

# Cambrian Park Plaza March 5, 2018 Community Meeting Comments/Concerns/Questions

Questions are noted in [blue](#)

Staff responses are noted in *purple italics*

## **Urban Village Concept**

- Why is this project going ahead of the Village horizon?

*Staff Response: [General Plan Policy IP-5.10](#) allows projects located in a designated Urban Village area to move forward ahead of an Urban Village Plan adoption or the opening of the planned Horizon. The Cambrian Park Plaza project is currently going through its due process.*

- How was this area designated as an urban village (high intensity use)?
- What does it mean to be a “regional destination?”

*Staff Response: The Envision San Jose 2040 General Plan was the result of a four-year outreach effort involving over 5,000 community participants, 51 Envision Task Force meetings, and over 120 outreach meetings. From this effort, the following overarching priorities of the City’s communities were identified:*

- *Promoting Economic Development*
- *Ensuring Fiscal Sustainability*
- *Providing Environmental Leadership*
- *Building Urban Villages*
- *Promoting Transit Use*

*As such, the Urban Village concept was realized as a way to allow growth within the city while protecting existing residential neighborhoods.*

*Commercial Corridor and Center Urban Villages, like the Camden/Hillsdale Avenue Urban Village, are planned to take advantage of the redevelopment potential for existing, underutilized commercial sites, like Cambrian Park Plaza. These sites usually have some access to transit, but were identified primarily because of their redevelopment potential. These larger regional commercial center Urban Villages will function as complete destinations that integrate a mix of high-density housing, employment, and services within existing key business areas to create dynamic urban settings. These commercial center Urban Villages will serve a much larger area than the immediately adjacent surrounding*

*neighborhoods. Some of the Urban Villages are planned along existing commercial corridors. These commercial corridor Urban Villages will include uses and urban spaces in a linear form. These corridors also create a positive identity for San José by creating a consistent urban design character along the major roadways that connect San José's neighborhoods, regional hubs, neighboring cities and the Downtown.*

- **Is it a signature project?**

*Staff Response: Staff cannot determine if this project is a Signature Project as defined by [General Plan Policy IP-5.10](#) until the Planned Development Permit is filed. Once the Permit is filed, staff can determine if the following items are adequately addressed: 1) architectural, landscape, and site design features; 2) public parklands and/or privately maintained, publicly-accessible plazas or open space areas; and 3) if the project reflects the recommendations of the City's Architectural Review Committee or equivalent.*

- This is a residential area without the capacity for more intensive uses
- The word Urban Village was a mistake from the beginning
- These Urban Villages are ridiculous and create bubbles, not bridges.
- This project does not meet the criteria for an urban village
- Remove this Village from the 2040 General Plan
- General Plan Amendment and reverse this are as an Urban Village
- False statement that this is an urban area. It is not.
- This project might not meet the criteria (transit) of a signature project.
- Density proposed should be no more that 1% above the Village requirement to meet the Signature Project criteria

### **Transportation and Transit Access**

- The City has not been able to mitigate traffic on Camden Avenue, Union Avenue, Highway 85, and Highway 17 for many years. How can we add more?
- Health, air quality, congestion during the construction period is very important to our family. Timing on a daily schedule? Will we be able to get in and out?
- Considering that traffic on Camden is absolutely gridlocked during the morning and evening commute, how can the city approves a project that adds so many more cars on the road? There is no room for more traffic.
- Concern about the rear driveway being a cut through route to avoid the light at Camden and Union Avenues – how can this be avoided?
- Concern about the rear driveway being a cut through route to avoid the light at Camden and Union Avenues – how can this be avoided?
- Hotel traffic: coincide with AM and PM PHT?
- How do you plan on improving the traffic conditions here?  
*Staff Response: These items will be studied as part of the Environmental Impact Report (EIR).*

- Can VTA consider improved transit service to the area given the increase growth?
- What does VTA have to say? Are you working hand in hand with them? Right now one bus runs along Union every 30 minutes. I cannot find any plan for VTA to increase routes.  
*Staff Response: VTA's Next Network is a service plan which generally increases service levels in high-ridership areas and decreases service levels in low-ridership areas. VTA may explore expanding services to this area if ridership levels increase in the area.*
- Determination on Protected Intersection improvements fees, what are the improvements? *Staff Response: Improvements will be determined at a later time, with the input of communities.*
- Transportation Impact Analysis (TIA), will it be available to the public, raw data be used, accidents not recorded by the police – how can those be included?  
*Staff Response: The TIA will collect information on certain intersection and use the Level of Service analysis to determine impacts. TIA will be an appendix as part of the Draft Environmental Impact Report (Draft EIR). The Draft EIR will be released for 45-days public comments period once that is completed.*
- Regional Destination: How will the TIA study the project as a regional destination?  
*Staff Response: The Environmental Impact Report (EIR) will study related traffic impacts of the uses.*
- Will traffic increase with the project? What is the threshold?  
*Staff Response: Transportation analysis will use the City's Level of Service policy as the threshold for analysis.*
- What is the Protected Intersection improvements selection process?
- Camden and Union – can it be fixed? The fees for intersection improvements can be transferable to other intersections right?
- Protected intersection: I live in the unincorporated section, back of the project, do we have an opportunity to vote on protected intersection areas even though we live in the county?  
*Staff Response: Specific protected intersection improvements will be identified at a later time after the impact analysis and at the PD permit stage. Yes, the money collected can be spent within a defined area that is larger than the immediate project site.*
- More bike friendly
- I am highly concerned about traffic congestion
- Road conditions to and from public schools. Huge concern.
- New Jersey Avenue already has morning and afternoon traffic and speeding.
- Camden and Union Avenues cannot accommodate more cars if this plan includes residential. Honestly no one walks or rides bikes around this area. That's not going to change.

