

Hitchens, Cort

From: [REDACTED]
Sent: Wednesday, November 8, 2023 4:21 PM
To: District1; Hitchens, Cort
Subject: Spar Ave. Residential Area

[External Email]

Some people who received this message don't often get email from monty.urakami@gmail.com. [Learn why this is important](#)

ENVIRONMENTAL PROJECT MANAGER

Cort Hitchens
408-794-7386

Cort.Hitchens@sanjoseca.gov

ROSEMARY KAMEI

district1@sanjoseca.gov

Frequent visitors of friends on Spar Ave. San Jose, Ca. 95117 this area is already in total congestion and by adding additional residential buildings it will make things a lot worse! I sometimes feel in Los Angeles !

As residents of the neighborhood, we propose the following:

1) NOT amending the General Plan to allow Mark Tersini, developer and owner of 425 Winchester Blvd, San Jose, CA 95117, to increase the height limit and decrease the setbacks for the project. This goes against city policy and the urban village plan.

This is not a case of "Not in my backyard". The process of approving the Urban Village Plan was a painful one for our neighborhood. In the name of progress, we were asked to accept the Urban Village Plan along with the inevitable increase in development. Our neighborhood made sacrifices to allow for larger population

densities, higher building height limits, and higher site planes that block out sunlight. Now, developers want this neighborhood to sacrifice more. The proposed hotel project would increase the building height from the allowed 65' to 85' as well as increase the site plane from 45 degrees to 75 degrees blocking out even more sunlight especially for homes immediately abutting the proposed hotel. This is the first project to be developed on the northern end of the Winchester Urban Village and will set a horrible precedent. If changes to the General Plan are approved, we can expect all the other future developments to follow suit. Approved changes to the current Urban Village Plan limits will line the pockets of developers while decreasing our property values and, more importantly, greatly decreasing our quality of life.

After reviewing the traffic analysis performed by Kimley Horn, it is clear Kimley Horn does not understand our neighborhood. You cannot get an accurate assessment of the traffic situation by analyzing data from 2 midweek days. Santana Row and Valley Fair are both shopping and dining destinations. They both have high demands on weekday evenings, weekends, holidays, and special events. The traffic count performed by Kimley Horn was done on Thursday, March 3, 2023 (ONE DAY). The intersection analysis was done from the hours of 7:00-9:00 and 4:00-6:00 on Wednesday, February 15, 2023 (ONE DAY). This is not an adequate representation of the neighborhood traffic and does not demonstrate that the traffic calming measures are successful. In fact, even during slow times of the year, midweek, the data shows twice as much traffic on Spar Ave as Hanson Ave with approximately 200 more cars on Spar Ave (daily on a slow day of the week) than Hanson Ave.

When current traffic calming measures were first put in place, little regard was given to the block of Spar Ave. When the intersection at Stevens Creek and Winchester gets busy (especially on weekday evenings, weekends, holidays, and special events), vehicles cut-through on Spar at a high rate of speed to avoid the intersection. Traffic can

get so bad that vehicles traveling west on Stevens Creek will either make an illegal u-turn at Hansen or use Spar to turn south onto Winchester. Driving apps will direct drivers heading east on Stevens Creek onto Spar Ave to save time by avoiding the Stevens Creek Blvd and Winchester intersection.

The Kimley Horn traffic analysis report failed to analyze the intersection at Stevens Creek and Hanson. Traffic used to be shared by Hansen, Spar and Maplewood; however, since the closing of Olin at Hansen, this traffic all goes through Spar. With little analysis, you can see that Spar Ave has the same number of homes as Hansen and should receive approximately the same amount of traffic. The doubling of traffic on Spar is due to non-local cut-through drivers. Non-local cut-through traffic onto Spar Ave will only worsen if the hotel project on 425 Winchester is allowed to go through without proper remediation. If Spar is already getting cut-through traffic headed to Santana Row and Winchester, it will certainly get cut-through traffic to and from the Hotel. It is important to realize that this is an issue now even with the Santana West office building currently vacant. What will happen when this building is in full use and hotel built?

The neighborhood residents understand that development is inevitable; however, it is unjust and unfair to sacrifice our neighborhood in the process. Solving the traffic issue is key to the success of the Urban Village Plan. The Spar/Hanson traffic at the new roundabout narrows significantly and is difficult to navigate, especially for pedestrians and bicycles. Most cut-through traffic is not familiar with a turnabout and struggle to determine who has the right of way.

The planning commission has recognized the need to codify the definition of a “Residential Street” and recommends the city council approve the proposed text amendment to the General Plan. File No. GPT23-002 amends the Envision San Jose 2040 General Plan, Chapter 5, “Transportation Network Designations” section, “Street

Typologies” subsection, “Residential Street” definition to read as follows (emphasis ours):

Residential Streets are local routes between and within neighborhoods. They are intended to provide access to properties and *serve slow, low-volume traffic*. As these low-volume corridors may be used by non-local traffic as cut-through routes to bypass congested corridors, *neighborhood traffic management strategies should be applied as appropriate to slow and reduce through automobile and truck traffic, discourage dangerous driving behaviors, and ensure safe crossings.*

Sincerely,

Concerned resident

--

Frequent visitors of friends on Spar Ave. San Jose, Ca. 95117 this area is already in total congestion and by adding additional residential building it will make things a lot worse!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hitchens, Cort

From: [REDACTED]
Sent: Monday, November 6, 2023 9:55 PM
To: Hitchens, Cort; District1
Subject: Proposed Hotel at 425 Winchester Blvd.

[External Email]

Some people who received this message don't often get email from theevansme@gmail.com. [Learn why this is important](#)

To Cort Hitchens and Rosemary Kamei,

I am writing in response to the proposed hotel [425 Winchester Blvd, San Jose, CA 95117](#) and the request to amend the General Plan by the developer and owner Mark Tersini.

DO NOT amend the urban village plan to allow the increase in building height from 65' to 85' as well as increase the site plane from 45 degrees to 75 degrees blocking out sunlight, especially for homes immediately abutting the proposed hotel.

According to the Santana Row/Valley Fair UV Plan section 5.3- ,COMPATIBILITY OF BUILDING HEIGHT, PLACEMENT AND SCALE , "Building massing in any infill development **must consider the scale and nature of the adjacent uses.**" Single family residences are located adjacent to the property in question and so must be considered.

Goal UD-7 is to create an urban environment where **new development steps down toward existing low-intensity residential uses** and is built to the human-scale at the ground level.

The plan clearly states that the height of the building should be no more than 65'. There is no reason to amend the plan for this property.

According to the Northern California Hospitality Market Report by Matthews Real Estate Investment services, "**San Jose's hotel industry's recovery has been slow making the market one of the hardest hit nationally.** Annual hotel room demand and average daily rate are not projected to recover to 2019 levels within the next few years" **Hotel occupancy is not expected to recover until 2027.** There is not enough demand for hotel rooms to justify a larger hotel. The added jobs is not enough to justify amending the Plan, and it certainly would decrease the quality of life for the residents adjacent to the property in question.

Regarding the traffic analysis, only 2 days of data were taken. This is not an adequate representation of the neighborhood traffic and does not take into account the amount of traffic that will be generated when the Santana West Office building, located across the street from the proposed hotel, is filled with office workers. Nor did it take into account the amount of traffic that will be generated from the residences located on what was the Winchester mobile home park. That will be another 1000 people and their cars. VTA ridership is still only 72% of pre-pandemic numbers and most people will still drive their cars.

The planning commission has recognized the need to codify the definition of a "Residential Street" and recommends the city council approve the proposed text amendment to the General Plan. File No. GPT23-002 amends the Envision San Jose 2040 General Plan, Chapter 5, "Transportation Network Designations" section, "Street Typologies" subsection,

“Residential Street” definition to read as follows :

Residential Streets are local routes between and within neighborhoods. They are intended to provide access to properties and serve slow, low-volume traffic. As these low-volume corridors may be used by non-local traffic as cut-through routes to bypass congested corridors, neighborhood traffic management strategies should be applied as appropriate to slow and reduce through automobile and truck traffic, discourage dangerous driving behaviors, and ensure safe crossings.

