

From: [Jack Chui](#)
To: [Garg, Tina](#)
Subject: Re: NOTICE OF CEQA POSTING: Public Review Draft MND: Julian and Tripp Mixed Use Development Project
Date: Friday, October 13, 2023 5:24:37 PM

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[External Email]

Hi Tina,

The previous meeting described that the traffic report was still being prepared. My tenants(349 Wooster Ave) are really concerned about that. The are saying there isn't any parking and traffic is horrible already.

A-1

Additionally is there a phone number I can call to contact the builder?

A-2

Thank you so much,

Jack

From: Garg, Tina <Tina.Garg@sanjoseca.gov>
Sent: Friday, October 13, 2023 11:03 AM
Subject: NOTICE OF CEQA POSTING: Public Review Draft MND: Julian and Tripp Mixed Use Development Project

**PUBLIC NOTICE
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
CITY OF SAN JOSE, CALIFORNIA**

Project Name: Julian and Tripp Mixed Use Development Project

City File Nos.: H21-050, H22-012, H22-001, and ER21-297

Description: The proposed project consists of applications for three separate Site Development Permits to allow construction of a total of 913 multi-family residential units and approximately 14,820 square feet of commercial space across three sites. The development proposed for the site at 1325 E. Julian Street (Vila de Camila) would consist of 633 residential units and approximately 11,500 square feet of commercial space on a single parcel. The buildings would be 10 stories. The development proposed for the site at 1347 E. Julian Street (Casa Inclusiva) would consist of 45 residential units in a single, six-story, 63,097 square foot

apartment building as well as approximately 2,500 square feet of ground floor commercial space on two adjacent parcels.

Location: 1298 Tripp Avenue, 380 North 26th Street, and 345 and 341 Wooster Avenue (Residencias Arianna, File No. H21-050); 1325 E. Julian Street (Vila de Camila, H22-012); 1347 E. Julian Street (Casa Inclusiva, H22-001).

Assessor's Parcel No.: 249-66-013, 249-66-040, 249-66-037, and 249-66-038 (Residencias Arianna, File No. H21-050); 249-65-061 (Vila de Camila, H22-012); 249-65-058 and 249-65-060 (Casa Inclusiva, H22-001).

Council District: 3

Applicant Contact Information: Diridon Investments, LLC, Attn: Loida C. Kirkley, 1238 Sutter St., Ste 801, San Francisco, CA 94109

The City has performed an environmental review of the project. The environmental review examines the nature and extent of any adverse effects on the environment that could occur if the project is approved and implemented. Based on the review, the City has prepared a Draft Mitigated Negative Declaration (MND) for this project. An MND is a statement by the City that the project will not have a significant effect on the environment because the project will include mitigation measures that will reduce identified project impacts to a less than significant level. The project site is not present on any list compiled pursuant to Section 65962.5 of the California Government Code.

Public Review Period: Friday, October 13, 2023, and ends on Thursday, November 2, 2023

The public is welcome to review and comment on the Draft MND. Comments should be submitted no later than Thursday, November 2, 2023, by 5:00 pm.

Document Link: [Environmental Review Documents | City of San José \(sanjoseca.gov\)](#)

The documents are also available for review with an appointment during normal business hours at the City of San Jose Department of Planning, Building and Code Enforcement, located at City Hall, 200 East Santa Clara Street, 3rd Floor (Tower); or during normal business hours at Dr. Martin Luther King, Jr. Main Library located at 150 E. San Fernando Street, and the East San Jose Carnegie Library located at 1102 E Santa Clara Street.

Project Manager: Contact Tina Garg at (408) 535-7895, or by e-mail at tina.garg@sanjoseca.gov for an appointment request or additional questions, comments, or concerns.