- Way too much traffic – too much crime
- Bercaw Lane to Charmeran Avenue is a cut through from Camden to Union, to avoid the light
- Signals would be too close along Union Avenue. They already back up. Signal timing
- Traffic cannot be improved, so less density is the only solution
- Study traffic at peak times
- I live on Taper Avenue, adjacent to BevMo, there are speeders cutting over from Camden Avenue. This is an existing condition that has not been taken care of by the Department of Transportation
- This project will make our street (Taper Avenue) a freeway. Put a median island at Camden and Taper Avenues to stop the traffic/thoroughfare
- Traffic is awful
- Cambrian Park Plaza is not near transit, the proposed high density project conflicts with the current traffic situation.
- I live on Leigh Avenue, between Camden and Charmeran, I am concerned about these intersections. If the 2 proposed traffic signals are installed, they will divert more drivers to use Leigh and Charmeran Avenues as a cut through.
- For bicyclists and pedestrians please scope the EIR to include air quality, noise pollution, and traffic impacts at these two intersections:
  - Camden Avenue / Leigh Avenue (Hillsdale split) – Many cars make turns in this area causing bicyclists and pedestrians to cross unsafely
  - Leigh Avenue / Charmeran Avenue – there is no signal to help pedestrian and bicyclists cross
- Urban Villages should be placed near transit, there is none here
- Traffic is already at a maximum, adding to it means gridlock
- What is going to be done to alleviate traffic
- San Thomas Expressway from Budd Avenue to Bascom Avenue – it's especially local at the juncture of Highway 17 off-ramp
- Willester Avenue has become a thoroughfare for people wanting to bypass Foxworthy Avenue
- Highway 17 bifurcates the valley and there is at present no way around that
- The type of development proposed is irresponsible because of current and proposed traffic, this should not be a regional destination
- The existing traffic and public transportation needs to be fixed first
- Hotel visitors will get in their cars and add to the already bad traffic
- The high density housing and convalescent hospital will create more congestion and overload the surrounding roadways
- Traffic already heavy. Whole area especially busy after 4:00pm. School congestion on White Oaks Roads. This road will be jammed.

- There is no transit in this area. VTA plans no transit in this area in the next 20 years. The development does not have sufficient resident parking for a no transit area. Lower density or more parking is needed.
- The increased traffic crosses school bike and pedestrian routes to Leigh High School, Carlton St. Francis Cabrini, Union Middle, Oster & several other Cambrian school district, union school district, and private school car traffic. Safety must be considered for pedestrians, bikes and school car traffic in this area.
- Urban Village and Cottle and 85 already a failure for traffic. And they have transit! Why repeating stupid mistakes.
- 85/17 projects in Los Gatos is already going to increase traffic.
- Traffic impact on Charmeran/Wyrick/Bercaw & New Jersey
- Cut through traffic
- Need calming devices – roundabouts
- Traffic on side streets like Bernice and Geneva are already impacted
- Traffic already too impacted. This would add too much
- Bercaw and Charmeran Avenue – lots of speeder on Bercaw as a through lane already. This is already a mess.
- Leigh Avenue and Camden Avenue – accidents!
- Can't get out of driveways already. This will make it worse
- Increasing housing – cheaper for police to live somewhere else
- There is no mass transit now, nor is it proposed
- The proposed signals on Union are too close together to function.
- This is not a transit corridor – the proposed project assumes that it is
- The project should provide a dedicated right-turn lane on Union and Camden Avenues, northbound
- Bercaw Lane safety: narrow no sidewalk, dangerous to walk, bike
- Wyrick Avenue safety: narrow street, no sidewalk
- Limited public transportation
- Statistics on vehicle travel patterns
- Traffic signal study
- Cut through traffic study – data collection, before and after project
- Parameters on traffic counts / collection
- New Jersey Avenue – used as a cut through to get to Camden Avenue, backup on New Jersey during AM PHT
- Foxworthy Avenue, New Jersey Avenue, Leigh Avenue: traffic will increase
- Traffic calming on cut through streets
- Bernice Way: cut through traffic and overflow parking; speed bumps, residential parking permit program
- Traffic capacity on Camden and Union Avenues – there is no capacity to add project traffic