Sincerely,



Winchester Neighbor

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

RESPONSE TO:

425 Winchester Boulevard Hotel Transportation Analysis 1st Submittal SP23-005 3-00948 March 2023

FROM PAGE 4:

CEQA Transportation Analysis

Project Vehicle Miles Traveled (VMT) Evaluation

For informational purposes, the City's VMT per worker threshold for general employments land uses is 12.21. For the surrounding land use area, the existing VMT is 12.22. The proposed project is anticipated to generate a VMT per worker of 12.21. The evaluation tool estimates that the project would generate per worker VMT below the City's threshold and would not trigger a VMT impact.

This portion of the CEQA Transportation Analysis is highly suspect, as "the proposed project is 'anticipated to generate a VMT per worker of 12.21", which appears to be the smallest possible reportable or documentable amount of 1/100th of a mile below the threshold of 12.22 miles. This appears to be a fudge-factor sneak past requirements to barely edge into VMT analysis exemption.

Local Transportation

Analysis Project Trip Generation

Trip generation for the proposed project land uses was calculated using trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Per the 2020 Transportation Analysis Handbook, trip generation reduction credits were applied to the project including location-based mode-share and removal of existing driveway counts. Baseline vehicle trips for the proposed project (excluding trip adjustments) is anticipated to generate a gross total of 1,406 daily trips, 81 AM peak hour trips, and 104 PM peak hour vehicle trips. Development of the proposed project with all applicable trip reductions is anticipated to generate a net total of 1,062 additional daily trips, 61 AM, and 67 PM peak hour trips to the roadway network.

The two hours of 'Peak Period' are "anticipated to generate" 185 trips during those two hours, leaving 1221 'anticipated' trips for the rest of the day. Considering a 14 hour 'trip' day, that would leave 12 hours as non-peak, averaging 102 trips per hour. Non-peak average trip count of 102 trips per hour is almost exactly the anticipated PM peak of 104 trips per hour. Those numbers would indicate the "anticipated" AM peak hour trip count is less than the average trip per hour count for the rest of the trip day by at least 20%. The math does not add up here.

FROM PAGE 5:

Intersection Traffic Operations

Weekday AM and PM peak hour intersection turning movement volumes for the existing study intersections were obtained from new turning movement counts collected at the study intersections on February 15, 2023. Traffic conditions for each study intersection was analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under Existing, Background, and Background Plus Project condition scenarios. City of San José and Valley Transportation Authority Congestion Management Program intersection level of service standards and significance thresholds were used to determine adverse effects caused by the project.

As traffic conditions in the Santana Row Valley Fair Urban Village are exceptionally high and have particular challenges based on the draw of Valley Fair & Santana Row, both Winchester and Stevens Creek being “Grand Boulevards”, location of I-880/HWY 17 & I-280 and how they act as traffic funneling points for boulevard through surface traffic and highway exit & entry traffic, holiday shopping traffic and more, all warrant and should mandate special traffic analysis parameters and requirements.

A mid-week, single day traffic study for a project this size in this U.V. is inadequate to give a true assessment of current real-world conditions in order to determine potential impacts brought by the project.

Consideration should be given to the exceptionally high area traffic volumes during times like the holiday shopping season.

FROM PAGE 6:

Neighborhood Interface

The Santana West development has implemented traffic calming improvements for the Century/Winchester residential neighborhood to reduce cut-through traffic. Based on trip generation and distribution, it is anticipated that the project will not significantly increase cut-through traffic through the residential neighborhood and cause an adverse effect. In addition, the project is not anticipated to adversely affect the existing parking condition in the Century/Winchester neighborhood due to sufficient on-site project parking.

The Santana West traffic calming improvements have generally been improvements for Hanson and Maplewood residents, but not for Spar residents. The Olin & Hanson diverter barrier has increased cut-through traffic on Spar. Generally, Spar traffic has increased by the amount of cars that would have otherwise accessed Olin & Winchester by coming down Hanson or Maplewood. Any vehicles coming to or leaving the project site not by Winchester will do so by driving Spar. Closure of Spar by converting the round-a-bout to a cul-de-sac is fully warranted and being requested by the neighborhood.

Part of how this Spar round-a-bout conversion to cul-de-sac is warranted can be found at:

<https://www.sanjoseca.gov/home/showpublisheddocument/97850/638199153022670000>

MEMORANDUM

TO: PLANNING COMMISSION

FROM: Christopher Burton

SUBJECT: GP23-002 GPT23-002, GPT23-003

DATE: May 24, 2023

COUNCIL DISTRICT: Citywide Type of Permit General Plan Amendment (GP23-002) General Plan Text Amendment (GPT23-002) General Plan Text Amendment (GPT23-003) Project Planner Wilson Tam

Proposed text for Residential Street: Residential Streets are local routes between and within neighborhoods. They are intended to provide access to properties and serve slow, low-volume traffic. As these low-volume corridors may be used by non-local traffic as cut-through routes to bypass congested corridors, neighborhood traffic management strategies should be applied as appropriate to slow and reduce through automobile and truck traffic, discourage dangerous driving behaviors, and ensure safe crossings.

If any General Plan Text Amendments are passed as part of this project, this is the one. This memorandum specifically points out how San Jose Planners see the current General Plan text description for Residential Streets as inadequate and in need of change. That change is needed to help protect the most vulnerable of residential streets, as Spar Avenue is.

Working together, San Jose D.O.T., W.O.N.A. & F.R.I.T. came up with the best traffic calming changes we could without closing off Spar Avenue. Installation of the Hanson / Olin diverter barrier and the Hanson / Spar round-a-bout have come at a heavy cost to the residents of Spar Avenue, who have endured dramatically higher volumes of cut-through traffic ever since.

Just before installation of the round-a-bout contractors for the city installed new A.D.A. ramps, never before had at the north & south corners of Spar & Hanson. These ramps were apparently already in the works while we all worked together on the traffic calming measures. D.O.T. should have known these were coming and taken that into account at the time. These incoming ramps were never mentioned in the meetings, emails and conversations with D.O.T. The new ramps were installed shortly before the round-a-bout, with placement / configuration of the round-a-bout rendering the new and much needed A.D.A. ramps unfit for use.

Cul-de-sacing Spar Avene at the round-a-bout, as drawn up by Spar resident Dave Duquette, would solve the A.D.A. compliance problem at Spar & Hanson while at the same time end the unacceptable cut-through traffic the other traffic calming "improvements" has exacerbated.

On page 24, "VMT Evaluation Tool" states, "the project will be coordinating infrastructure improvements such as traffic calming measures and pedestrian facilities with the City"....

The City and developer can easily meet the greatest pedestrian facility needs and traffic calming need by round-a-bout conversion to Spar cul-de-sac with an A.D.A. compliant north / south pedestrian walkway from connecting both Spar & Hanson corners.

FROM PAGE 18:

2.3 Existing Pedestrian and Bicycle Facilities

Bicyclists either share the lane with traffic or ride on the sidewalk when travelling on Stevens Creek Boulevard.

Full bicycle lanes now exist on Stevens Creek between San Tomas Expressway and I-880.

FROM PAGE 20:

2.7 Century/Winchester Neighborhood On-street parking in the Century/Winchester neighborhood is restricted to residential permit parking through the City of San Jose Residential Parking Program (RPP) to limit the intrusion of outside vehicles from adversely affecting the neighborhood's own parking demand. Residents who live or own in the designated RPP area can apply for a parking permit through the City's department of transportation. The RPP zone for the Century/Winchester neighborhood includes Maplewood Avenue, Hanson Avenue, and Spar Avenue, and each street is enforced with posted signs for permit parking only.

Failed to be mentioned are the first two residential properties on each side of the north end of Rosewood Avenue.

FROM PAGE 25:

3.3 CEQA Cumulative Analysis

Projects must also demonstrate consistency with the Envision San Jose 2040 General Plan to address cumulative impacts. If a project is determined to be consistent with the General Plan, the project will be considered part of the cumulative solution to meet the General Plan's long-range goals and it will result in a less-than-significant cumulative impact. Factors that contribute to a determination of consistency with the General Plan include a project's density, design, and conformance to the goals and policies set forth in the General Plan. Based on the project description and intended use, the proposed 425 Winchester development is consistent with the goals of the General Plan and is anticipated to result in a less-than-significant cumulative impact.