Public Hearings: TBD

Tina Garg
Supervising Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: tina.garg@sanjoseca.gov
Work: (408)-535-7895
Cell : 408)-506-7067

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October 31, 2023

Tina Garg
City of San Jose
200 E Santa Clara St
San Jose, CA 95113

Re: Julian and Tripp Mixed Use Development Project
1298 Tripp Ave, 380 North 26th St, 345 & 341 Wooster Ave, 1325 & 1347 E Julian Street, San Jose, CA 95116

Dear Tina Garg,

Thank you for giving us the opportunity to review the subject plans. The proposed Julian and Tripp Mixed Use Development Project is within the same vicinity of PG&E's existing facilities that impact this property.

PG&E operates gas and electric distribution facilities currently serving the existing buildings on the subject properties and within the public rights-of-way surrounding the subject properties.

You must contact PG&E's Service Planning department at www.pge.com/cco for any modification or relocation requests, or for any additional services you may require prior to any proposed demolition or new construction. No buildings and/or structures are permitted below overhead power lines or above underground gas and electric lines.

Please contact the Building and Renovation Center (BRSC) for facility map requests by calling 1-877-743-7782.

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 me at alexa.gardea@pge.com.

Sincerely,



Alexa Gardea
Land Management

B-1



November 2, 2023

City of San José Planning, Building, and Code Enforcement
200 E Santa Clara St. 3rd Floor
San José, CA 95113

Attn: Tina Garg
By Email: tina.garg@sanjoseca.gov

Dear Tina,

VTA appreciates the opportunity to comment on the MND for the Julian and Tripp Mixed Use Development Project. VTA has reviewed the document and has the following comments:

Bicycle Parking

VTA recommends more bicycle parking be incorporated into the design for the Vila de Camila, Casa Inclusiva, and Residencias Arianna. VTA’s [Bicycle Technical Guidelines](#) recommends at least one bicycle parking stall per residential unit with a goal of one stall per bedroom. If this cannot be accommodated in the bike rooms, VTA recommends the units include the space and infrastructure to allow for bicycle parking in each unit. This location is directly next to the Five Wounds Trail and access to bicycle parking should be in high demand.

C-1

Commercial Space

VTA is delighted to see the commercial spaces facing the Five Wounds Trail. We encourage prospective tenants to serve the neighboring local K-8 student/parent population (Rocketship Discovery Prep).

C-2

Preventing Displacement

To minimize/prevent displacement in the area completely for Residencias Arianna, the Urban Village Plan’s anti-displacement studies and recommendations could possibly tie in local preference/prioritization in Casa Inclusiva (first to be completed) for residents of the demolitions happening for Residencias Arianna.

C-3

CMP Intersections

The project should also consider adding US 101 on and off ramps/E Santa Clara Street and US 101 on and off ramps/ Alum Rock Avenue to the list of studied intersections to capture the complete trip distribution of the three-mix use development.

C-4

General Notes

VTA noted that 28th Street is mislabeled on the site map as 27th Street. We also support the proposed density near the future BART station. Lastly, it was noted under the Observed Existing Traffic Conditions section that that US 101 NB Ramp/ McKee Road and US 101 SB Ramp/ Julian Street metering lights are not turned on. This observation should be brought up to Caltrans’s ramp metering team attention. The

C-5

development should consider performing a ramp metering study along the freeway segment of the project and observe any queue spill back onto the local roadways.

↑ C-5
Con't

Thank you again for the opportunity to review this project. If you have any questions, please do not hesitate to contact me at 408-321-5830 or lola.torney@vta.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lola Torney', with a long horizontal flourish extending to the right.

Lola Torney
Interim Land Use Manager
SJ1707

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



November 7, 2023

SCH #: 2023100356
GTS #: 04-SCL-2023-01229
GTS ID: 31132
Co/Rt/Pm: SCL/101 /36.365

Tina Garg, Supervising Planner
City of San Jose
200 East Santa Clara St., 3rd Floor
San Jose, CA 95113

Re: Julian & Tripp Mixed-Use Development - Mitigated Negative Declaration (MND)

Dear Tina Garg:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Julian & Tripp Mixed-Use Development. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system.

The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the October 2023 MND.