- Camden and Union Avenues – dedicated north bound right turn lane
- Harker School TIA include with the Cambrian project
- The proposed signals on Union are too close together to function.
- This is not a transit corridor – the proposed project assumes that it is
- There is no mass transit now, nor is it proposed
- Concerned that people utilizing the project site will park in the adjacent neighborhood
- Traffic/transportation (already bad – long wait)
- School in the area and traffic – we will look at where the schools are and how the project would affect those schools.
- More commercial and more traffic – how will police monitor/respond to crime.
- Merchants on Union – union and Woodard had 3 accidents, city not looking into accident. Pole was knocked down, traffic already there!
- Traffic on New Jersey. Need to look at that!
- The proposal has walking and biking concepts, but there are no massive employer around this area for people to walk or bike to.
- Housing and traffic are concerns.

### **Streets, Sidewalks, and Connections**

- **Unincorporated areas do not have sidewalks, how would people walk to these new developments?**  
*Staff Response: The sidewalks within unincorporated areas are under the control of the County of Santa Clara. The City does not have control over the installation of pedestrian improvements within this area.*
- There are no sidewalks in the County pocket
- Keep Wyrick Avenue open for pedestrians
- Development crowds the sidewalk for a cramped tight closed in claustrophobia look.
- Being “pedestrian friendly” does not go without saying (which is what ms. piozet stated). I make this first because the Lucky Center was developed by the same architect. The center may look pedestrian friendly, but it is not. Just try walking into the center – the only way in is to walk in with the cars. There are also no pedestrian walkaways
- Bike paths and pedestrian network
- Close Wyrick Avenue, no one follows permit parking, it is not enforced and is therefore not the answer
- No access off Wyrick Avenue (vehicle, peds, etc.)
- Pedestrian and Bicycle access through Bercaw Lane is vital for our business to survive – Early Discoveries CDC

## Crime and Emergency Services Concerns

- How would emergency spaces or evacuation areas be addressed? What is being proposed?  
*Staff Response: This item will be studied as part of the Environmental Impact Report (EIR).*
- Not enough police
- There is not enough Police presence in Cambrian Park to support this development.
- Police protection, crime is increasing now
- We need sufficient police and fire protection who can help us and NOT be hampered by insane increased traffic.
- House was also burglarized in 2013, and police came the next day.
- Police – worry about crimes and burglaries. Need more police protection.
- Crime has increased.
- Public Services: House was burglarized on February 15th, no police present after 30 minutes. Still no crime report. Took six hours to show up. There were only 4 officers in the area.

## Height/Compatibility

- Why were we not allow to write comments on the height and mass? We could only ask questions.  
*Staff Response: Comments were accepted and recorded regarding height and massing.*
- What is the County height limitation for this project area?  
*Staff Response: The site has a CG General Commercial Zoning District within the County which has a height maximum of 65 feet. However, the site is within the City of San Jose's sphere of influence, and once annexed, the height maximum under the Code will be 120 feet or as defined by the Planned Development Zoning.*

**Table 2.40-2**

**COMMERCIAL AND INDUSTRIAL BASE DISTRICTS:  
PROPERTY DEVELOPMENT STANDARDS**

	CN	CG	OA	ML	MH
<b>Maximum height (feet)<sup>1</sup></b>	45	65	45	65	65
<b>Accessory buildings</b>	See Chapter 4.20, Supplemental Development Standards				

**NOTES:**

1. Setbacks and height limits for applications subject to Architecture & Site Approval (ASA) may be modified by the Zoning Administrator with proper justification to (a) promote quality design and functionality, (b) to assure adequate buffering and compatibility with adjacent land use and development, and (c) for consistency with the general purposes of ASA.

