

From: Aerieways [<mailto:aerieways@aol.com>]

Sent: Tuesday, August 23, 2016 9:07 PM

To: Mathur, Krinjal <krinjal.mathur@sanjoseca.gov>

Subject: Re: San Jose Planning: Notice of Preparation of a SEIR for the Greyhound Residential Project (SP16-021 & T16-017)

As this project is located within the lands once held by the Tamien people, I suggest that you coordinate with the Muwekma Tribal Band.

Ed Ketchum
Amah Mutsun Tribal Band
Historian

From: Connolly, Mark [<mailto:Mark.Connolly@PLN.SCCGOV.ORG>]
Sent: Tuesday, August 23, 2016 4:19 PM
To: Mathur, Krinjal <krinjal.mathur@sanjoseca.gov>
Subject: RE: San Jose Planning: Notice of Preparation of a SEIR for the Greyhound Residential Project (SP16-021 & T16-017)

Thank you, for the referral. It looks like the project approvals are:

- Special Use Permit
- 2. Tentative Map
- 3. Demolition Permit
- 4. Building Permit
- 5. Grading Permit

Any rezoning or GPA will require a referral to the ALUC, as the project site is located within the AIA of San Jose International Airport. If not, the CLUP policies are the responsibility of the City staff to review and implement. ALUC staff is happy to assist. Pay particular attention to the Noise polices. Any residential within the 65 dBA CNEL is very likely to have consistency issues.

Thank you,

Mark J. Connolly
Senior Planner / Staff to the ALUC
70 W. Hedding Street 7th Floor East Wing
San Jose, CA 95110
408-299-5786

From: Costa, Aaron [<mailto:aaron.costa@cep.sccgov.org>]
Sent: Monday, August 29, 2016 8:05 AM
To: Mathur, Krinjal <krinjal.mathur@sanjoseca.gov>
Subject: RE: CEQA Referral - Greyhound Residential Project

Krinjal,

This project is directly across the street from an open fuel leak case at 95 S Almaden. Since the project proposes 4 levels of sub-grade parking, it is likely that dewatering will be required during construction. If groundwater is encountered during construction, it will likely be impacted by petroleum hydrocarbons and mitigation measures to address contaminated groundwater will be needed. Please feel free to contact me should you have any additional questions related to subsurface contamination in this area.

Thank you,

Aaron Costa
Senior Hazardous Materials Specialist
Site Mitigation Program

County of Santa Clara
Department of Environmental Health
1555 Berger Drive #300
San Jose, CA 95112
(408) 918-1954
<http://www.sccgov.org/sites/deh>

*My normal office hours are 6:30am-3:00pm

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File: 29388
Guadalupe River

September 15, 2016

Krinjal Mathur
Department of Planning, Building and Code Enforcement
City of San Jose
200 East Santa Clara Street, CA 3rd Floor Tower
San Jose, CA 95113-1905

Subject: Notice of Preparation of a Supplemental Environmental Impact Report to the Downtown Strategy 2000 Final Environmental Impact Report for the Greyhound Residential Project

Dear Krinjal Mathur:

The Santa Clara Valley Water District (District) has reviewed the Notice of Preparation (NOP) of a Supplemental Environmental Impact Report (SEIR) to the Downtown Strategy 2000 Final Environmental Impact Report for the Greyhound Residential Project received on August 24, 2016.

District records indicate that APN: 259-40-015 and 016 each have one active well. If the wells will continue to be used following redevelopment of the site, they must be protected so that they do not become lost or damaged during construction. If one or both of the wells will not be used as part of the redevelopment project, they must be destroyed in accordance with District Ordinance 90-1, which requires issuance of a well destruction permit. If additional wells are found on-site they must be properly destroyed under permit from the District or registered with the District and protected during construction.

To reduce/avoid adverse impacts to water supply, the SEIR should consider the following:

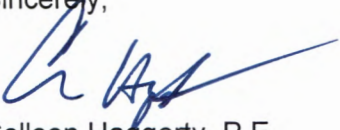
- Require landscaping to meet or exceed the requirements of the City's water efficient landscape regulations.
- The installation of dual plumbing to facilitate and maximize the use of alternative water sources for irrigation, toilet flushing, cooling towers, and other non-potable water uses. Currently, recycled water lines are located within 0.75 miles of the site and could be extended in the future to serve the site. In addition, onsite reuse of water may be appropriate now or in the future.
- Maximize the use of alternative water sources for non-potable uses including stormwater, rainwater, and graywater.
- Installation of separate submeters to each residential unit to encourage efficient water use.

