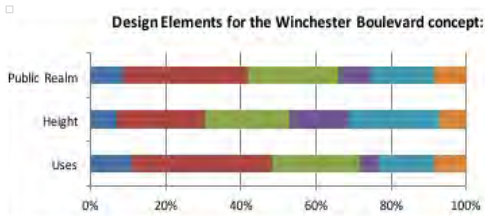


# Santana Row/Valley Fair & Winchester Boulevard Urban Village Master Plans



## Online Survey Report

October 2016



Prepared by

**DYETT & BHATIA**  
Urban and Regional Planners



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# I Introduction

San José's General Plan, *Envision San José 2040*, identifies several Urban Villages—areas located along major arterials and transit corridors, often adjacent to existing and planned transit facilities. The City's Urban Village concept is a major strategy to transform these strategically selected areas into vibrant, high-density, mixed-use, and multi-modal areas to accommodate population and jobs growth.

## **Santana Row/Valley Fair Urban Village and Winchester Boulevard Urban Village**

The City is in the process of drafting master plans to present a long-term vision for two Urban Villages: the Santana Row/Valley Fair Urban Village and the Winchester Boulevard Urban Village, boundaries of which area shown on the following page.

Over the past several years, the Santana Row/Valley Fair area has emerged as a major regional destination, and the Master Plan will aim to create a vibrant and distinctive place for the urban village by retaining qualities of the surrounding residential neighborhoods, creating multi-purpose parks and public places, and ensuring a multi-modal and connected transportation system. The Winchester Boulevard Urban Village is centered on a key corridor surrounded by residential neighborhoods; the Plan for this its area will aim to create diverse and friendly neighborhoods, an active business district, and a multi-modal and connected transportation system. As the two urban villages are adjacent to each other, and would be similarly affected by and transportation measures undertaken as part of the plan's implementation, the community outreach process has addressed both areas simultaneously.

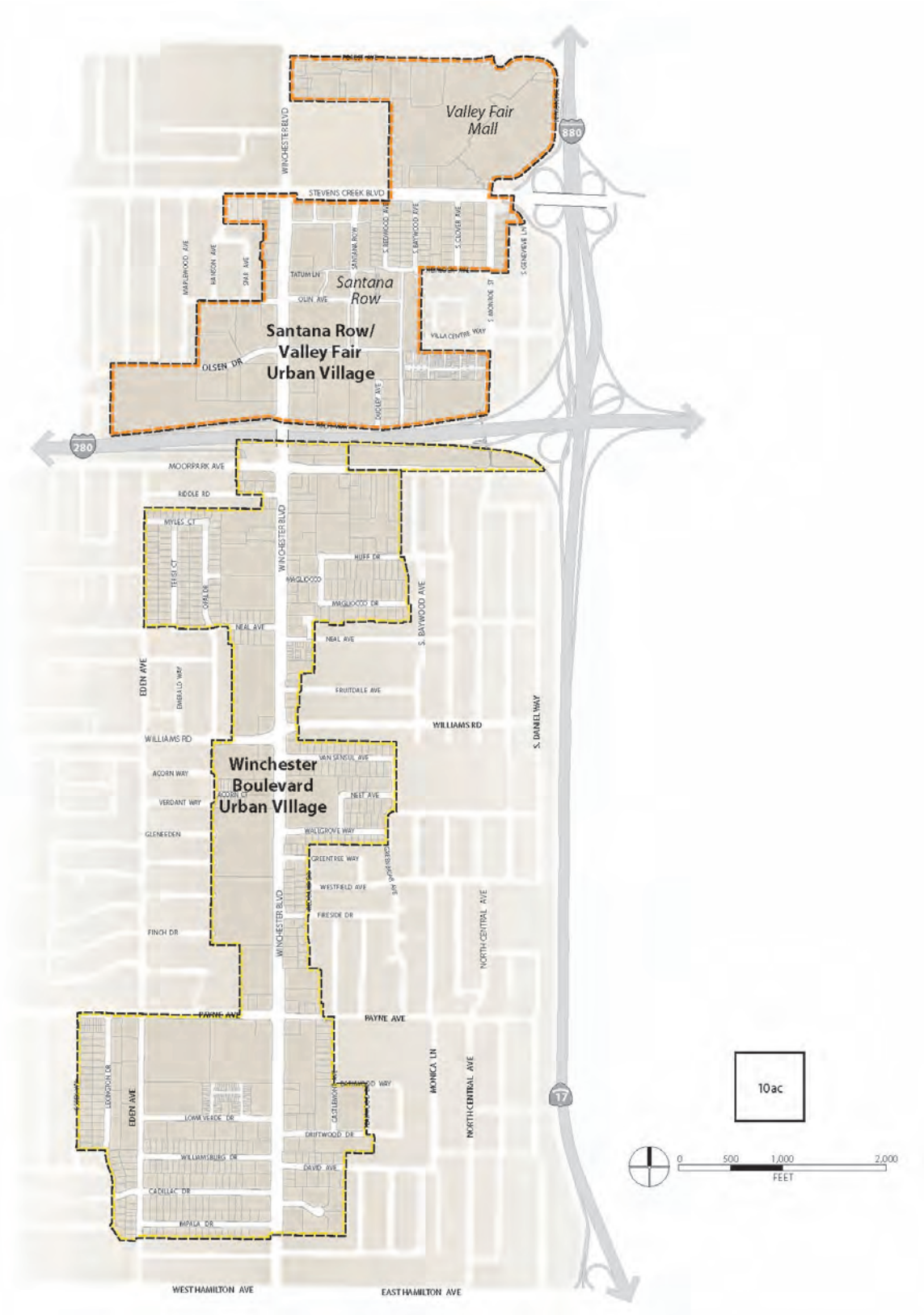
## **This Report**

This report presents results of an Internet-based survey, conducted as part of the public outreach process, to elicit opinions on draft proposals related to various urban design topics, including streetscapes, public art, land use, and building heights in the two urban villages. The survey was created with a map-based platform that allows respondents to answer survey questions while referring to and interacting with a map of the area. Many of the survey questions prompted respondents to “mark-up” the map by placing pins, drawing lines, and locating and identifying places of interest. The survey opened on August 31, 2016 and closed on October 2, 2016. It was advertised to the community via the City's website, promotional materials, and at the Community Workshop #2 held on September 1, 2016.

Chapter 2 of this report summarizes the key themes that emerged from the survey results. Chapter 3 details and interprets the results by question, including all charts and maps of the collective results as well as summaries of responses to open-ended questions. Chapter 4 presents the self-reported

demographic information of survey respondents, and the Appendix provides open-ended survey responses.