- What is the view-shed from the Pinewood Garden Apartments?
- Will building heights be restricted so that there is no view into the backyards of neighboring houses?  
*Staff Response: This will be studied as part of the Planned Development Permit.*
- What is the impact of blocking the beautiful oh Mount Umunhum and the Los Gatos Hills?  
*Staff Response: Impacts to scenic vistas and resources will be part of the analysis in the EIR.*
- How does the height of buildings impact bird migration and insects?  
*Staff Response: The Biological Resource section of the EIR will discuss and analysis the potential impact of the proposed project on different species, in addition to potential raptors on site.*
- 4 story height max on the apartment building
- More landscape buffer against the single-family homes for privacy
- Non one wants a 7 story anything, nor 6 or 5 stories, 4 stories max
- Buildings should not exceed 2 stories
- Step buildings back from Camden Avenue so as to not create a canyon
- Concerned about blocking solar panels
- Need building with integrity not a 6 story building
- Limit height of buildings to 3 stories
- Scale the project to fit into the neighborhood
- No 7 story buildings
- No more that 2 to 3 story building heights, more than that doesn't fit with the neighborhood
- No beehive apartments, no high-rises over 2 stories
- 6 story buildings will obliterate the view of the mountains and drastically change the nature of the community and the aesthetic quality of Cambrian Park
- The propose building heights will create a shadow that will impact the community
- No multiple story hotels
- I do not see this density on Alameda, Rose Garden, downtown, willow glen. We are even more single family neighborhood. heights here MUST be lower and in scale with this area.
- The height of the buildings impinges on the whole Cambrian Park single family neighborhood. Reduce privacy, decreases sunlight, impinges on views, creates noise.
- Sight lines within development are terrible for security. The inside streets layout is poor access for emergencies access with the center.
- My concern is regarding the height of hotels, apartments, senior housing etc. I recently stayed in a 3-story hotel which did have an elevator. I use a cane and was on the third floor. Unfortunately, the elevator broke on the third day of my 4-day stay. It was difficult going up + down the stairs and the though of a fire happening was on my mind. During hurricanes in Texas last year, seniors were



endangered. No Building should be more than 3 stories! We do not need hi-rise. The apartments at Hamilton & San Tomas are disgusting!

- Height on an area where there is major traffic already.
- Hotel: should only be 3-stories, absolutely no higher
- 2-story building heights, only
- Very concerned about height and high density housing – too many people per acre.
- Building height: 3 stories maximum to fit into the existing neighborhood
- Building height: 3 – 4 stories
- Building height: 2-3 stories – not 4 stories
- Building height: 4 stories maximum (many attendees agreed with this comment)
- Reduce the apartment building height to 3-stories
- Provide a 1,500-foot buffer from adjacent neighborhood
- Provide view sheds to the mountains (e.g. from gathering spaces, roof top of commercial buildings)
- Transition height from existing residential (low heights) to higher height at Camden and Union Avenues.
- Maximum building height – 2 stories with underground parking
- Maximum building height – 1 story with underground parking

## Uses

- What about the farmer's market?
- How about a specialty coffee shop, bakery, theater?
- Do we need more stores and residents?
- Original proposal did not have a hotel, why now?  
*Staff Response: The uses currently shown are those requested by the applicant. What is ultimately recommended by staff and approved by the City Council is not yet determined.*
- We counted the hotel/motel availability in the area and we proved that we do not need more
- No housing, retail and recreation only
- In favor of housing, especially small units for the young and seniors. Most people in this age group are not attending these meetings, but they care deeply about having available housing.
- Why high-rise hotels. Please check the vacancy rate of local hotels in our immediate area: The Bristol/Bascom Avenue, Cardiff, Motel 6, these are never full. It would be a waste to building additional hotels.
- Potential renters will not want to live in an area with 2 hotels and a convalescent hospital
- Substitute the hotels with a farmer's market and a movie theater, high-end restaurants, pet store, and ice cream parlor.
- I am against the hotel

- I am against the high density housing
- Change the small retail shops at the corner to vertical mixed use like Santana Row
- I would like to see independent shops and parks and no housing hotels.
- We don't need hotels
- This development should stick to retail and recreation only
- Against hotels and senior housing
- Restaurant and retail is ok
- Opposed to hotels, this is a residential community we have hotels on Bascom Avenue
- Put condos over boutique shops to keep the flavor of this community
- What I really want is a mini Santana Row, with a public square, places for outside performances, safe places for children, a children's activity center
- Hotels in this area makes no sense, this is a residential neighborhood.
- No hotels
- No high density housing
- No convalescent hospital
- This project does not address the need for over 55 housing. Twelve acres of this project should be over 55 containing care community no taller than 5 stories.
- Provide jobs in dining, cleaning, physical therapy, elder support. Nursing in the care facility
- Provide needed elder housing for a demographic that is projected to increase to 25% of the population by 2048 (San Jose Merc News)
- Make the remaining acreage light retail and commercial.
- Density needs to be reduced – eliminate apartments, convalescent hospital, and 2-story office
- Retail shopping is ok, remove the hotel and the housing
- Land use should be retail only, there is a retail drain to Campbell and Los Gatos
- Fewer residential units, more retail amenities
- Would prefer retail like the Pruneyard, downtown Campbell, not huge hotels
- Provide community serving retail that will benefit the community, e.g. bowling alley, movie theater, not a hotel or a convalescent hospital
- What type of retail? if it is restaurants and bars then parking will overflow into the neighborhood at night
- The ground level retail under the apartments will be empty just like the Tasman corridor, which is on light rail
- Don't need a hotel here
- Outdoor dining should be located internally to the site, not facing the busy streets (air quality and noise concerns)
- Incorporate space to accommodate the farmers market
- Have restaurants bordering the park