If the Olin Hotel project was consistent with the General Plan, the project would not need to make General Plan amendments. Even if the city planners and the Planning Commission believe that adjustments to the set-back, height and daylight plane requirements for this individual project would as "anticipated", "result in a less-than-significant cumulative impact", the suggested General Plan Text Amendments would certainly result in more than "significant cumulative impact" once the other developments north of the Olin Hotel build out and make the same set-back and daylight plane adjustments. Consider the same for what will happen on the Big 5, Credit Union, and Goodyear sites, all owned by one family LLC, the impact will be massive to the U.V. bordering homeowners on the east/north side of Spar.

FROM PAGE 49:

6 LTA SITE ACCESS AND CIRCULATION

6.1 Driveway Site Access

- Driveway 1 at Winchester Boulevard – Right-In and Right-Out only access for delivery truck vehicles
- Driveway 2 Port-de-Coche at Olin Avenue – Full access for passenger vehicles

Driveway 2 should be "Left Out Only" to prevent Spar cut-through traffic to Stevens Creek Blvd.

FROM PAGE 57:

Project Driveway Sight Distance For vehicles entering Lundy Avenue and Concourse Drive roadways from the proposed project driveways....

The mention here of Lundy Avenue and Concourse Drive suggests that at least part of the text for "Project Driveway Sight Distance" was cut / pasted from another project.

How much was of the rest of the Traffic Analysis was cut / pasted from other projects?

FROM PAGE 62:

6.6 Vehicle and Bicycle Parking

the project is required to provide a baseline total of 216 off-street vehicle parking spaces for the proposed hotel use. To satisfy the City's off-street parking requirement, the project willhave a special use permit to allow for an alternative parking arrangement of valet and additional off-site parking in another area. Final details of the off-site parking agreement will be determined between the project applicant and the City.

Before Planning Commission approval, there should currently be at least some preliminary details of the off-street parking agreement. What information can either developer or city provide at this time regarding preliminary details of an off-site parking agreement?

FROM PAGE 64:

6.8 Construction Operations

A temporary construction vehicle parking and stage construction area could be provided at the private parking lot located immediately south of the project site. This potential parking area would require the contractor to obtain necessary approval, right of entry, and permits with the City and property owners prior to construction.

It is presumed this section refers to the surface parking lot at the Santana West site. Has anyone talked with F.R.I.T.? If not at Santana West, where will it be?

FROM PAGE 65:

6.9 Neighborhood Interface

.....most project traffic is expected to utilize the major Winchester Boulevard arterial for travel.

All project traffic should be required to utilize Winchester Boulevard for travel, with no through access to Spar Avenue. The project exit #2 driveway should be posted with "Left Turn Only" signs, directing drivers toward Winchester & Santana Row. Additionally, Spar should be cul-de-saced.

FROM PAGE 66:

.... up to 35% of vehicles surveyed along Spar and Hanson Avenue are exceeding the posted speed limit.

This 35% of Spar Avenue speeders are all cut-through drivers, not of the neighborhood. The survey may have happened on a good day or days, when the percentage of speeding drivers happened to be low.

...the traffic calming improvements have reduced vehicle traffic by up to 50%.

This may or may not be true for Maplewood, Hanson and Olin west of Spar. Spar residents feel traffic on their street has at least doubled since installation of the diverter and round-a-bout.

The collected speed and volume data indicates that the traffic calming measures implemented from the Santana West development is making a positive effect toward slowing vehicle speeds and reducing cut through traffic through the neighborhood.

This may be true to some degree for Maplewood and Hanson, but generally not for Spar. I myself as well as Spar residents have witnessed from the round-a-bout, people drive down Hanson expecting to make a left onto Olin, only to be blocked by the diverter and now pissed off, speed back up Hanson right turn and speed down Spar. Spar continues to take heavier cut-through traffic than before traffic calming implementation.

FROM PAGE 66 end / PAGE 67 beginning:

At the Olin and Maplewood Avenue intersection, approximately 100-feet of the east leg does not provide sidewalk facilities and curb ramps for continuous pedestrian access.

The document is incorrect in that a curb ramp does exist at the north-east corner on Olin & Maplewood. This ramp and the one across Olin came over a year ago. New sidewalk installation where none has ever existed on Olin at Maplewood should be required of the project as a pedestrian improvement. Replacement of existing damaged or deficient sidewalks should also be required on Spar, Hanson & Maplewood.

...it is anticipated that all project vehicles will park in the proposed on-site parking garage or in other offsite locations.

There is no question that all project vehicles will park in the proposed on-site parking or in other off-site locations. The big question is where will that "other off-site" parking happen, and will it be legal on the street or authorized on private property, like Santana West or Santana Row.

FROM PAGE 70:

7 CONCLUSIONS AND RECOMMENDATIONS

Project Vehicle Miles Traveled (VMT) Evaluation

...the City's VMT per worker threshold for general employments land uses is 12.21. For the surrounding land use area, the existing VMT is 12.22. The proposed project is anticipated to generate a VMT per worker of 12.21. The evaluation tool estimates that the project would generate per worker VMT below the City's threshold and would not trigger a VMT impact.

The "existing VMT per worker threshold" numbers versus the "anticipated generated VMT per worker numbers are only 1/100th of a mile difference. This is too close to rely on as an estimate suggesting VMT impact would not be generated. The community is concerned that a numbers shell game is being played here.

Project Trip Generation

...trip generation reduction credits were applied to the project including location-based mode-share and removal of existing driveway counts. Baseline vehicle trips for the proposed project (excluding trip adjustments) is anticipated to generate a gross total of 1,406 daily trips, 81 AM peak hour trips, and 104 PM peak hour vehicle trips. Development of the proposed project with all applicable trip reductions is anticipated to generate a net total of 1,062 additional daily trips, 61 AM, and 67 PM peak hour trips to the roadway network.

Gross to net reduction credits %'s are "Daily=24.5%", "Peak AM=24.7%", "Peak PM=35.6%"

To suggest that project trips will be reduced by nearly 1/4 because people can use "other than auto" transportation modes, and the repurposing of one driveway to deliveries, is a fallacious argument.

Intersection Traffic Operations

Weekday AM and PM peak hour intersection turning movement volumes for the existing study intersections were obtained from new turning movement counts collected at the study intersections on February 15, 2023. Traffic conditions for each study intersection was analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under Existing, Background, and Background Plus Project condition scenarios. City of San José and Valley Transportation Authority Congestion Management Program intersection level of service standards and significance thresholds were used to determine adverse effects caused by the project.

Anyone who truly knows and understands traffic conditions in this U.V. knows that traffic conditions here are highly dynamic based upon many variables. Assessing intersection operations on a calendar day having the least amount of traffic only serves the developer in advancing his project entitlement approvals. It does nothing to address the real-world traffic conditions this project would make worse.

Adverse Effects and Improvements

The project is not anticipated to generate an adverse effect to the study intersections and roadways during the Project scenario.

Although the project does not "anticipate" itself to create "an adverse effect" to area roadways and intersections, the local neighborhood fully expects that it will. Part of that "adverse effect" will come directly from the new trips generated by the project, and part will come "per city request to improve multi-modal access".

Per City request to improve multi-modal access, the project would need to coordinate with the City and implement the following improvement:

- Install a crosswalk at the Winchester/Olin north intersection leg. In coordination with City staff, this improvement would consist of new striping, a pedestrian button relocation, and a 6-foot wide half-bulbout curb extension along Olin Avenue at the project frontage.

Nowhere in the Traffic Analysis are there diagrams or modified photos of how this proposed bulb-out will be designed and placed. The need for this bulb-out should be clearly stated, documented in the Traffic Analysis, but it won't be. I'm sure the developer believes that bulb-out is not necessary and would rather not have to take the extra time, effort & money to get it installed.

This completely unnecessary 6' bulb-out projection into the Olin roadway will prove to be a major choke point for Winchester Boulevard traffic, and will likely bring negative impacts to the bicycle lane as well. Currently the curb to double yellow centerline distance is 18.5 feet. Adding this bulb-out projection of 6 feet will reduce the usable roadway entry into Olin and the project by approximately 32%.