## 2 Key Themes

A total of 372 completed surveys were collected and are summarized in this report. As survey respondents were not required to answer every question, the number of responses varies from question to question.

### ***Most and Least Favorite Places***

Respondents overwhelmingly selected locations in Santana Row and Valley Fair, and various small establishments along the Winchester Boulevard corridor as favorite places. Generally, respondents indicated that they value the sense of community in the Santana Row/Winchester Boulevard area and see it is an asset to preserve and capitalize on. Least favorite places were vacant shopping centers; areas west of Winchester Boulevard perceived to be unsafe because of crime; and streets, intersections, and sidewalks that are unsafe or overwhelmed with traffic. Many respondents also mentioned Santana Row and Valley Fair as their least favorite, because they are expensive or hard to park.

### ***Street Improvements***

The survey results helped identify several areas seen as challenges or in need of improvement. In response to the question about priorities for improvements to the pedestrian network, about 31 percent of respondents selected landscaping as their top priority. Questions regarding pedestrian and bicycle networks revealed that the existing networks—including their extensiveness and condition—are unsatisfactory. For instance, when asked about improvements to the street network, 20 percent of respondents identified the intersection of Winchester Boulevard and I-280 as needing better pedestrian and bicycle access. In addition, when asked about traffic issues, this same intersection received the most attention.

In general, when asked to prioritize various elements within the Winchester Boulevard right-of-way, such as travel lanes, transit lanes, bike lanes, on-street parking, and landscaped medians, the two elements that surfaced as the community's top priorities were protected bicycle lanes and automobile traffic lanes.

### ***Open Space and Public Realm***

The survey revealed assets and deficiencies to improve upon within the open space network. When asked to identify improvements to parks and the public realm, landscaping was identified as a top priority, with respondents indicating that the urban villages are lacking in greenery and active public spaces. Santana Park is generally perceived as a beloved place to gather and recreate, and many survey respondents would like to see additional open green spaces like Santana Park in the area. Respondents commonly requested new green spaces with dog parks, pleasant natural landscaping, and safe access for children. When asked to identify locations for potential new parks and plazas, respondents overwhelmingly selected vacant or underutilized sites within the neighborhood, including the Century Theater site and the site of the former Toys R Us.

### ***Public Art and Activities***

The survey produced an outpouring of ideas to incorporate public art and activities into the Urban Villages. Respondents generally agreed that Winchester Boulevard as it exists today is not memorable, and many respondents negatively associated the area with heavy traffic. Respondents who did associate Winchester Boulevard with positive elements most often mentioned its unique attractions, including the Winchester Mystery, Santana Row, and the Century Theaters. About 80 percent of commenters offered ideas to incorporate art into the public realm and make the street more memorable. Common suggestions included tree lighting, painted utility poles and boxes, and community events such as farmers' markets.

### ***Land Use, Building Design, and Heights***

Each of the areas queried regarding land use received preferences regarding multiple uses, as well as vertically stacked uses. Hotels and offices were preferred to be located along Stevens Creek Boulevard and Winchester Boulevard North. Over half of respondents indicated they would approve ground floor retail in the central areas of the Winchester Boulevard Urban Village.

Respondents favored clustering taller buildings in the Steven Creek Boulevard corridor and in Santana Row. Responses were almost equally split between positive and negative relating to heights depicted for the two Case Study sites, although heights in the Santana Row/Valley Fair concept were received more positively than the ones shown in the Winchester Boulevard concept, with survey respondents concerned about the negative effects that taller building heights and the accompanying intensity of development would have on traffic. Many expressed opposition to tall buildings and land uses they felt were incongruous with adjacent residential neighborhoods; however, many commenters noted that were open to tall buildings with modulated bulk, or step-backs, near Santana-Row and along the Stevens Creek Boulevard corridor.