- Provide non-fast food restaurants
- Want to keep it as retail only.
- Farmers Market please! (comment made more than once)
- Hotel use: hotel traffic in the Cambrian area, guests will need to drive as there is no hotel guest destination in the area
- Hospital use: noise, response time for ambulance, pre-empted signal for emergency vehicles, area to pull vehicle over when emergency vehicles must get by

### **Open Spaces**

- PRNS has rejected the park?
- How about a community park?  
*Staff Response: No, the Parks Department has not rejected the park space. The Parks Department is in active negotiations with the applicant regarding the open space and what shape it may take.*
- Dog park
- Larger community garden
- Turn the retail parking spaces into a park and put parking underground
- Make the rear driveway a public walkway and not a driveway
- Greenspace, open areas, parks, are a must to make the area pleasing
- Make sure there is a real park in the project that is 2 acres, wide open enough to view the mountains, no BBQ pits, drought tolerant landscaping, no grass
- A flowerbed does not count as open space.
- Open spaces need to be 100% low water required plants shrubs trees. No high water required grass.
- Need more active green space.
- Green setback areas, 20 feet minimum
- Large tree buffer
- Plant only native trees
- The amount of open space is not proportionate to the amount of space taken up by buildings
- Outdoor space on Camden and Union Avenues is too close to the street and unhealthy
- Provide outdoor seating to activate the park
- Park space should be at least 3-acres
- Developer should help beautify the frontage road and make it an attractive entrance to the park
- Baseball field
- Dog park
- Public swimming pool
- Soccer field

- Basketball court – then people will not need to drive to other parks farther away
- Skateboard park
- Water feature for kids to play in
- Enough parks in the area – add a community garden (comment made more than once)
- Add a par course and room to exercise
- Salvage the existing roses from the current shopping center into the new shopping center
- Prefer a large traditional park as opposed to the smaller 1.6-acre park
- Proposed park space will be completely shaded in the AM and the PM, the park space should have partial sun
- Park space for kids and adults
- I would like to see a large increase in the amount advocated for open space. Instead of 1.6 acres I would like to see 3 acres
- Parks should be visible and accessible to all not just residents of the project, but to the community
- Provide seating in the park space
- Enclosed common areas should not count towards public park or open space
- This project should provide a community gathering space. The Cambrian area has no community center or hub. Hotels and convalescent homes don't make a community center.
- Parks and community gardens would be great
- This plan has very little park/open space
- Small scale soccer
- No fake grass – it gets too hot in the summer (this comment made more than once)
- Oak trees for shade and are part of the natural habitat of Santa Clara County
- Convert rail line from Campbell to Cupertino to allow for bikes
- Covered water feature for children
- Lots of benches for seniors
- Gazebo – public square for outdoor concerts
- Park space will facilitate a good quality of life and community spirit
- Cover water feature for children
- Lots of benches for seniors
- Gazebo-public square for outdoor concerts
- Park will facilitate a good quality of life and community spirit!
- Park should be at least 3 acres (+2)
- Developers should help beautify frontage road and make it attractive entrance to park
- Baseball field (+3)
- Dog park would be nice (+2)

- Needs a basketball court
- Will reduce traffic from people driving to other parks
- Enough parks in the area – maybe community garden
- Max building height = 2 stories w/ underground parking. Current plan is way over developed. Scale it back 70% (+1)
- Max height 1 story – w/ underground parking (+1)
- Add par course and room to exercise
- Pedestrian/Bicycle access through Bercaw is vital for our business to survive (Early Discoveries CDC)
- Display the Bronze Plaque from the old post office
- Salvage some of the roses from the current plaza
- I prefer a larger park than the smaller 1.6 acres proposal
- Public swimming pool (+1)
- Proposed park space is completely shaded! Am and PM (+1)
- I would want the park space to have part sun!
- Soccer field + Baseball Field would be a positive (+2)
- Community garden (please include) (+9)
- Skateboard Park!!! Kids and Adults (+3)
- Water feature for kids to play in (+1)
- Park should be visible and accessible to all not just resident...but to the community! w/ seating (+1)
- Enclosed common areas should not count towards public park or open space (+1)
- I would like to see a large increase in the amount advocated for open space. Instead of 1.6 acres – I would like to see 3+ acres (+2)
- Community gathering space. Cambrian area has no community center or hub. Hotels and convalescent homes don't make a community center. Parks and community gardens would be great. (+1)
- Can overground parking be converted to underground parking with the surface used for more green space? (+4)
- Have 2 levels of underground parking
- Very little park/open space
- Small scale soccer? Please
- No fake grass – gets very hot in the summer (+1)
- Oak trees for shade and are part of natural habitat as Santa Clara County
- Farmers Market Please (+3)
- Convert rail from Campbell to Cupertino to allow bikes
- How about a community park? (+1)
- For parks, I suggest 1) Benches 2) Accessible playstructure 3) Dog bag stations and most importantly easy to maintain (Rebecca Haggerty)