Project Understanding

The proposed project is comprised of applications for three separate Site Development Permits to allow the development of 913 multi-family residential units and nearly 15,000 square feet of commercial space. The Transportation Study of the proposed project proposes two design options for a nearby intersection that shares Caltrans' Right of Way (ROW).

D-1

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide ([link](#)).

D-2

The project's Vehicle Miles Traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. This project is located within the Priority Development Area and Transit-Rich Area identified in Plan Bay Area 2050. Per the IS/MND, this project is found to have a less than significant VMT impact, therefore working towards meeting the State's VMT reduction goals.

↑
D-2
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Intersection Design

The Transportation Study in Appendix H proposes two potential designs options for the segment of E. Julian St between US-101 SB ramps and N 26th St. Option 1 is to construct a five-legged roundabout on E Julian St and Option 2 is to implement signal modifications for the N 28th St/E Julian St intersection.

D-3

Overall, both design options would have convertible, convenient and connected bike and pedestrian facilities as well as increased access.

Option 1 – Roundabout

Option 1 may be more advantageous with respect to the safety of pedestrian. Vehicles enter roundabout with lower speed compare to option two and pedestrians must cross traffic in one direction at a time. But please also note that additional measures may be needed for pedestrians with visual impairment for this option. Please contact Caltrans D4 Pedestrian and Bicycle Branch for more information if needed.

D-4

Appendix H, Figure 17. Please consider adding a bicycle crossing on the eastern leg of the roundabout as the other legs all have a bicycle crossing.

Appendix H, page 41, Planline Option 1. Please add "Two-way cycle track will be a minimum width of 8 feet (10 feet preferred) to be consistent with Caltrans Design Information Bulletins (DIB) 89-02".

Option 2 – Standard Intersection

Option 2 may be more advantageous with respect to operational efficiency. Roundabout may create slow traffic at this area during peak hours and also requires more ROW at intersections than traffic signals, resulting in higher initial costs. Traffic lights are more efficient in heavy traffic as vehicles can get up-to-speed, being assured a clear run through the intersection, rather than shuffling slowly one-by-one up to a roundabout. Thus, this option may result in better traffic conditions.

D-5

Please consider reducing the median by 5 feet and pushing the eastbound direction of Julian St north by 5 feet, so that the buffer/ separation can be widened to 7 feet. This could give enough space to do a partially protected intersection (corner protection island) at the southwest corner of 28th St and Julian St. Please see the enclosed figure with annotations.

↓

Appendix H, Figure 18. Please consider adding two additional pedestrian crosswalks across Julian St for the Wooster Ave/Julian St intersection.

Appendix H, page 41, Planline Option 2 . Please replace “striped bike lanes” with “separated bikeways”.

Traffic Impact

The scale of this project may be expected to generate the substantial amount of vehicular traffic during AM and PM peak hours at Southbound US-101 on- and off-ramp at Julian St, and Northbound US 101 on- and off- ramp at McKee Rd. Both designs must be able to accommodate the average quantity of vehicles.

For Option 1, please also provide information on if there is sufficient space to accommodate the vehicles turning right from N 28th St along with those coming from the roundabout as they are entering the US-101 on-ramp.

For Option 2, please provide details on the length between the limit line and the crossing at the traffic signal as this indicates the number of vehicles can be accommodated between the traffic signal and the limit line just before entering the US-101 on-ramp. Provide information on the lane widths on McKee Rd for the lanes within Caltrans' ROW.

Encroachment Permit

For any roadway modifications, please specify the party responsible for maintenance of the traffic signal and the Bikeway Portland Cement Concrete (PCC) separator located within Caltrans' ROW.

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

To obtain information about the most current encroachment permit process and to download the permit application, please visit Caltrans Encroachment Permits ([link](#)).

↑
D-5
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D-6

D-7

Hydrology

Please ensure that any increase in stormwater runoff to the State Drainage Facilities be treated, contained on project site, and metered to preconstruction levels.