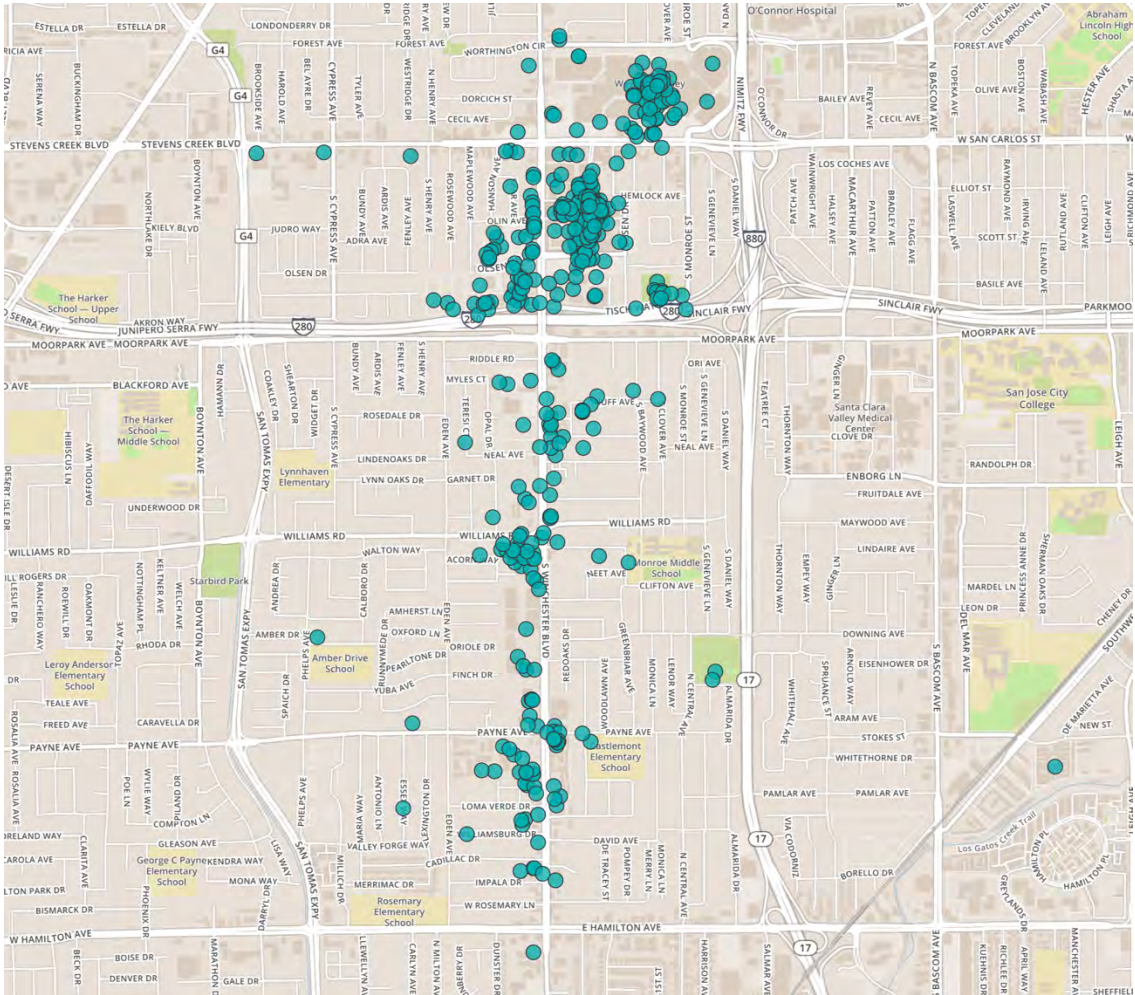
### **3 Survey Results**

This chapter summarizes the results of each survey question. In an effort to present the results in the clearest way, the results are grouped and presented thematically in this chapter. With a few exceptions, the organization of this chapter is consistent with the order of the questions as they appeared in the survey. For questions where individual map-based responses become crowded, an accompanying “heat map” shows a color-coded representation of the occurrence of responses.

### 3.1 Favorite and Least Favorite Places

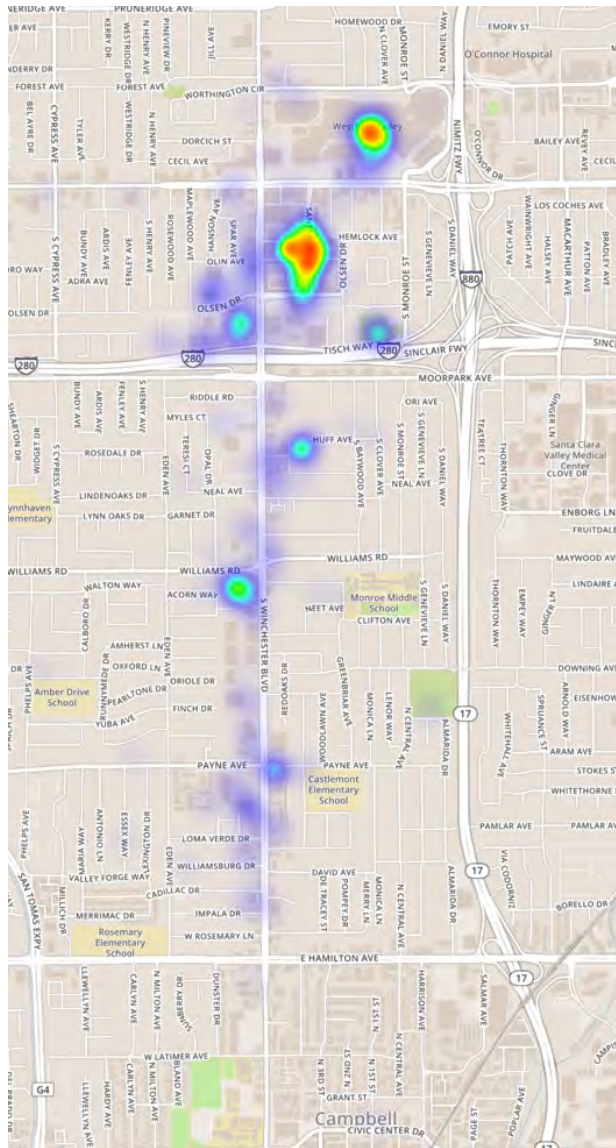
#### FAVORITE PLACES

*Survey Question: What are your favorite places? [Note: After respondents “dropped a pin” on a location, a pop-up window appeared providing the respondent with the opportunity to explain why they selected that particular location.]*





## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans



The majority of pins—46 percent—were clustered around Valley Fair and Santana Row. In the open-ended text boxes accompanying the pins, respondents indicated that they like the wide variety of shops, outdoor cafes, outdoor activities, comfortable walking amenities, availability of parking, and opportunities for people-watching. Neighborhood businesses were important to survey respondents, with many calling out specific hair salons, Starbucks, Peet’s Coffee, South Winchester BBQ, and the recently closed Flames Coffee Shop. Santana Park was cited 12 times as a favorite place, with respondents noting the rarity of green space in the neighborhood.

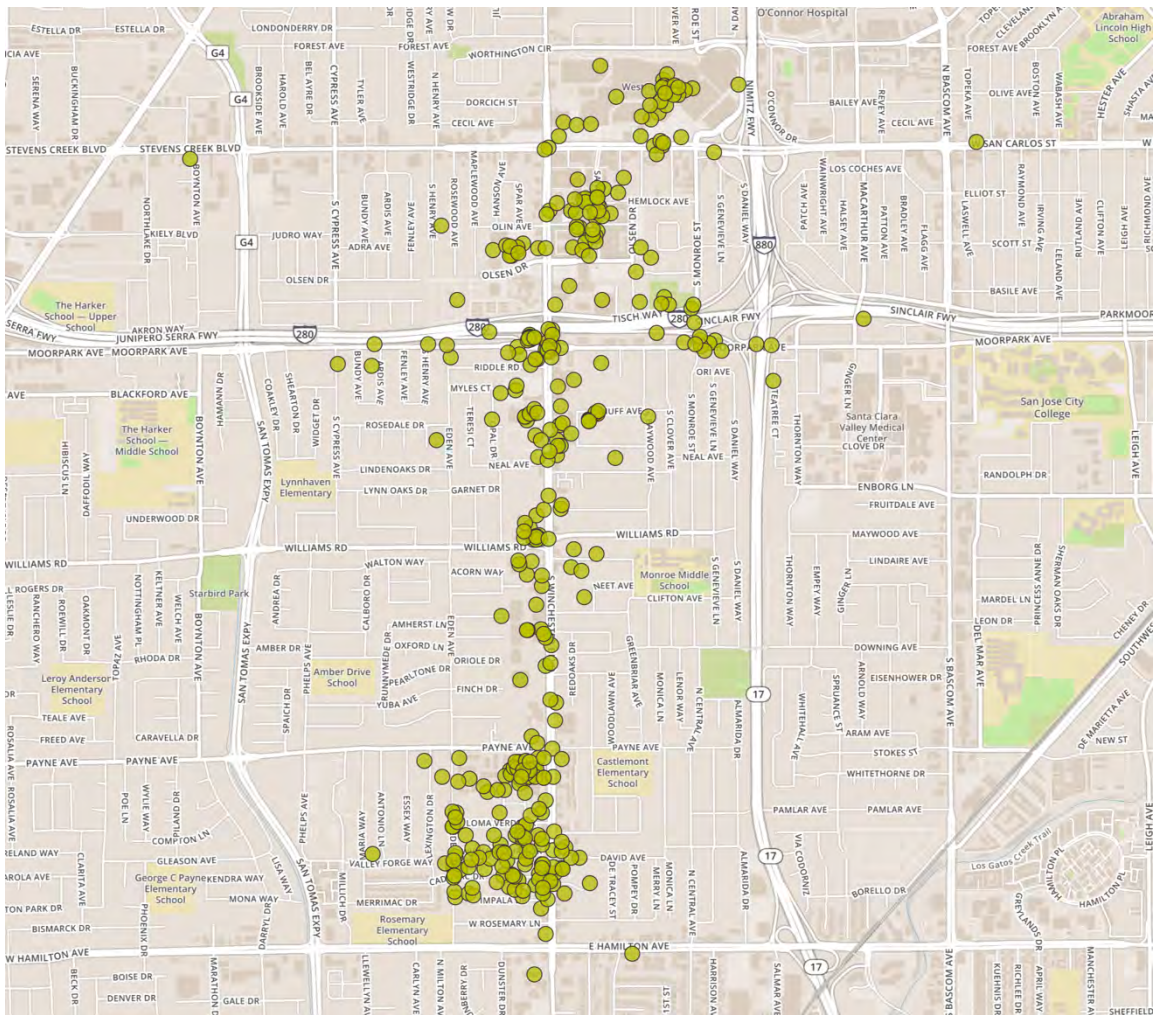
Numerous pins were placed on the shopping center at the southwest corner of Williams Avenue and Winchester Boulevard, with most comments citing specific business establishments such as the Mizu Sushi Bar & Grill and the Grocery Outlet. Many respondents (about five percent) selected their neighborhoods and homes, mentioning the strong sense of community and affordability of the Winchester Ranch Mobile Home Park in particular.