- I represent the San Jose kiwanis Club. We have been operating our xmas Tree Lot at CPP for 15 years. We hope that the open space area will be adaptable to our use from Thanksgiving to Xmas (Wayne Prescott)
- Community garden to learn about environmental and healthy food for the families
- Widening Union
- Frontage road along Union and Camden create more acres to park from the frontage
- No open space for kids
- It needs to be a park that people will use, like Basketball
- Move parks closer to the people
- More than trees and space
- More usable
- Community serving
- More open space at Camden and Union with open view to the foothills
- Skating at Camden, More circular in nature and the road needs to go around
- No surface parking lots
- The Whole building area could have walking trails and meandering paths
- Have the whole site be more publicly accessible
- Have it be more like Santana Row – more intimate and accessible
- Make it like downtown Campbell with specialty groups
- Make a children’s activity center in the park where they play safely and a place to bring dogs
- Water feature for children

### **Architectural Style and Site Design**

- Don not like the architectural style, too cold and looks like other development in the city
- Prefer Spanish / Mediterranean style like the Pruneyard in Campbell or Calabasas shopping center or Camino main place in Santa Clara as examples.
- I hate the style of Santana Row! Prefer mission style.
- Architectural definition – not flat surfaces
- Building materials should include repurposing materials of the current shopping center
- Give design priority to people not cars
- Design this site as the heart and soul of Cambrian – a community gathering space
- The project design should reflect the past and the present

## **Housing Affordability Concerns**

- Adding residential is a bad idea. We all are familiar with new apartment and condo complexes. Every time one pops up it's a luxury complex. Housing is unaffordable, If this goes through, housing needs to be regular and not luxury.
- Support the residential townhomes and the apartments – affordability (BMR) is important on-site not in-lieu

## **Small Business Concerns**

- Just down the street businesses are leaving because rent keeps going up. I am afraid the retail spaces that are developed at this project would price out small businesses, mom and pop shops, startups, etc. I hope big business doesn't overrun the project.
- We want a development that will not take away, but add local businesses
- Current merchants that are still currently there voiced there's a need for community support to continue operations.

## **Carousel and other Historic Items**

- The carousel is now saved – will it be the same height or will it be put on the ground?  
*Staff Response: This will be determined as part of this process. No decisions have been made.*
- Carousel – historic
- Bronze plaque for the post office should be saved.
- The Cambrian Park Plaza sign should be located close to the corner of Camden and Union Avenues in a visible esthetically pleasing location. Consider a round-about at the entry of the property and feature the carousel
- Prominently display the bronze plaque from the old post office in the new development

## **Parking**

- 2 parking spaces per residential unit is not a reality. I have 5 adults in my home and we all work and we all have our own cars. My adult children can't afford an apartment. I am sure these single-family homes and high-density housing will be too expensive. How will you regulate the number of cars per dwelling?  
*Staff Response: The Municipal Code Section 20.90 does not regulate cars per dwelling based upon occupants. Parking for multifamily dwellings is based upon bedroom counts and parking for townhouses required two parking spaces per unit.*

*General Plan Parking Strategies Policy TR-8.4 states: Discourage, as part of the entitlement process, the provision of parking spaces significantly above the*

*number of spaces required by code for a given use. Therefore, staff cannot recommend over parking a site above the required levels of the Municipal Code.*

*Municipal Code Section 20.90.220 also allows projects located within Urban Villages to request a 20% parking reduction, and up to a 50% parking reduction with a Transportation Demand Management Program (TDM). The applicant is currently requesting an approximately 10% parking reduction.*

- How do guests get to their destination from the hotel? They will need a car.  
There should be 1 parking space per room  
*Staff Response: How the guests arrive at the hotel is not a land use concern. Associated traffic will be studied as part of the Environmental Impact Report (EIR). The Municipal Code requires one parking space per guest room or suite, plus one parking space per employee for hotels.*
- Parking requirements for the land uses – parking all underground or also surface?  
*Staff Response: The current proposal shows a combination of underground and surface parking. The Municipal Code does not require underground parking, but staff encourages underground parking whenever feasible.*
- Utilize underground parking
- Make sure the apartment has overnight parking on-site, and enforce tow-away zones
- This site cannot serve as a regional center without parking. Bass Pro already has parking issues. People will drive onto Campbell where you can park. All chain stores are alike.
- The parking requirements is too low. There is no reason to use transit station #'s in a no transit area.
- People living on Camden are NOW parking on New Jersey and other streets because they cannot get out of their driveway
- Parking might be spilled over on Bercaw lane.
- Concerned that people utilizing the project site will park in the adjacent neighborhood
- Put parking underground to allow for more green/open space
- Provide guest parking on-site
- Not enough parking for the uses provided in general
- Parking ratios do not reflect reality – more parking is needed
- Parking sufficiency
- Inadequate parking is provided for the apartments
- Overflow parking in current neighborhood will ruin the character of the neighborhood
- Provide 2.2 parking spaces per dwelling unit