D-8

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)). Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

D-9

Lead Agency

As the Lead Agency, the City of San Jose is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

D-10

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

D-11

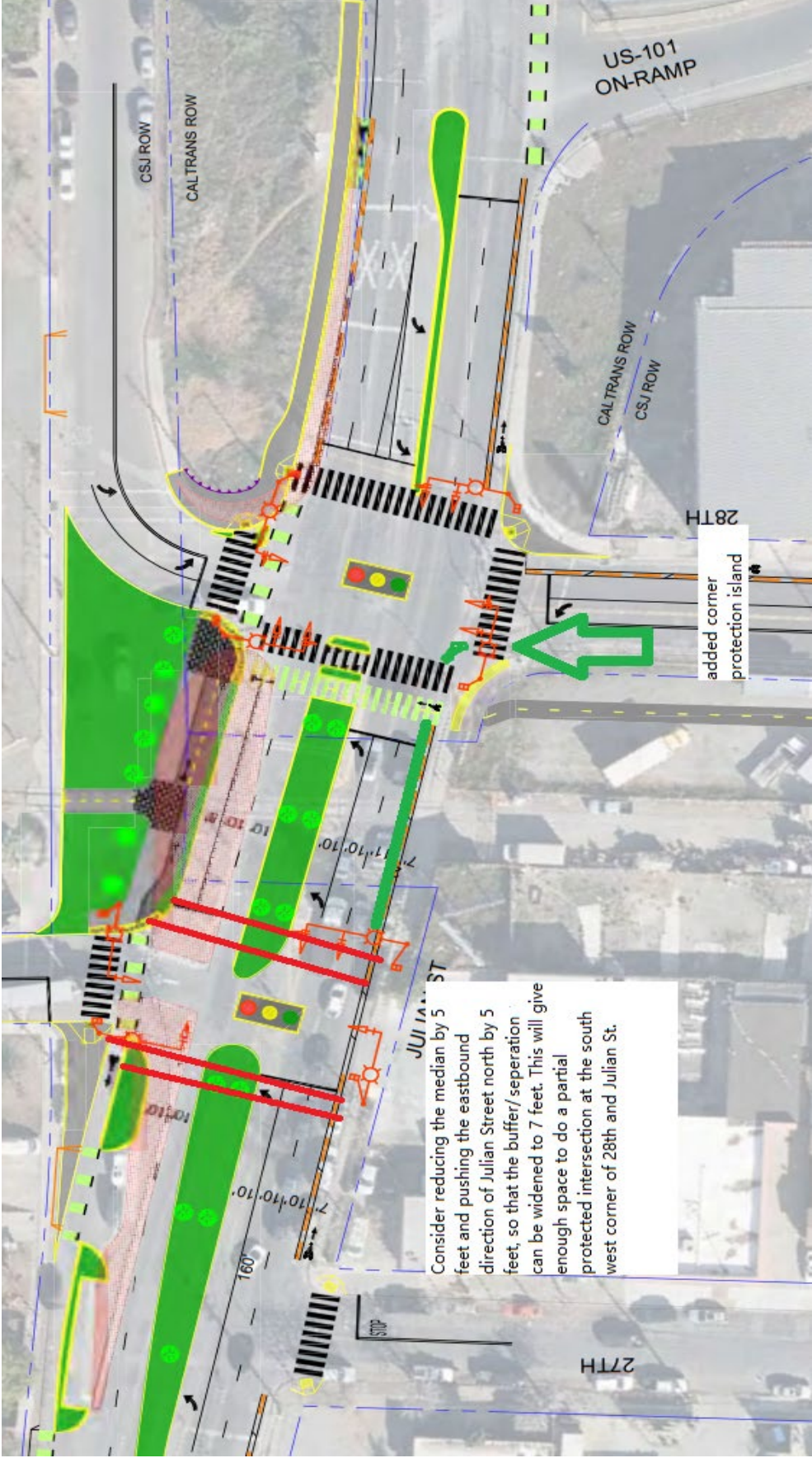
Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Marley Mathews, Transportation Planner via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.

