an incredible match of vision and synergy, but soon thereafter, the harsh reality of the Recession took hold, which impacted the entire nation including Sunnyvale. Prior to the Recession, there was vision and clarity, but its aftermath left little more than doubt and the question: “what’s next?”. The DSP amendment and the subsequent execution of the project will finally provide the realization that Sunnyvale’s best days are still ahead.

The DSP amendment addresses learnings taken from the aftermath of the Recession and will put them into action. Housing, business, dining and entertainment all connected, providing a collective synergy that will reflect the very essence of “Live, Work and Play”. Add-in the upside of short and long term employment opportunities, additional sales-tax revenues and the eventual connection of the CALTRAIN station to the rest of downtown, and it’s quite easy to get enthused for what this will mean to the Sunnyvale community, which Target is proud to be a part of!

Thank you for your consideration.

Respectfully,

A handwritten signature in black ink, appearing to read "Tom Dawson".

Tom Dawson
Sr. Real Estate Portfolio Manager
Target Corporation

Ktea Cafe

139 S Murphy Ave
Sunnyvale, Ca 94086
[REDACTED]

7/25/2020

City of Sunnyvale

Planning Commission
Sunnyvale, Ca 94086

Re: SDA's support of the DSP and Phase 2 of the Cityline Development

As a Business Owner, Board Member and Treasure with the Sunnyvale Downtown Association. I would like to welcome and express my appreciation for the beginning of a long-lasting business relationship with Cityline working to support the entire Sunnyvale downtown and working with the SDA.

Sincerely,

Katie Voong
Katie Voong

Owner, Ktea Café

Kteacafe@gmail.com

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



Monday, July 27, 2020

To: Sunnyvale Planning Department

From: Michael Johnson, Executive Director, Sunnyvale Downtown Association

Subj: Sunnyvale Downtown Association Support for the Downtown Specific Plan, and Phase II of the Cityline Development.

The Sunnyvale Downtown Association (SDA), its full board and businesses are enthusiastic, and fully supportive of the City of Sunnyvale's Downtown Specific Plan and the commencement of the second phase of the Cityline Development. We also are in support of the Minkoff Group project as well.

The SDA is excited to welcome these new developments and the promise they hold in building a vibrant and exciting downtown, that will help our businesses, our city, and our community.

As the Executive Director of the Sunnyvale Downtown Association, we are excited for the future these new projects bring with new businesses, new jobs, and the continued opportunities for the many businesses that call Sunnyvale their home. We look forward to welcoming these exciting enhancements, and the promise of all who will benefit from this next level of growth.

Respectfully,

Michael Johnson

Executive Director

Sunnyvale Downtown Association

Bonnie Filipovic

From: Michelle Maginot [REDACTED]
Sent: Monday, July 27, 2020 5:34 PM
To: PlanningCommission AP
Subject: Supportive of DSP

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

(thought I sent this email this morning, hopefully it's not too late)

My name is Michelle Maginot and I am a resident of Sunnyvale, I live just a couple blocks east of the downtown area. I urge you approve the Downtown Specific Plan Amendment and the Cityline Development Agreement tonight. I like Cityline's mixed-use project and the balance they have found. I appreciate their engagement and willingness to work with the community and various stakeholders. I am particularly supportive of the affordable housing, and gathering opportunities at Redwood Square. I hope to keep the redwood square as green as possible with as much grass as possible! I love when I walk past the current grass space by the redwoods and see people running around and playing in that space! We have used and enjoyed that grass space as well.

Thank you for your time!

Michelle