We understand that this is intended to shorten the pedestrian crossing distance to make pedestrian crossing safer. We argue that this bulb-out projection will in fact place pedestrians closer to turning vehicles making them less safe, particularly as the turning movements will be made more difficult, making those turning movements more dangerous and in fact less safe for all users. That six foot distance of shortening the pedestrian crossing time can easily be compensated or made up for by simply extending the pedestrian go by two to three seconds before red to green signal change.

The bulb-out will have a high likelihood of creating more southbound gridlocking by those turning left onto Olin from northbound Winchester. Occupation of the Santana West office building and Olin driveway access to the parking structure will exacerbate the problem, adding to a less safe condition for all roadway users.

If this is a municipal requirement, a full accounting from S.J. D.O.T. of exactly why this is a requirement should be made to both the developer and the public. For reasons described above, the neighborhood believes that the bulb-out should be eliminated from the plan and planning process.

FROM PAGE 71:

- Provide a monetary contribution for an in-lieu fee for future Class IV protected bike lane implementation along the Winchester Boulevard project frontage per the CSJ Better Bike Plan 2025 (\$144 per LF)

Addition of the protected bike lane in front of the project will essentially eliminate the ability for southbound drivers to right onto Olin from a red light if the first car in the #3 lane is stopped and waiting to proceed straight through the intersection. This will further add queueing in the southbound right #3 lane and possibly increase sudden lane mergers without signaling from the right #3 lane to the middle #2 southbound lane, adding to less safe roadway conditions.

Addition of protected bike lane that prevent right turns on red with one or more vehicles queued in the right lane will help to deteriorate an already poor LOS an Olin & Winchester. The more the city helps to deteriorate LOS at this intersection with unnecessary hardscape "improvements", the more it will negatively impact LOS at other nearby intersection and overall boulevard performance. This is in contradiction to the environmental goals stated by the city.

A full "before" evaluation of intersection performance should be made ahead of bulb-out and protected bike lane installation to document intersection performance to establish a baseline for determining the negative impacts these "improvements" will bring.

Pedestrian and Bicycle Site Access and Circulation

Existing sidewalks along the project frontages on Winchester Boulevard and Olin Avenue would be reconstructed to provide direct bicycle and pedestrian access. Winchester Boulevard will be improved with hardscape improvements per the adopted Urban Village Plan to satisfy the Grand Boulevard design as designated per the Envision San Jose 2040 General Plan. The project is anticipated to add pedestrian and bicycle trips across the Winchester Boulevard and Olin Avenue intersection due to proximity to Santana Row. Per City request to improve multi-modal access, the project would need to coordinate with the City and implement the following improvement:

Are these multi-modal access "improvements" a request or requirement by the city??

If this is a request, does the developer and / or public have a choice in the matter?

If this is a requirement, what is mandating this "requirement"?

How are these "improvements" of bulb-out & project frontage protected bike lane being reviewed for potential negative impact to intersection operation and L.O.S.?

On-Site Vehicle and Bicycle Parking

To satisfy the City's off-street parking requirement, the project will implement TDM measures and have a special use permit to allow for an alternative parking arrangement of valet and additional off-site parking in another area. Final details of the off-site parking agreement will be determined between the project applicant and the City.

At a bare minimum, preliminary details of the off-site parking agreement should be reviewed by the public and the Planning Commission before Planning Commission approval of the project.

Submitted 06 November 2023



Vice President

Traffic & Transportation Liaison

Winchester Orchard Neighborhood Association – W.O.N.A.

Hitchens, Cort

From: [REDACTED]
Sent: Sunday, November 5, 2023 4:09 PM
To: District1; Hitchens, Cort
Subject: 425 Winchester Blvd hotel proposal

[External Email]

You don't often get email from rknapp12@aol.com. [Learn why this is important](#)

To Rosemary Kamei & Cory Hitchens,

As longtime residents of the Winchester Orchard Neighborhood (over 50 years on Maplewood Ave), we are both alarmed and extremely concerned about the negative impact of the proposed hotel Development on the corner of Winchester Blvd and Olin Ave.


We understand that development will happen but feel it is vital that any development adhere to the Urban Village plan. It would be detrimental to the existing neighborhood and quality of life and living conditions otherwise.

The proposed hotel project would increase the building height from the allowed 65' to 85' as well as increase the site plane from 45 degrees to 75 degrees blocking out even more sunlight especially for homes immediately abutting the proposed hotel. This is the first project to be developed on the northern end of the Winchester Urban Village and will set a horrible precedent. If changes to the General Plan are approved, we can expect all the other future developments to follow suit.

In addition to this, we have major concerns about the project's effect on neighborhood traffic which has already suffered from changing traffic patterns, higher density and increased parking issues. We feel that the traffic study does not accurately reflect the conditions within the neighborhood. Traffic has greatly increased on Spar (drivers using Spar as a way to avoid the Stevens Creek/Winchester intersection). This project would only further negatively impact Spar, Hanson, and Maplewood. Our understanding is that the current mediations in the neighborhood were supposed to be reviewed and possibly be revised six months after the Santana West project was occupied. This has not yet occurred.

We sincerely hope that the city of San Jose and the planning commission does not approve the increased height limits, decreased setbacks and increased site plane as requested by the owner and developer of the Winchester Blvd project, Mark Tersini.

Sincerely,


Residents of Winchester Orchard Neighborhood

Sent from my iPhone

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hitchens, Cort

From: [REDACTED]
Sent: Sunday, November 5, 2023 11:03 AM
To: District1; Hitchens, Cort
Subject: 425 Winchester Hotel Proposal

[External Email]

Some people who received this message don't often get email from alexduquette9@gmail.com. [Learn why this is important](#)

As residents of the neighborhood, we propose the following:

1) NOT amending the General Plan to allow Mark Tersini, developer and owner of 425 Winchester Blvd, San Jose, CA 95117, to increase the height limit and decrease the setbacks for the project. This goes against city policy and the urban village plan.

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After reviewing the traffic analysis performed by Kimley Horn, it is clear Kimley Horn does not understand our neighborhood. You cannot get an accurate assessment of the traffic situation by

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The Kimley Horn traffic analysis report failed to analyze the intersection at Stevens Creek and Hanson. Traffic used to be shared by Hansen, Spar and Maplewood; however, since the closing of Olin at Hansen, this traffic all goes through Spar. With little analysis, you can see that Spar Ave has the same number of homes as Hansen and should receive approximately the same amount of traffic. The doubling of traffic on Spar is due to non-local cut-through drivers. Non-local cut-through traffic onto Spar Ave will only worsen if the hotel project on 425 Winchester is allowed to go through without proper remediation. If Spar is already getting cut-through traffic headed to Santana Row and Winchester, it will certainly get cut-through traffic to and from the Hotel. It is important to realize that this is an issue now even with the Santana West office building currently vacant. What will happen when this building is in full use and hotel built?

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The planning commission has recognized the need to codify the definition of a “Residential Street” and recommends the city council approve the proposed text amendment to the General Plan. File No. GPT23-002 amends the Envision San Jose 2040 General Plan, Chapter 5, “Transportation Network Designations” section, “Street Typologies” subsection, “Residential Street” definition to read as follows (emphasis ours):

Residential Streets are local routes between and within neighborhoods. They are intended to provide access to properties and *serve slow, low-volume traffic*. As these low-volume corridors may be used by non-local traffic as cut-through routes to bypass congested corridors, *neighborhood traffic management strategies should be applied as appropriate to slow and reduce through automobile and truck traffic, discourage dangerous driving behaviors, and ensure safe crossings.*

Sincerely,

Concerned resident

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hitchens, Cort

From: [REDACTED]
Sent: Sunday, November 5, 2023 8:00 AM
To: Hitchens, Cort; District1; [REDACTED]
Subject: 425 Winchester Blvd. Hotel

[External Email]

You don't often get email from psmnb@sbcglobal.net. [Learn why this is important](#)

Dear Mr. Hitchens and Miss Kamei,

As a resident of the neighborhood, along with my neighbors we propose the following:

1) NOT amending the General Plan to allow Mark Tersini, developer and owner of 425 Winchester Blvd, San Jose, CA 95117, to increase the height limit and decrease the setbacks for the project. This goes against city policy and the urban village plan.