Additional clusters of pins were placed on the Century 21 theaters, with comments noting their unique architectural character and a desire to preserve the structures, as well as on the Winchester Mystery House.

*“[Santana Row] is a great place to walk, shop, listen to music and meet friends. The environment is attractive and it feels like it was designed for pedestrians and not for cars.”*

## LEAST FAVORITE PLACES

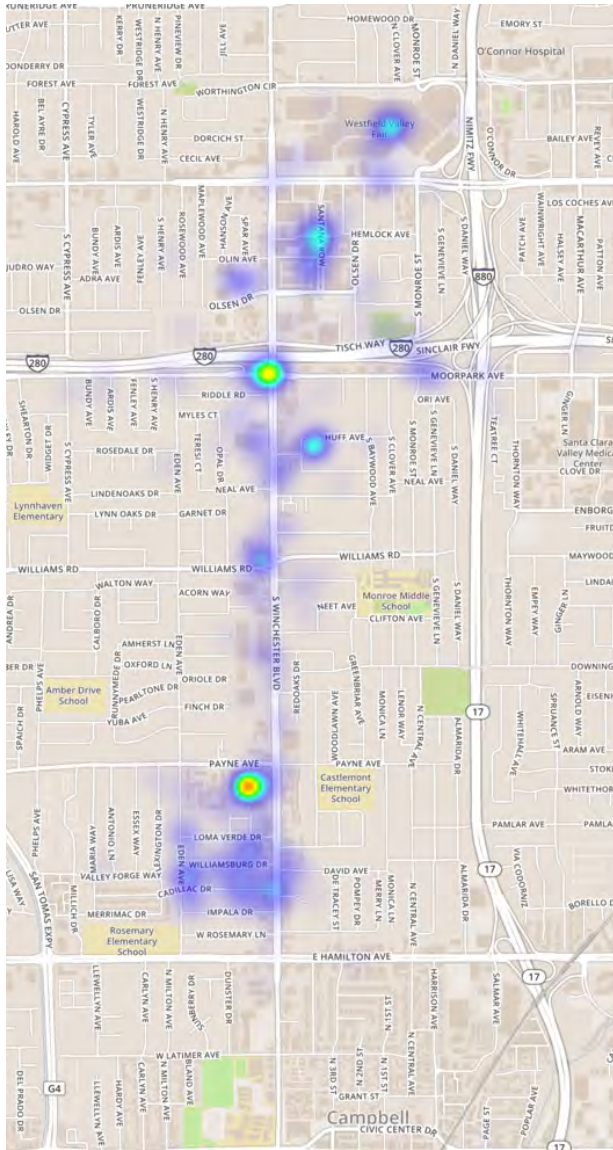
**Survey Question:** What are your least favorite places? [Note: After respondents “dropped a pin” on a location, a pop-up window appeared providing the respondent with the opportunity to explain why they selected that particular location.]



*“Blighted shopping center.” “Feel unsafe walking ...” “Difficult to find parking...”*



## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans



Most of the least favorite place pins were concentrated in the area east of Eden Avenue and west of Winchester Boulevard, between Impala Drive and Loma Verde Drive. Respondents commented that the area feels unsafe, that parking is a problem, that housing and streetscape are in poor condition, and that the area is loud and dirty. Respondents also cited safety concerns about the Highway 280 pedestrian overpass, stating that they often do not feel safe using it due to its lack of lighting and the presence of homeless encampments nearby.

Least favorite places included specific retail establishments (the 7-Eleven, the headshop) as well as vacancies, poor upkeep, and the presence of homeless people and loiterers. Negative comments relating to Santana Row and Valley Fair primarily concerned the area being too crowded, congested with traffic, and expensive; development being too tall and/or dense; and difficulties parking.