- Parking ratios proposed are far in excess of City requirements. Replace to minimums and incorporate ideas which better represent the look and feel of the neighborhood. Nothing over 3-stories period
- Do not use parking ratios that assume transit is available in an area where no mass transit is planned.
- Not enough parking proposed
- Provide permit parking in the adjacent neighborhood
- Surface parking should be converted to underground parking with the surface then used as open space
- Put 2-levels of underground parking
- Concerned about additional parking on Bercaw Lane
- Limit parking on existing streets
- Parking ratios do not reflect reality – more parking is needed
- Not enough parking for the uses provided in general

### **Noticing and EIR Scoping**

- **EIR – what metrics will be used? What is the breaking point?**  
*Staff Response: Each resource sections in the EIR will have different thresholds. The EIR will disclose those threshold (or metrics) in which the project will be analysis against under each individual resource areas. The EIR will also explore reasonable alternatives to reduce these impacts based on those established thresholds.*
- Inadequate EIR NOP public noticing requirements
- There is NO mention that this is the NOP & that this is the scoping meeting
- This Notice to the Public Does NOT meet the CEQA NOP requirement
- The Public Meeting on March 5th 2018 was NOT Properly noticed to the Public!
- The announcement I received via email DOES NOT identify that this meeting is the REQUIRED EIR scoping meeting NOR References the NOP.
- People did not attend meeting because they attended 3 other meetings. They think their previous comments are “officially” included in EIR.
- This was very Inadequate EIR NOP Noticing requirements.

### **Other Concerns/Comments**

- **Are improvements needed to the main gas line?**  
*Staff Response: EIR will include a discussion in capacity and potential improvements in the public right of way or on site as part of the proposed project.*
- **Light pollution – astronomy Society meets bi-monthly for star gazing at nearby Houge Park. How will this project keep light faced down during night? We also love our dark neighborhood and want to know the project’s plan to limit light pollution!**  
*Staff Response: The EIR will include a discussion of light, glare, and shadows in the Aesthetic resource section.*

- County Services will be stressed by the City development. Will San Jose be responsible to the county residents?  
*Staff Response: No. The city will be responsible for providing services for the Cambrian Park Plaza project which will be annexed into the city. The city will not be responsible for services to County properties.*
- We don't have enough water. Where is the water for the population we have NOW?  
*Staff Response: A Water Supply Assessment is being completed as part of this proposal and will be part of the EIR.*
- What is the proposed timeline? When can we expect the project to be finished (ball park estimates)?  
*Staff Response: The project is not expected to be before the City Council until Spring 2019.*
- Water-2040 plan for +400,000 people- where's the water coming from? This valley is a Mediterranean desert. We have all cut back water usage and our reservoirs have become nearly dry. With proposed growth, we can become another Cape Town.  
*Staff Response: A Water Supply Assessment is being completed as part of this proposal and will be part of the EIR. Water supply was also studied as part of the Envision San Jose 2040 General Plan.*
- How about the schools? How would this impact the schools around the area?  
*Staff Response: The EIR will include an analysis on potential impact to the existing schools in the area under Public Services resource section.*
- Construction impacts, especially with dust. There is an existing preschool on Wyrick Avenue and it has an existing outdoor use. How would this project impact the outdoor use? Note that the requirement for the preschool is 2 hours outdoor time in the morning and another 2 in the afternoon.  
*Staff Response: The EIR will include an Air Quality Assessment that will include analysis on the impacts of the potential project, both operations and construction impacts, on the air quality and to existing sensitive receptors around the proposed site.*
- What are the mitigation measures or conditions to address the existing gas line and new demand of the project?  
*Staff Response: This will be determined based on the potential impacts of this project to those existing infrastructures and demand.*
- Capacity – service capacity. How would it be dealt with? How about PGE?  
*Staff Response: The EIR will have a discussion regarding capacity to utilities services that will be serving the site.*
- Don't want urban village concept. How to stop this project?  
*Staff Response: The project will either be approved or denied by the City Council.*
- Planner make final decision?

*Staff Response: The staff of the Department of Planning, Building and Code Enforcement only makes recommendations on approval or denial of the project based on conformance with the General Plan, Municipal Code, and other applicable established policies. The City Council is the decision making body.*

- Can we meet in the middle?

*Staff Response: Staff's recommendations will be based upon community feedback, General Plan, Municipal Code, and other applicable established policies. The City Council will make the ultimate decision.*

- Only on County unincorporated area, how does County get involved?

*Staff Response: The County can be involved and comment if they want to.*

- How do you coordinate with other agencies?