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Sincerely,

[Redacted signature]

[Redacted title]

-
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-
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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hitchens, Cort

From: [REDACTED]
Sent: Saturday, November 4, 2023 4:06 PM
To: Hitchens, Cort; District1
Subject: 425 Winchester Hotel proposal

[External Email]

Some people who received this message don't often get email from dukeprop@gmail.com. [Learn why this is important](#)

As residents of the neighborhood, we propose the following:

- 1) NOT amending the General Plan to allow Mark Tersini, developer and owner of 425 Winchester Blvd, San Jose, CA 95117 to increase the height of the proposed hotel project 20 feet over the Urban Village agreed-upon maximum height of 65 feet.
- 2) The full closure of Spar Ave at Hanson Ave to traffic by way of a concrete barrier with removable bollards to allow for access by emergency vehicles. Exhibit A is a map with the proposed change.

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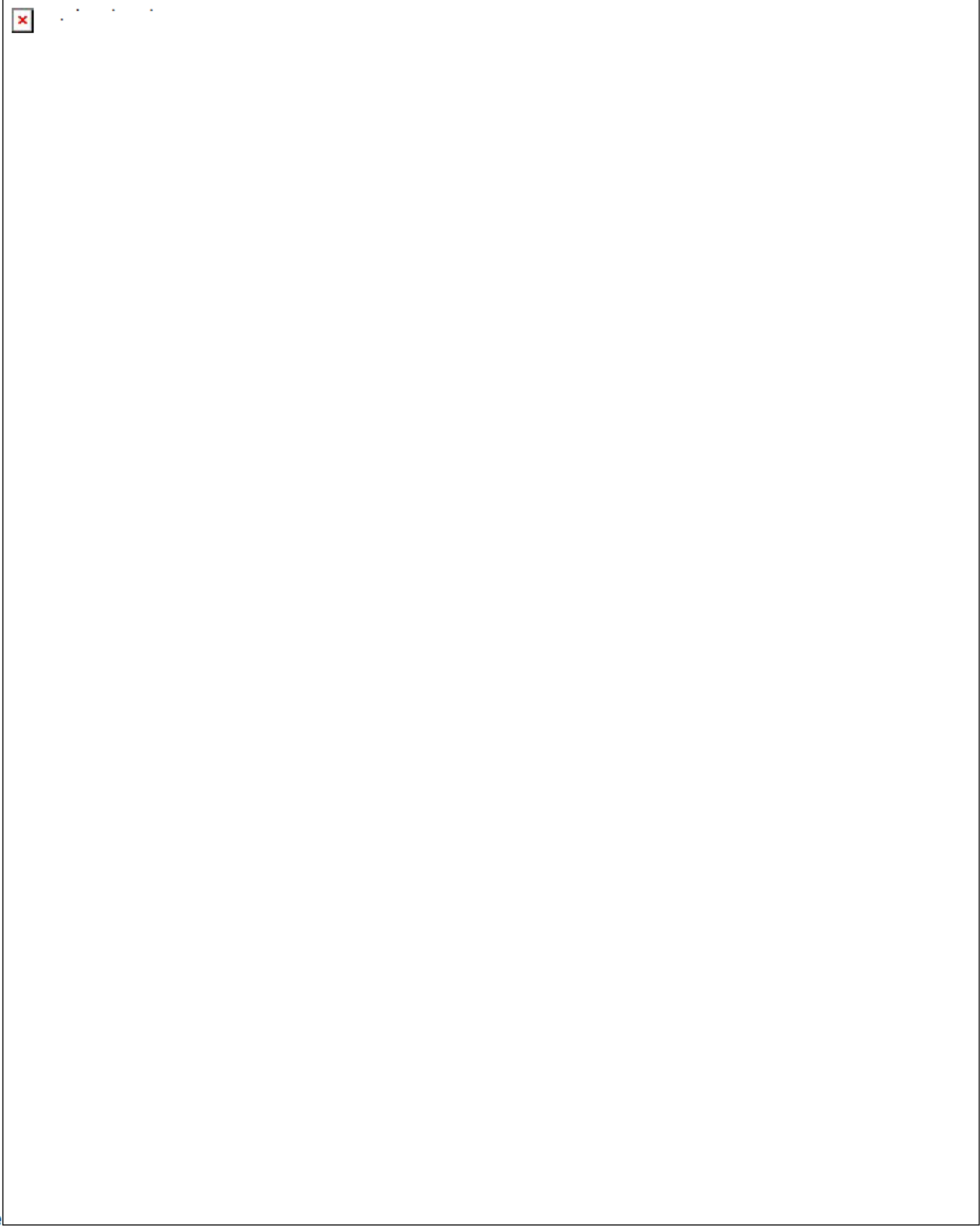
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Exhibit A: Proposed Closure of Spar Ave at Hanson



This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hitchens, Cort

From: [REDACTED]
Sent: Saturday, November 4, 2023 3:51 PM
To: Hitchens, Cort
Subject: 425 Winchester hotel proposal

[External Email]

You don't often get email from nkaduke@yahoo.com. [Learn why this is important](#)

As residents of the neighborhood, we propose the following:

1) **NOT** amending the General Plan to allow Mark Tersini, developer and owner of 425 Winchester Blvd, San Jose, CA 95117, to increase the height limit and decrease the setbacks for the project. This goes against city policy and the urban village plan.

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Sincerely,

Concerned resident

Sent from my iPhone

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hitchens, Cort

From: [REDACTED]
Sent: Friday, November 3, 2023 8:35 PM
To: Hitchens, Cort
Subject: New Proposed Hotel at 425 Winchester Blvd

[External Email]

You don't often get email from phamjdk@gmail.com. [Learn why this is important](#)

Dear Cort,

As residents of the neighborhood, I am very concerned about the potential hotel at the 425 Winchester proposed location.

This is not a case of "Not in my backyard". The process of approving the Urban Village Plan was a painful one for our neighborhood. In the name of progress, we were asked to accept the Urban Village Plan along with the inevitable increase in development. Our neighborhood made sacrifices to allow for larger population densities, higher building height limits, and higher site planes that block out sunlight. Now, developers want this neighborhood to sacrifice more. The proposed hotel project would increase the building height from the allowed 65' to 85' as well as increase the site plane from 45 degrees to 75 degrees blocking out even more sunlight especially for homes immediately abutting the proposed hotel. This is the first project to be developed on the northern end of the Winchester Urban Village and will set a horrible precedent. If changes to the General Plan are approved, we can expect all the other future developments to follow suit. Approved changes to the current Urban Village Plan limits will line the pockets of developers while decreasing our property values and, more importantly, greatly decreasing our quality of life.

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demonstrate that the traffic calming measures are successful. In fact, even during slow times of the year, midweek, the data shows twice as much traffic on Spar Ave as Hanson Ave with approximately 200 more cars on Spar Ave (daily on a slow day of the week) than Hanson Ave. I am often stuck in Valley Fair and Santana Row traffic on a weekend for upwards of 10 minutes to go from Winchester to the 280 ramp. Traffic can get so bad that vehicles traveling west on Stevens Creek will either make an illegal u-turn at Hansen or use Spar to turn south onto Winchester. Driving apps will direct drivers heading east on Stevens Creek onto Spar Ave to save time by avoiding the Stevens Creek Blvd and Winchester intersection.

The traffic analysis report failed to analyze the intersection at Stevens Creek and Hanson. Traffic used to be shared by Hansen, Spar and Maplewood; however, since the closing of Olin at Hansen, this traffic all goes through Spar. With little analysis, you can see that Spar Ave has the same number of homes as Hansen and should receive approximately the same amount of traffic. The doubling of traffic on Spar is due to non-local cut-through drivers. Non-local cut-through traffic onto Spar Ave will only worsen if the hotel project on 425 Winchester is allowed to go through without proper remediation. If Spar is already getting cut-through traffic headed to Santana Row and Winchester, it will certainly get cut-through traffic to and from the Hotel. It is important to realize that this is an issue now even with the Santana West office building currently vacant. What will happen when this building is in full use and hotel built?