A notable difference in the responses to the first two questions is that for the Favorite Places question, very few respondents (less than one percent) placed pins on the streets, while for the Least Favorite question, many of the pins (21 percent) were placed on a street. Respondents wrote that they did not feel

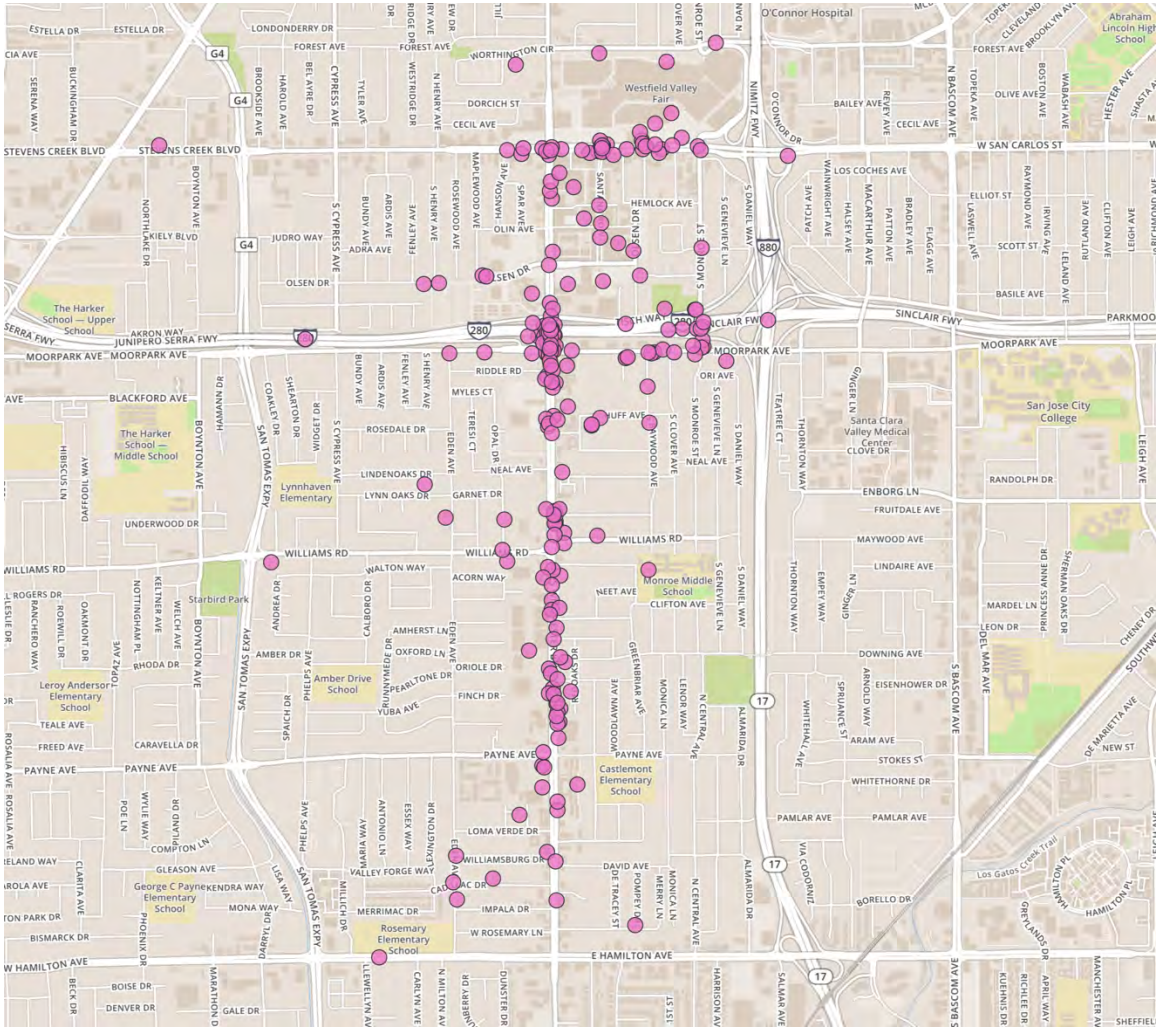
safe walking around the intersection of Moorpark Avenue and Winchester Boulevard; that they did not like the homeless encampments in the area; that the traffic is bad; that light cycles are too long; and that the off-ramp is often backed up. Some respondents commented on the conditions of Winchester Boulevard in general, citing its traffic, lack of bus stop shelters and bike lanes, unpleasant streetscape, and broken concrete on the sidewalk. The pedestrian tunnel under I-280 near Santana Park received many pins, with comments noting that it is too narrow, not well lit, and feels unsafe.



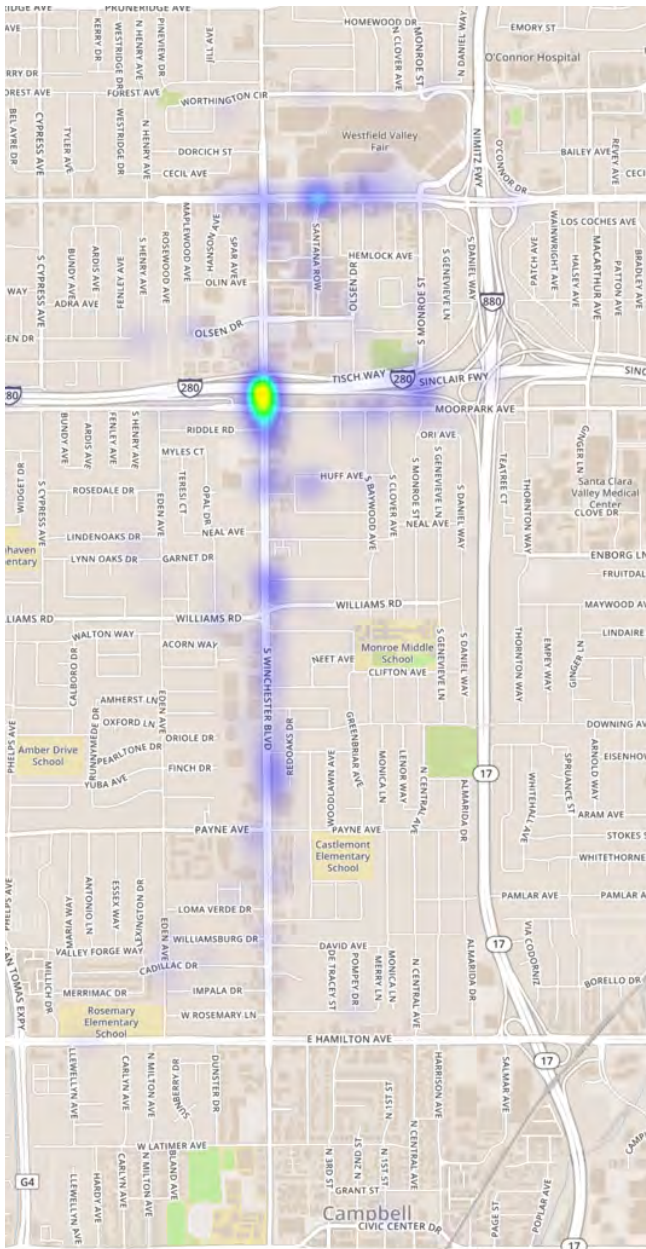
## 3.2 Pedestrian and Bicycle Networks

### PLACES THAT ARE HARD TO GET AROUND ON FOOT

**Survey Question:** *Where does pedestrian infrastructure (sidewalks, lighting, benches, etc.) need improvement? [Note: After respondents “dropped a pin” on a location, a pop-up window appeared providing the respondent with the opportunity to explain why they selected that particular location.]*



## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans



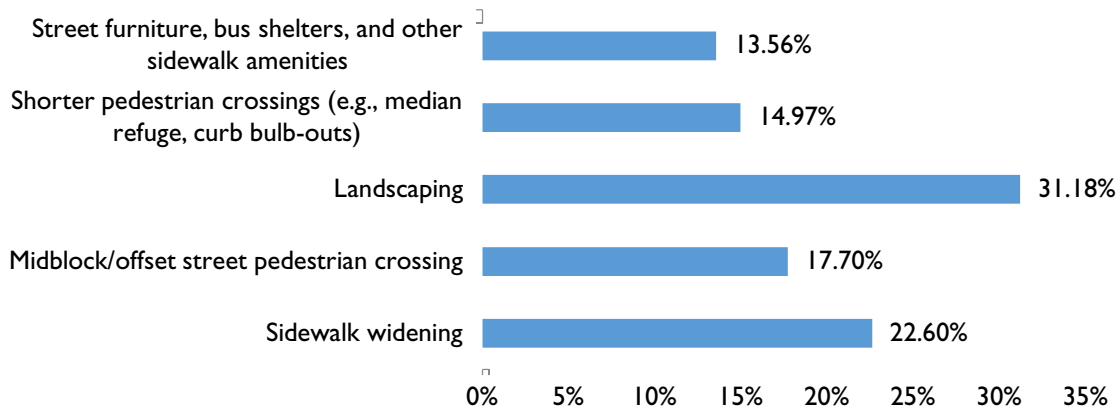
Many responses to this question concerned safety. Most pins were clustered along Winchester Boulevard and Stevens Creek Boulevard, with the area between Tisch Way and Moorpark Avenue on Winchester Boulevard receiving the single greatest number of pins (48). People commented that the area feels unsafe, owing to the narrow sidewalk on the highway overpass and the homeless population. Generally, many people stated that do not enjoy walking along Moorpark Avenue owing to lack of or narrow sidewalks, the homeless population, lack of security on the freeway overpass, and the heavy traffic. People also cited the Highway 280 pedestrian overpass near Santana Park due to the perceived danger and poor lighting. Finally, several comments pertained to the area along Winchester Boulevard roughly between Neal Lane and Payne Boulevard, with commenters indicating that the sidewalk is disconnected and/or in poor condition.

Pedestrian crossings across major roads were also of concern for many respondents. The intersection of Santana Row and Stevens Creek Boulevard received many pins (11), with respondents citing heavy and fast traffic as well as long light cycles. Some people added that better street markings or a pedestrian overpass would improve pedestrian safety for people crossing between Santana Row and Valley Fair.

## PEDESTRIAN IMPROVEMENT PRIORITIES

**Survey Question:** Please assign points to potential improvements you would most like to see incorporated into the pedestrian realm along Winchester Boulevard. There are a total of 100 points to divide between the various options. Higher priorities should receive more points than lower priorities. For example, if all elements are of equal importance to you, then assign 20 points to each.

### Pedestrian Network Improvements



The leading selection was landscaping, followed by sidewalk widening, midblock/offset street pedestrian parking, shorter pedestrian crossings, and sidewalk amenities. Given that many people noted on the Question 4 that sidewalks along Winchester Boulevard are missing or too narrow, it follows that sidewalk widening was the second most popular answer. Respondents were less concerned about street furniture, shorter pedestrian crossings, and midblock crossings.

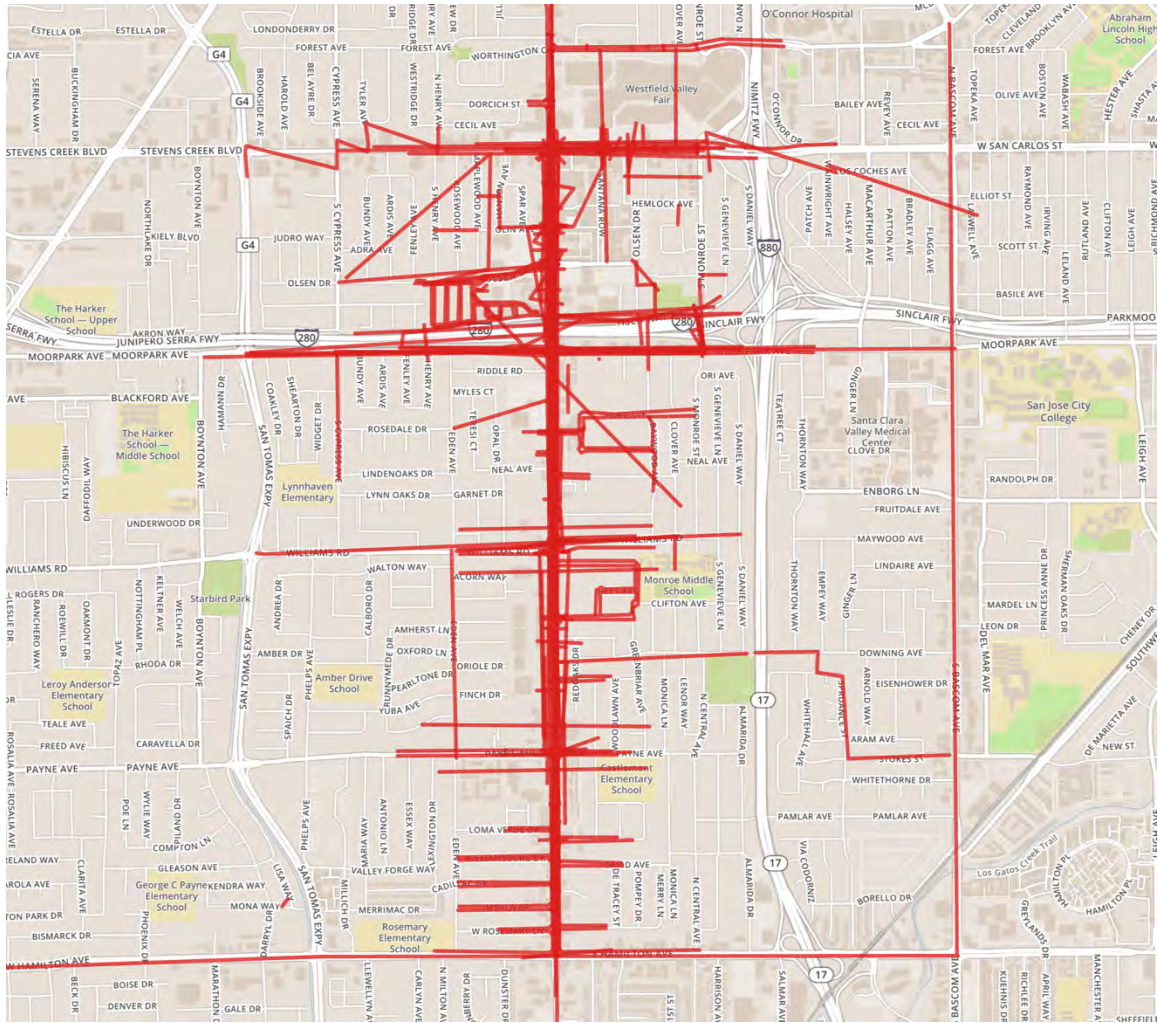
*“I would like to see better pedestrian access to amenities that are safe with kids, more greenery along the roads, and access to parks for our kids!”*