*Staff Response: Regarding the EIR process specifically, the Notice of Preparation was sent to nearby city jurisdictions, State Clearinghouse, agencies such as CalTrans and VTA, and any other individual or organization that has requested for environmental document reviews. In addition, the Draft EIR will be sent to these same agencies, individuals, and organization for the 45-day public comment period.*

- Plain clothes police is needed at these meetings for safety of participants and hosts.
- Question the adequacy of the existing sewer
- Impacts to blue birds in the area.
- Electricity capacity
- Water capacity
- What should be studied in the EIR:
  - Light in the overall neighborhood, increased after project is complete
  - Sound noise increase in the general neighborhood day and night
  - Increased idling engines, pollution due to traffic
  - Dust, dirt, exhaust, noise, light, traffic disruption during development
  - Impacts on local services, pharmacies, libraries, emergency response times, pedestrian safety
  - On-ramp to Highway 85 wait increase. It is already very long in the morning rush hours.
  - Traffic on Camden and Union Avenues is already jammed, slow, congested, every trip will go through this intersection
  - No sidewalks for pedestrians in the neighborhood, safety
  - Increased crime rates with hotels in the neighborhood, strangers, and outsiders
  - PG&E gas line safety
  - Impact of deliveries by UPS, postal, etc. on the neighborhood
  - Traffic on local streets
  - Culture clash: you're introducing a huge number of households, non-Cambrian people into our local culture. There's a style / way of life here that is suburban. The 330 urban households will disrupt our community.

- Construction equipment will cause distraction and hazards to traffic
- Concerned about emergency vehicle access to the area and response times
- Weingarten is entitled to a reasonable return on investment, and if the City rolls over for them they will make excess of that. If tax rolls are the top priority in the City will leave people out of the decision making, they will get over it they will adjust
- The project creates a dense blighted townhouse and apartment slum-to-come in our neighborhood.
- Storm drainage is poor in Cambrian Park, both city and County areas. Consider storm drainage to not impact single family housing and streets behind the Cambrian Park Plaza.
- City is ignoring County residents' quality of life for:
  - Parking
  - Noise
  - Cut through traffic
  - School zone impacts
  - Drainage
  - Light pollution
  - Loss of privacy
  - Safety
  - Traffic grid lock at commute hours on Camden/union/880/85
- Even the homeless in this neighborhood are in cars and RV. How can you expect 40% of people using transit if even homeless have to have a car here.
- Ratio to student teacher is already over the limit for the safety of children.
- Our property values will go down.
- More children going to schools – school impacts.
- What school district will residents go to
- Water shortage – need to look at that in ratio with demand of the project
- Gas pipelines on the main street part of the protected intersection
- Safety issues for pedestrians!
- Permeable water/materials requirements in the project?
- Capacity of storm water and sanitary.
- Union Avenue – an existing gas line, would they need to upgrade this gas line?
- Need to fix or update the gas lines.
- Surprised that there are no “emergency” space, such as landing area for helicopters for evacuations.
- Don't want to wake up and look at that thing
- Existing building is getting old, termite damages.
- Weingarten wants to make money, we get it.
- The project should incorporate green building / zero net energy features / design
- Scale of the proposed development is much larger and more significant compared to past proposal (overwhelming)

- Too much development proposed for what the site can accommodate
- Too much density
- Provide a 1,500-foot buffer and permit parking in the adjacent neighborhood
- Streets behind the shopping center – property abuts shopping center—are concerned!
- The project is beyond the scale that we expected
- Current plan is over developed – scale it back 70%

### **General Opposition**

- We are suburban not urban
- No more building
- The view of the hills will be gone
- No resolution to the existing problems
- It is ludicrous to speak of the joys of walking and biking in this context
- Union is not a commercial corridor
- The Cambrian area doesn't have a "Village" or community center and it would be wonderful to have a community center that this area needs. The project does not feel like a village or a gathering place
- It is improbable that the people who live in the project will work in the project, the village concept is flawed
- We have seen what happened at the urban village on Cottle Road. Prison looking structure , total gridlock all day long, not enough parking, increase in crime.
- Yes, we need affordable housing, but not at the cost of quality of life. Cramming too many people in a small space only creates anger and loss of life from accidents or crime related incidents that spill over into the existing established neighborhood
- If San Jose is going to grow by 400,000 people, the City's first priority should be transportation. The worse the commute gets, housing prices rise and people leave.
- Housing will become more affordable because it will no longer be desirable to live in a polluted crime infested city
- Propose a development that fits the neighborhood
- This project is not compatible with the existing community and will cause urban blight
- Keep Cambrian Park plaza as a unique retail center for the community and residents
- Not in favor of massive development!
- Camden – Hillsdale is a tertiary area for Envision 2040. This signature project density is inappropriate at this time.

- We already have village centers around our churches, schools, and parks, and have plenty of shopping. This site ADDS nothing. There is too much empty retail everywhere. Can't make money.
- STOP! Pretending. We have no "say"
- Rocha needs to do as his constituent's want
- The overall size is just too much.
- The Plan is entirely too dense. Clearly about money.
- Proposed project is 2/3 too big

### **General Support**

- I am in favor of the project.
- Something, anything new would be an improvement over what is there now. I would like to see improvements to the center