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Residential Streets are local routes between and within neighborhoods. When there is excessive traffic during the evening, weekends, holidays and during special events the nearby neighborhoods become a space for speeding cars that are using the neighborhood streets as pass through. The neighborhood has young children, my household being one, that have fears of letting our kids outside to play due to the high volume of speeding cars that come through.

Please help us keep our neighborhoods safe.

Sincerely,

Concerned resident

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hitchens, Cort

From: [REDACTED]
Sent: Monday, October 30, 2023 9:51 AM
To: Hitchens, Cort
Cc: [REDACTED]
Subject: Valley Water Comments for MND for the 425 S Winchester Blvd Project

You don't often get email from aquan@valleywater.org. [Learn why this is important](#)

[External Email]

Morning Cort Hitchens –

The Santa Clara Valley Water District (Valley Water) has received the Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration and Initial Study (MND) for the 425 S. Winchester Blvd Project, located at 425 S. Winchester Blvd and 390 Spar Avenue in San Jose, received by Valley Water on October 11, 2023.

Valley Water has the following comments on this NOI to the MND:

- Pg 62 – Riparian Habitat; Pg 65 – Discussion (d); Pg 120 – Existing Setting; Pg 124 – Less than Significant Impact:** While the NOI is correct in stating the closest waterway to the Project site is San Tomas Aquino Creek, it is unclear where the length of 2.50 miles was obtained from. From the nearest end of the project site, San Tomas Aquino Creek is about 0.72 miles west from the westernmost tip. The text needs to be revised for accuracy.
- Pg 120 – Existing Setting; Pg 126 – Discussion (d):** The NOI states that the FIRM shows the Project site outside of any flood hazard zone. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06085C0229H, effective May 18, 2009, the entire Project site is located within Zone D, representing areas of undetermined flood hazard. While the Project site is not in a Special Flood Hazard Area (SFHA), technically, every area has a designated flood hazard zone. This should be revised to state that the project site is not located within a SFHA, since flood risks are undetermined, but possible in this area.

Additionally, the footnote at the bottom of Pg 120 needs to be revised to include a reference to FEMA FIRM 06085C0229H, effective May 18, 2009. This footnote needs to be added to Pg 126, too, since the text needs to reference Zone D, per above paragraph.
- Pg 126 – Discussion (d):** The NOI states “Areas in Flood Zone X are subject to inundation by .2 percent annual chance shallow flooding where average depths are less than one foot.” While one of the possible characteristics of Zone X is that average depths are less than one foot, this is not characteristic of the Zone X at this project site. The segment of “where average depths are less than one foot” needs to be removed for accuracy.
- Pg 124 – Discussion (b):** Please revise “Santa Clara Valley Groundwater Basin” to “Santa Clara Subbasin” for accuracy.
- Please note the project site is located within the James J. Lenihan Dam failure inundation zone.

Thank you for the opportunity to review the NOI to the MND. If you have any questions, or need further information, you can reach me at [REDACTED], or by e-mail at [REDACTED]. Please reference Valley Water File No. 34209 on future correspondence regarding this project.

Thank you,

[REDACTED]
ASSISTANT ENGINEER II - CIVIL
Community Projects Review Unit
[REDACTED]

Santa Clara Valley Water District is now known as:



Clean Water • Healthy Environment • Flood Protection

VALLEY WATER

5750 Almaden Expressway, San Jose CA 95118

www.valleywater.org

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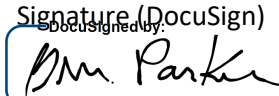
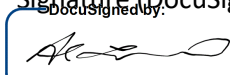
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The planning commission has recognized the need to codify the definition of a “Residential Street” and recommends the city council approve the proposed text amendment to the General Plan. File No. GPT23-002 amends the Envision San Jose 2040 General Plan, Chapter 5, “Transportation Network Designations” section, “Street Typologies” subsection, “Residential Street” definition to read as follows (emphasis ours):

Residential Streets are local routes between and within neighborhoods. They are intended to provide access to properties and *serve slow, low-volume traffic*. As these low-volume corridors may be used by non-local traffic as cut-through routes to bypass congested corridors, *neighborhood traffic management strategies should be applied as appropriate to slow and reduce through automobile and truck traffic, discourage dangerous driving behaviors, and ensure safe crossings.*

We, the undersigned residents and homeowners of the neighborhood, agree with this proposal (wet signatures available on request):

██████████	██████████	Signature (DocuSign) <small>DocuSigned by:</small> 	Date
██████████	██████████	Signature (DocuSign) <small>D0797AA00E3E4B0...</small>	10/28/2023
██████████	██████████	Signature (DocuSign) <small>DocuSigned by:</small> 	Date
██████████	██████████	Signature (DocuSign) <small>373E623A31824AC...</small>	10/28/2023
██████████	██████████	Signature (DocuSign)	Date

██████████	██████████	DocuSigned by: 	10/31/2023
Street Address	Printed Name	03295F3056D242B... Signature (DocuSign)	Date
██████████	██████████	Gui Lybis	10/29/2023
Street Address	Printed Name	A224926A41CF4F1... Signature (DocuSign)	Date
██████████	██████████	Hank Vandurhulst	10/31/2023
Street Address	Printed Name	8ED5A4EE37004C4... Signature (DocuSign)	Date
██████████	██████████		
Street Address	Printed Name	Signature (DocuSign)	Date
██████████	██████████	Anil Gulati	10/31/2023
Street Address	Printed Name	77F853FE7C5D419... Signature (DocuSign)	Date
██████████	██████████	Anjali Gulati	11/3/2023
Street Address	Printed Name	6588095239194FE... Signature (DocuSign)	Date
██████████	██████████		10/31/2023
Street Address	Printed Name	680062963378411... Signature (DocuSign)	Date
██████████	██████████	Mark Brading	10/30/2023
Street Address	Printed Name	7E9CBACC823548E... Signature (DocuSign)	Date
██████████	██████████	Matt Brading	11/1/2023
Street Address	Printed Name	1615AEE5AE16478... Signature (DocuSign)	Date
██████████	██████████	Mark Brading	10/30/2023
Street Address	Printed Name	7E9CBACC823548E... Signature (DocuSign)	Date
██████████	██████████	Matt Brading	11/1/2023
Street Address	Printed Name	1615AEE5AE16478... Signature (DocuSign)	Date
██████████	██████████		
Street Address	Printed Name	Signature (DocuSign)	Date
██████████	██████████	Raza Malik	10/28/2023
Street Address	Printed Name	C5536D12FCC84D8... Signature (DocuSign)	Date
██████████	██████████		10/30/2023
Street Address	Printed Name	C4F3D38C09404D9... Signature (DocuSign)	Date
██████████	██████████	KARTHIK AIA	10/31/2023
Street Address	Printed Name	762455D8867D4EF... Signature (DocuSign)	Date
██████████	██████████	nanya chodisetti	10/31/2023
Street Address	Printed Name	9E631E49CCD5491... Signature (DocuSign)	Date


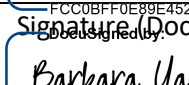
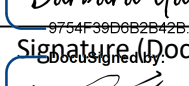
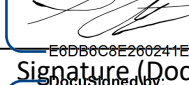
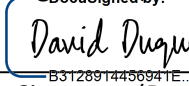