Sincerely,



YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse



US-101
ON-RAMP

CSJ ROW
CALTRANS ROW

CALTRANS ROW
CSJ ROW

28TH

added corner
protection island

JULIAN ST

Consider reducing the median by 5 feet and pushing the eastbound direction of Julian Street north by 5 feet, so that the buffer/separation can be widened to 7 feet. This will give enough space to do a partial protected intersection at the south west corner of 28th and Julian St.

27TH

STOP

From: [Jason Miguel](#)
To: [Garg, Tina](#)
Cc: [Kevin Thai](#); [Vanessa De La Piedra](#); [Michael Martin](#)
Subject: Julian and Tripp Mixed Used Development Project IS/MND (City File Nos. H21-050, H22-012, H22-001, and ER21-297)
Date: Tuesday, November 7, 2023 4:03:10 PM
Attachments: [Outlook-pol4vqvm.png](#)

[External Email]

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Hi Tina,

The Santa Clara Valley Water District (Valley Water) has reviewed the IS/MND (City File Nos. H21-050, H22-012, H22-001, and ER21-297), received October 13, 2023 for the Julian and Tripp Mixed Used Development Project. Valley Water has the following comments:

Specific Comments

Hydrology and Water Quality – Existing Setting (Page 163):

The IS/MND should note that the project areas located within Special Flood Hazard Area (SFHA) Zone AH are located in an area with a base flood elevation of 89 feet (NAVD 88) and the project areas located within SFHA Zone X (shaded) are located in an area with reduced flood risk due to a levee. The IS/MND should assess flooding impacts from the projects located within SFHA Zone AH to ensure that it does not adversely induce flooding onto adjacent properties. The first floor of any proposed building should be built above the 1 percent water surface elevation. Valley Water recommends that the first floor be constructed at least 2 feet above the existing grade.

E-1

Explanation B (Page 166)

The IS/MND states that groundwater at the site is lower than proposed underground parking. However, groundwater levels can vary and Valley Water records show that groundwater can be very shallow (less than ten feet below ground surface) in this region. Groundwater may be encountered during the construction of the underground parking. The Initial Study does not discuss potential long-term operational impacts if dewatering is required as part of future operations. The Project should be conditioned to identify a waterproof foundation design to avoid the need for permanent dewatering after construction is complete. Also note that on Page 166 the IS/MND incorrectly states that the project area is located within the recharge area of the Santa Clara Subbasin. Since the project is outside the recharge area, it is not anticipated to substantially reduce natural groundwater recharge that occurs in areas closer to the foothills.

E-2

Appendix I. Water Supply Assessment

The Water Supply Assessment concludes that the project is consistent with planned growth for San Jose. The projection of future water supply and availability assumes increases in water conservation and demand management measures (San Jose Water Company Urban Water Management Plan). For the proposed projects to meet their fair share of these water conservation assumptions Valley Water suggests that all available water conservation measures be required of the project including

E-3

all residential and retail units be required to install a submeter to encourage efficient water use. Studies have shown that adding submeters can reduce water use 15 to 30 percent.

General Comments

Valley Water records indicate that there are 0 registered wells within the subject sites. While Valley Water has records for most wells located within the County, there are numerous unregistered wells, including many that pre-date well permitting or registration requirements. If any abandoned/unregistered wells or well-like structures are encountered during construction of the project, please contact the Valley Water Well Ordinance Program at (408) 630-2660 to arrange to have the wells brought into compliance.

The proposed project will not directly impact any Valley Water facilities; and therefore, a Valley Water encroachment permit will not be required.

If you have any questions, or need further information, you can reach me at (408) 630-2976, or by email at JMiguel@valleywater.org. Please reference Valley Water File No. 34939 on future correspondence.

Thanks,

JASON MIGUEL

ASSISTANT ENGINEER I - CIVIL

Community Projects Review Unit

Tel. (408) 630-2976 / Cell. (408) 761-5789

Santa Clara Valley Water District is now known as:



Clean Water • Healthy Environment • Flood Protection

5750 Almaden Expressway, San Jose CA 95118

www.valleywater.org

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