*“Heavy traffic on Stevens Creek and Winchester make it difficult to walk between Santana Row and Valley Fair, especially for residents returning from Safeway with groceries.”*



## IMPROVED STREET CONNECTIONS

*Survey Question: Draw paths where you would like to see improved street crossings or better walkability.*

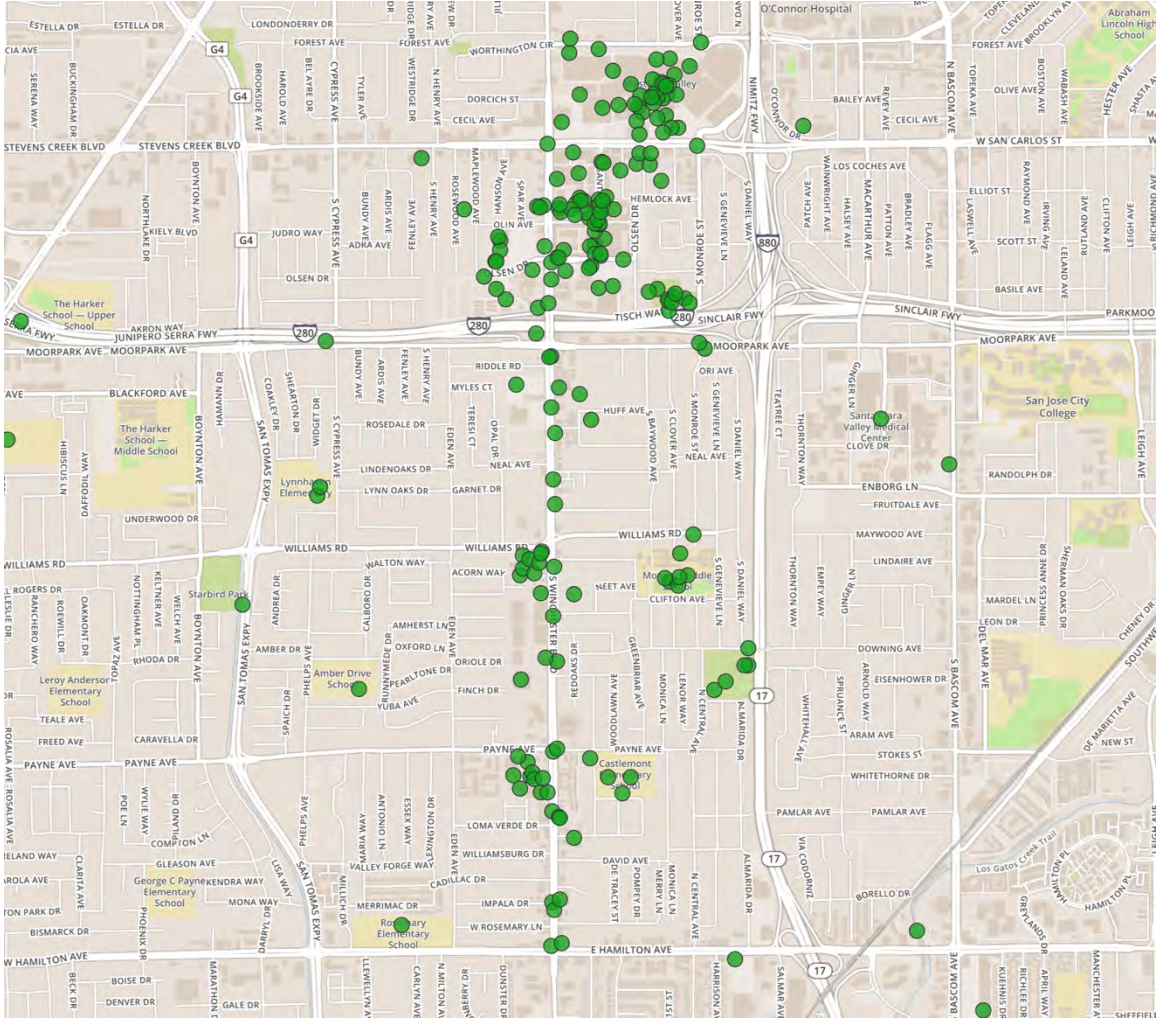


The figure above shows consolidated responses. The entire length of Winchester Boulevard received several lines, with the highest concentration of lines between Payne Avenue and Williams Road. Major intersections, such as Payne Avenue and Winchester Boulevard; Williams Road and Winchester Boulevard; Moorpark Avenue and Winchester Boulevard; Olson Drive and Winchester Boulevard; Stevens Creek Boulevard and Winchester Boulevard; and Stevens Creek Boulevard and Santana Row received a heavy concentration of lines, indicating a need for better pedestrian crossings across major streets. The entire east-west lengths of Stevens Creek Boulevard and Moorpark Avenue also received several lines.

In addition, many neighborhood streets, particularly those in the southern portion of the Planning Area, were traced, indicating a need for better pedestrian connections between residential neighborhoods and arterial streets.