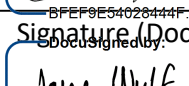
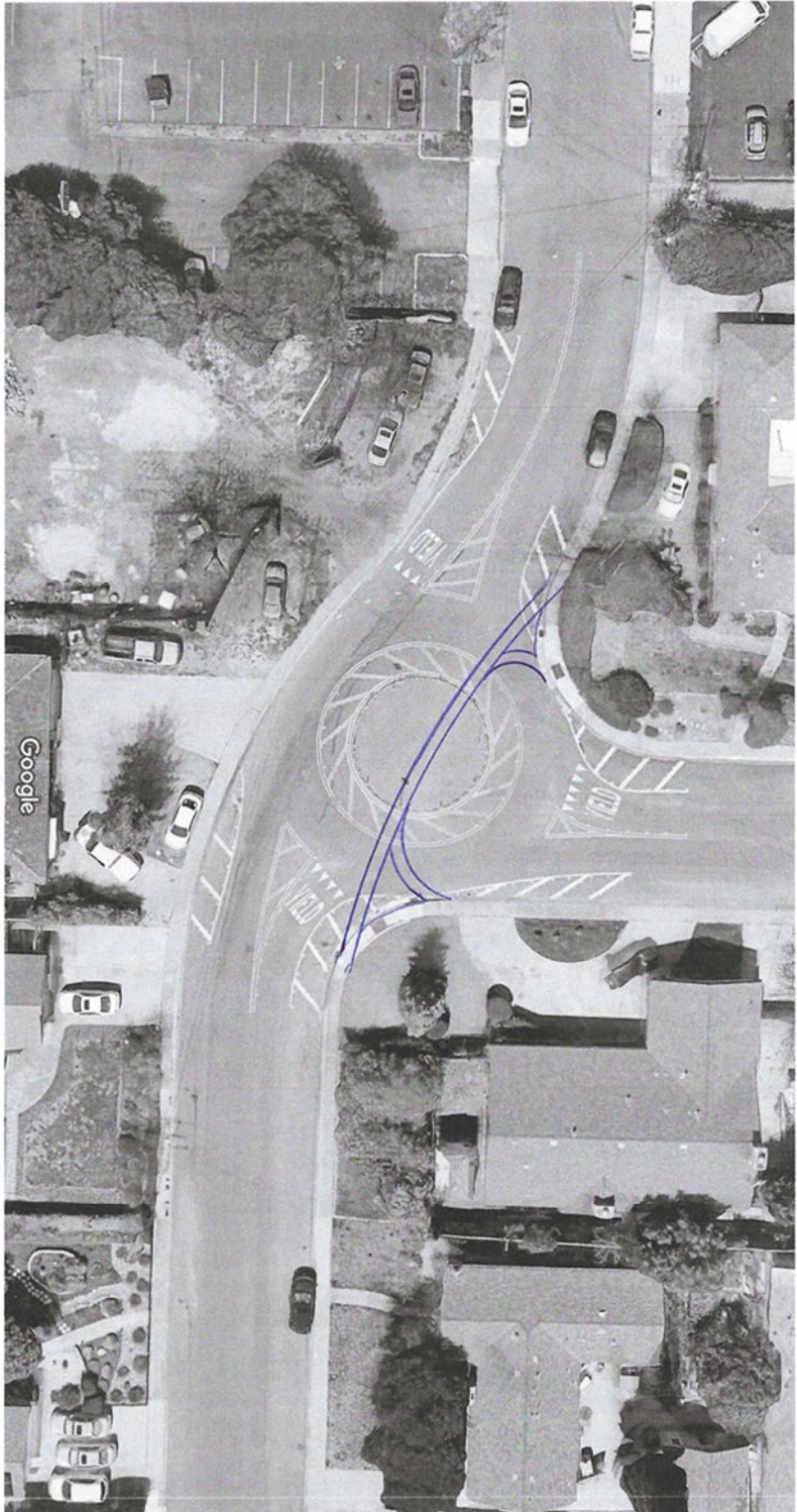
Street Address	Printed Name	Signature (DocuSign)	Date
[Redacted]	[Redacted]	 DocuSigned by: FCC0BFF0E89E452...	10/28/2023
[Redacted]	[Redacted]	 DocuSigned by: 9754F39D6B2B42B...	10/28/2023
[Redacted]	[Redacted]	 DocuSigned by: E6DB6C6E260241E...	10/28/2023
[Redacted]	[Redacted]	 DocuSigned by: B3128914456941E...	10/28/2023
[Redacted]	[Redacted]	 DocuSigned by: BFEF9E54028444F...	10/29/2023
[Redacted]	[Redacted]	 DocuSigned by: D7DA280998DB43B...	10/28/2023
[Redacted]	[Redacted]	 DocuSigned by: 7B8E524F0447486...	10/28/2023
[Redacted]	[Redacted]	Signature (DocuSign)	Date
[Redacted]	[Redacted]	Signature (DocuSign)	Date
[Redacted]	[Redacted]	Signature (DocuSign)	Date

Exhibit A: Proposed Closure of Spar Ave at Hanson Ave

10/13/23, 2:20 PM

Google Maps 367 Spar Ave

367 Spar Ave - Google Maps



Imagery ©2023 Google, Imagery ©2023 Airbus, Maxar Technologies, Map data ©2023 20 ft

<https://www.google.com/maps/place/367+Spar+Ave,+San+Jose,+CA+95117/@37.3221297,-121.9523576,102a,35y,87.99h/data=!3m1!1e3!4m0!3m1!1s0x808fca0a242018f70x98990ca95c3465818m2!3d37.3212679!4d...>

Exhibit B: Map of Spar Residents Signing Petition



As residents of the neighborhood, we propose the following:

- 1) **NOT** amending the General Plan to allow Mark Tersini, developer and owner of 425 Winchester Blvd, San Jose, CA 95117 to increase the height of the proposed hotel project 20 feet over the Urban Village agreed-upon maximum height of 65 feet.
- 2) The full closure of Spar Ave at Hanson Ave to traffic by way of a concrete barrier with removable bollards to allow for access by emergency vehicles. Exhibit A is a map with the proposed change.

This is not a case of "Not in my backyard". The process of approving the Urban Village Plan was a painful one for our neighborhood. In the name of progress, we were asked to accept the Urban Village Plan along with the inevitable increase in development. Our neighborhood made sacrifices to allow for larger population densities, higher building height limits, and higher site planes that block out sunlight. Now, developers want this neighborhood to sacrifice more. The proposed hotel project would increase the building height from the allowed 65' to 85' as well as increase the site plane from 45 degrees to 75 degrees blocking out even more sunlight especially for homes immediately abutting the proposed hotel. This is the first project to be developed on the northern end of the Winchester Urban Village and will set a horrible precedent. If changes to the General Plan are approved, we can expect all the other future developments to follow suit. Approved changes to the current Urban Village Plan limits will line the pockets of developers while decreasing our property values and, more importantly, greatly decreasing our quality of life.

After reviewing the traffic analysis performed by Kimley Horn, it is clear Kimley Horn does not understand our neighborhood. You cannot get an accurate assessment of the traffic situation by analyzing data from 2 midweek days. Santana Row and Valley Fair are both shopping and dining destinations. They both have high demands on weekday evenings, weekends, holidays, and special

events. The traffic count performed by Kimley Horn was done on Thursday, March 3, 2023 (ONE DAY). The intersection analysis was done from the hours of 7:00-9:00 and 4:00-6:00 on Wednesday, February 15, 2023 (ONE DAY). This is not an adequate representation of the neighborhood traffic and does not demonstrate that the traffic calming measures are successful. In fact, even during slow times of the year, midweek, the data shows twice as much traffic on Spar Ave as Hanson Ave with approximately 200 more cars on Spar Ave (daily on a slow day of the week) than Hanson Ave.

When current traffic calming measures were first put in place, little regard was given to the block of Spar Ave. When the intersection at Stevens Creek and Winchester gets busy (especially on weekday evenings, weekends, holidays, and special events), vehicles cut-through on Spar at a high rate of speed to avoid the intersection. Traffic can get so bad that vehicles traveling west on Stevens Creek will either make an illegal u-turn at Hansen or use Spar to turn south onto Winchester. Driving apps will direct drivers heading east on Stevens Creek onto Spar Ave to save time by avoiding the Stevens Creek Blvd and Winchester intersection.

The Kimley Horn traffic analysis report failed to analyze the intersection at Stevens Creek and Hanson. Traffic used to be shared by Hansen, Spar and Maplewood; however, since the closing of Olin at Hansen, this traffic all goes through Spar. With little analysis, you can see that Spar Ave has the same number of homes as Hansen and should receive approximately the same amount of traffic. The doubling of traffic on Spar is due to non-local cut-through drivers. Non-local cut-through traffic onto Spar Ave will only worsen if the hotel project on 425 Winchester is allowed to go through without proper remediation. If Spar is already getting cut-through traffic headed to Santana Row and Winchester, it will certainly get cut-through traffic to and from the Hotel. It is important to realize that this is an issue now even with the Santana West office building currently vacant. What will happen when this building is in full use and hotel built?