Krinjal Mathur
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September 15, 2016

The District does not have any facilities or land rights within the proposed project limits; therefore, as per the District's Water Resources Protection Ordinance a District encroachment permit is not required.

Reference District File No. 29388 on further correspondence regarding this project. If you have any questions or need further information, you can reach me at (408) 630-2322.

Sincerely,

A handwritten signature in blue ink, appearing to read 'C. Haggerty', is written over a light gray rectangular background.

Colleen Haggerty, P.E.
Associate Civil Engineer
Community Projects Review Unit

cc: S. Tippets, C. Haggerty, T. Hemmeter, C. Tulloch, M. Silva, H. Ashktorab,
J. De La Piedra, M. Duffy, File



September 23, 2016

City of San Jose
Department of Planning and Building
200 East Santa Clara Street
San Jose, CA 95113

Attention: Krinjal Mathur

Subject: City File No. SP16-021 / Greyhound Residential Project

Dear Ms. Mathur:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for 781 residential units and 20,000 square feet of ground floor retail at 70 Almaden Avenue. We have the following comments.

Land Use

VTA strongly supports the proposed land use intensification of this site strategically located on the transportation network within walking distance of multiple VTA Light Rail Transit lines and several Local Bus lines; the Rapid 522 line, currently undergoing an enhancement as the Santa Clara Alum Rock (SCAR) Bus Rapid Transit corridor; and future Downtown San Jose BART service. Additionally, by increasing the number of residences in close proximity to the numerous shops, restaurants, services and work sites in Downtown San Jose, the project will increase opportunities for daily tasks to be accomplished by walking and biking, thereby incrementally reducing automobile trips and greenhouse gas emissions. Downtown San Jose is identified as a Regional Core in VTA's Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework, which shows VTA and local jurisdiction priorities for supporting concentrated development in the County. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and was endorsed by all 15 Santa Clara County cities and the county.

Transportation Impact Analysis (TIA) Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more net new peak-hour trips. Based on the information provided on the size of this project, a TIA may be required. The updated 2014 VTA *TIA Guidelines*, which can be found at <http://www.vta.org/cmp/tia-guidelines>, include updated procedures for documenting auto trip reductions, analyzing non-auto modes, and evaluating mitigation measures and improvements to address project impacts and effects on the

transportation system. For any questions about the updated *TIA Guidelines*, please contact Robert Swierk of the VTA Planning and Program Development Division at 408-321-5949 or Robert.Swierk@vta.org.

Pedestrian Accommodations

The NOP materials do not provide detail regarding the proposed pedestrian accommodations along the project frontages, South Almaden Avenue, Post Street, and South San Pedro Street. VTA recommends that the site plan clearly indicate pedestrian access from building entrances to surrounding sidewalks. Given the increased pedestrian volumes associated with the project, VTA recommends that the City work with the project sponsor to provide exceptional pedestrian accommodations along the project frontages. Improved pedestrian accommodations along the project frontages would encourage greater trips by walking, and improve access to transit. Resources on pedestrian quality of service, such as the Highway Capacity Manual 2010 Pedestrian Level of Service methodology, indicate that accommodations such as a buffer containing a continuous green strip, closely planted street trees, and/or lamp posts improve pedestrian perceptions of comfort and safety on a roadway.

Bicycle Accommodations

The NOP materials provide little detail as to the proposed bicycle accommodations within and near the project site. Currently a bike lane exists along W. San Fernando Street, and the Guadalupe River Trail can be accessed west of the site. VTA recommends that the site plan clearly indicate bicycle access from nearby bicycle facilities.

VTA supports the project's inclusion of 195 bicycle parking spaces; however, the NOP materials do not provide details regarding the location of the bicycle parking spaces or other bicycle-supportive facilities. VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking for the project. Bicycle parking facilities can include bicycle lockers or secure indoor parking for all-day storage and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from www.vta.org/bikeprogram.

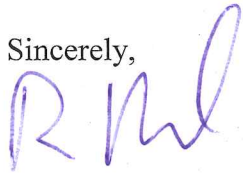
Transportation Demand Management – Transit Incentives

VTA encourages the City to work with the applicant to explore Transportation Demand Management (TDM) measures that would reduce the number of single-occupant vehicle trips generated by the project and increase transit ridership. VTA recommends that the City work with the applicant to implement a parking management plan, reduced parking ratios, and transit fare incentives to residents of the development, such as free or discounted transit passes on a continuing basis.

City of San Jose
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Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,



Roy Molseed
Senior Environmental Planner

cc: Michael Liw, San Jose Development Services
Patricia Maurice, Caltrans
Brian Ashurst, Caltrans

SJ1618