The neighborhood residents understand that development is inevitable; however, it is unjust and unfair to sacrifice our neighborhood in the process. Solving the traffic issue is key to the success of the Urban Village Plan. The Spar/Hanson traffic at the new roundabout narrows significantly and is difficult to navigate, especially for pedestrians and bicycles. Most cut-through traffic is not familiar with a turnabout and struggle to determine who has the right of way.



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We, the undersigned residents and homeowners of the neighborhood, agree with this proposal (wet signatures available on request):

		<small>DocuSigned by:</small> <i>Ken Oberge</i> <small>FAE8EDC2619F43D...</small>	11/3/2023
Street Address	Printed Name	Signature	Date

		<small>DocuSigned by:</small> <i>[Signature]</i> <small>4A39A47F3CCE49D...</small>	11/6/2023
Street Address	Printed Name	Signature	Date

		<small>DocuSigned by:</small> <i>Judith Hage</i> <small>4E9EBB2BDA6D413...</small>	11/3/2023
Street Address	Printed Name	Signature	Date

Street Address	Printed Name	Signature	Date
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		<small>DocuSigned by:</small> <i>Chris Giangreco</i> <small>70563B9AEB654D6...</small>	11/6/2023
Street Address	Printed Name	Signature	Date

		<small>DocuSigned by:</small> <i>Daphna Woolfe</i> <small>E8F171D0EB9A48C...</small>	11/6/2023
Street Address	Printed Name	Signature	Date

		<small>DocuSigned by:</small> <i>Josh Wulf</i> <small>D4BCB9A42DA54D5...</small>	11/6/2023
Street Address	Printed Name	Signature	Date



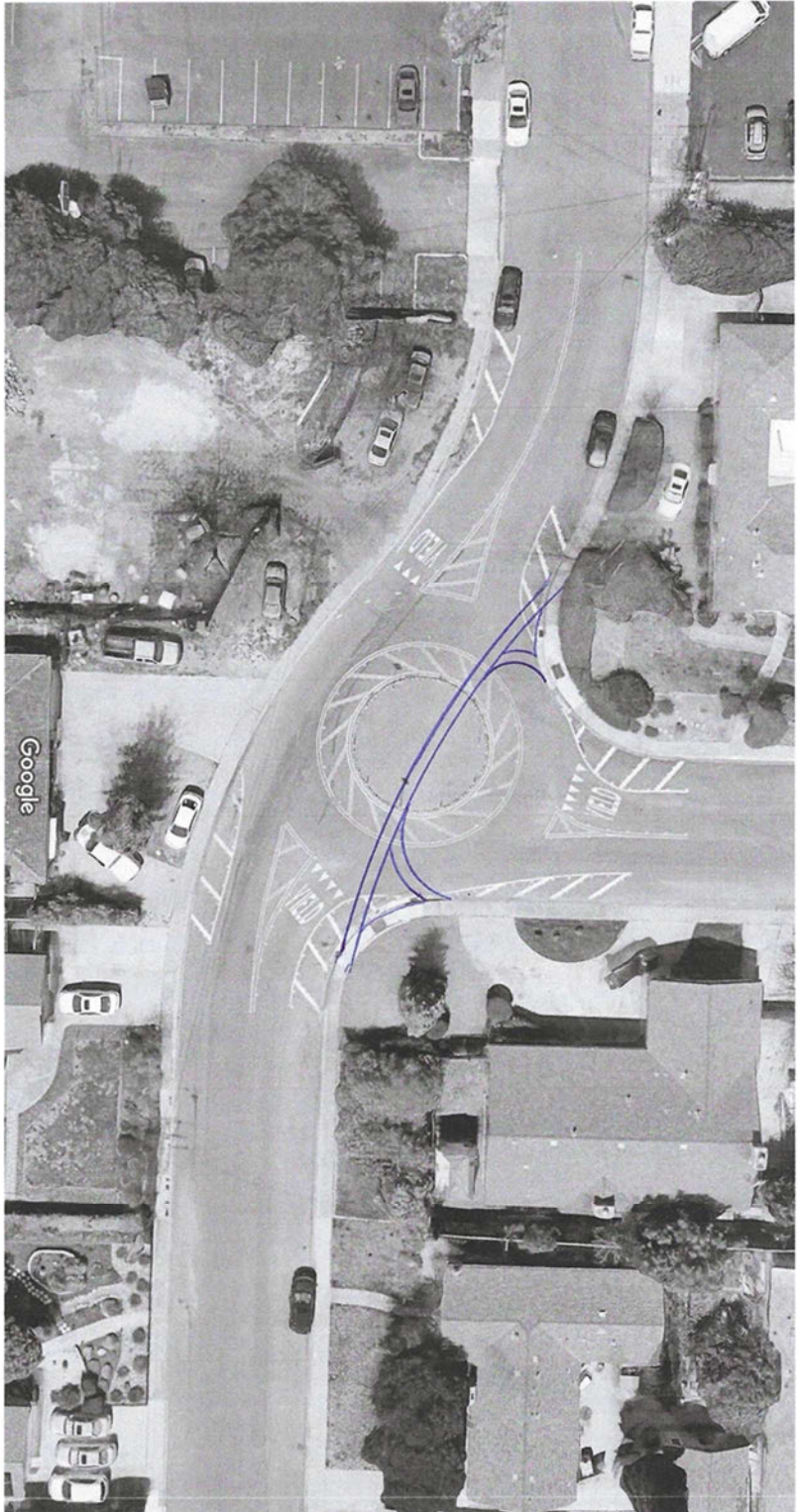
		<small>DocuSigned by:</small> <i>[Signature]</i> <small>70B39F10410347E...</small>	11/3/2023
Street Address	Printed Name	Signature	Date

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10/13/23, 2:20 PM

Google Maps 367 Spar Ave

367 Spar Ave - Google Maps



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<https://www.google.com/maps/place/367+Spar+Ave,+San+Jose,+CA+95117/@37.3221297,-121.9523576,102a,35y,87.99h/data=!3m1!1e3!4m6!3m5!1s0x808fca0a2d2018f70x98990ca95c3465818m2!3d37.3212679!4d...>



November 2, 2023

Cort Hitchens
City of San Jose
200 E Santa Clara St, 3rd Flr
San Jose, CA 95113

Re: GPT23-001, GP23-007, C23-099, SP23-005
425 S Winchester Blvd

Dear Cort Hitchens,

Thank you for providing PG&E the opportunity to review the proposed plans for 425 S Winchester Blvd dated 10/11/2023. Our review indicates the proposed improvements do not appear to directly interfere with existing PG&E facilities or impact our easement rights.

Please note this is our preliminary review and PG&E reserves the right for additional future review as needed. This letter shall not in any way alter, modify, or terminate any provision of any existing easement rights. If there are subsequent modifications made to the design, we ask that you resubmit the plans to the email address listed below.

If the project requires PG&E gas or electrical service in the future, please continue to work with PG&E's Service Planning department: <https://www.pge.com/cco/>.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding our response, please contact the PG&E Plan Review Team at pgeplanreview@pge.com.

Sincerely,

PG&E Plan Review Team
Land Management

RESPONSE TO:

Appendix H: Acoustical Assessment for the 425 Winchester Boulevard Hotel

Starting on page 29, there is a list of **Stationary Noise Sources**.

Comment 1:

The residences on Spar Ave already get enough stationary noise originating from the park inside Santana Row. The noise from the **Recreational Activities**, as listed on page 30, will be more significant than as noted. Please assess with more detail and less estimation and have the developer consider installing a clear sound wall to keep the sound in for the benefit of my neighborhood and keep the chilly gusts out for the hotel guests.

Comment 2:

As stated in Comment 1, we already receive a good amount of noise originating from the park and passing through the corridor created by the sheer buildings along Olin. Where is the Acoustical Analysis of the open air restaurant planned for the first floor of this new development? Noise levels in excess of 100 decibels are not uncommon in restaurants today, its windows will open up to both Winchester and Olin, and the sound emanating from them will ride the same corridor into our homes.

Submitted 06 November 2023

██████████

██████████

Traffic Calming Committee

Winchester Orchard Neighborhood Association - W.O.N.A.