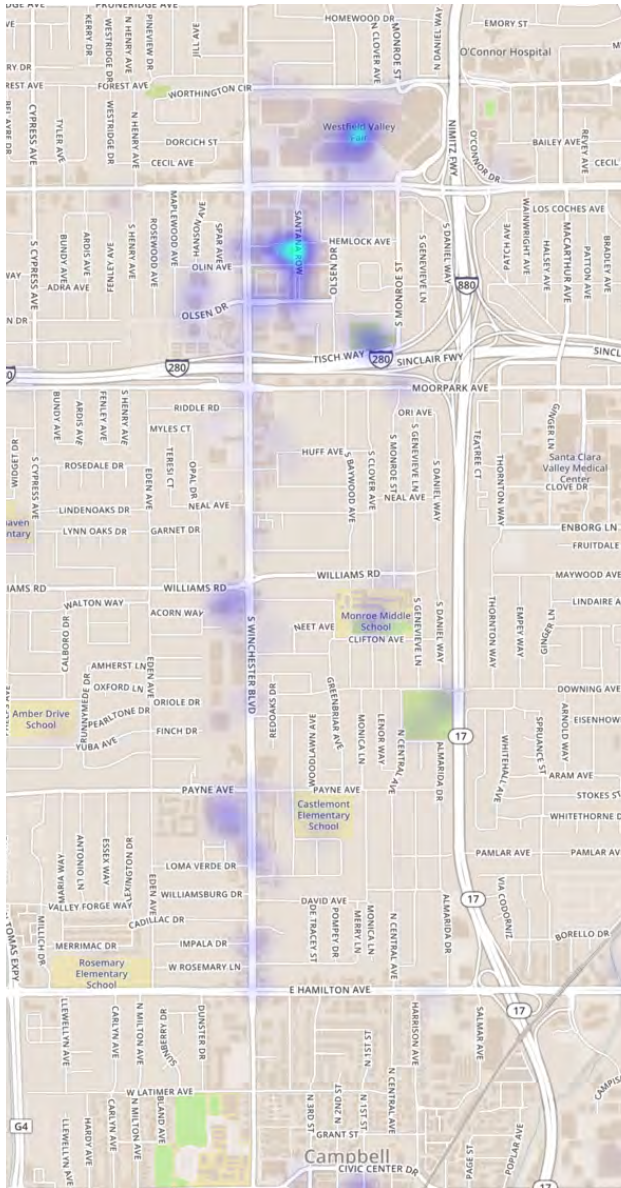
## BICYCLE NETWORK

*Survey Question: Place pins on places where you would like to arrive by bike.*





## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans



Popular destinations were public amenities, including schools and parks. Shopping centers, including Santana Row, Valley Fair, and the shopping areas at the intersections of Winchester Boulevard with Williams Road and Payne Avenue receive clusters of pins. Several pins were also placed outside the Planning Area, indicating a need for a more far-reaching bicycle network.

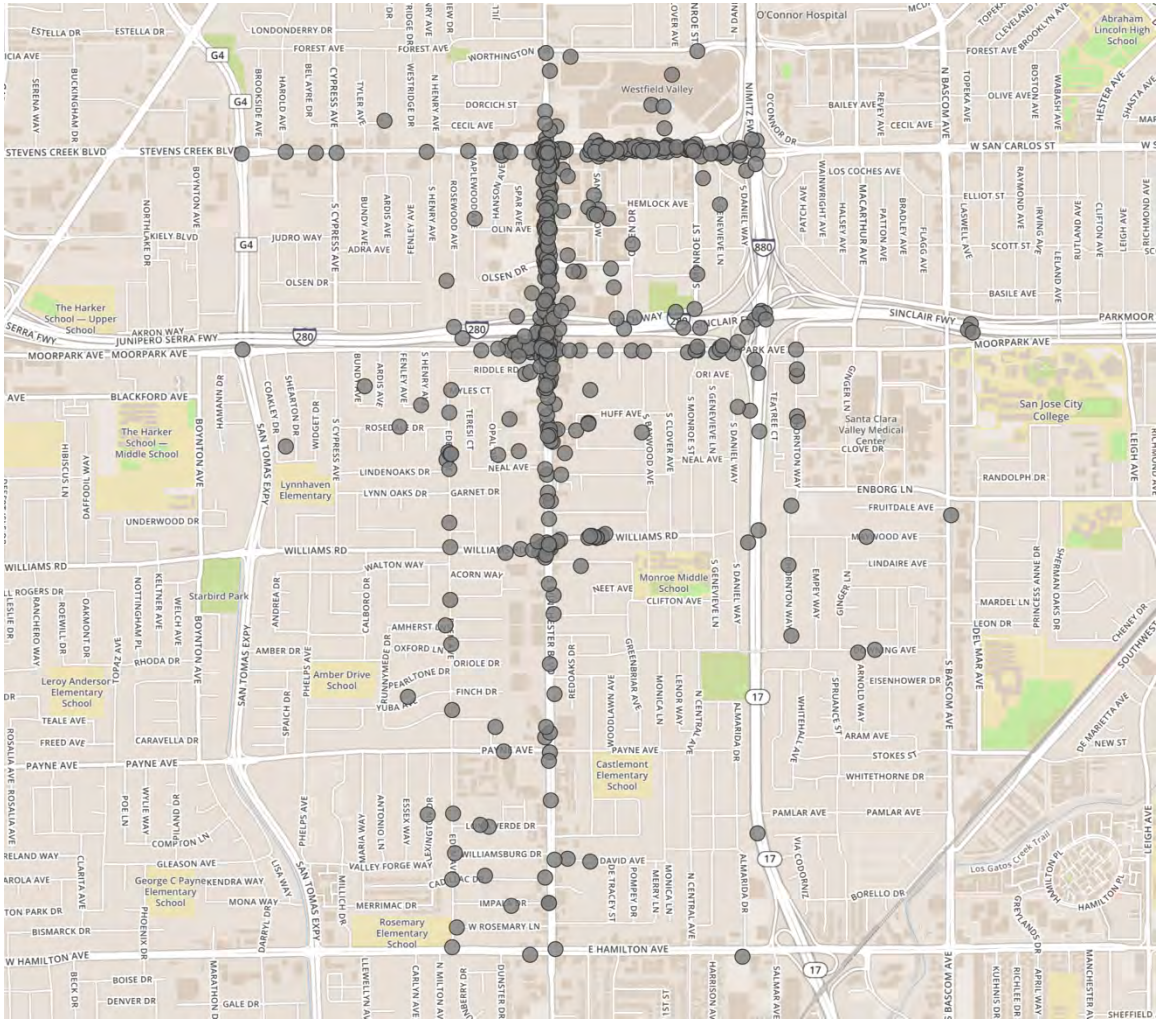
*“It seems to me that when I walk or bike ride in this area, that the sidewalk comes to an end, or has broken cement, etc. Plus there isn’t really anything very interesting to do or see in this area. A bookstore might be nice.”*

*“Not pedestrian or biker friendly area for people to safely travel to and from Santana Row. Footbridges over 280 are not easy to access and cross on Moorpark Avenue.”*

### 3.3 Street Right-of-Way

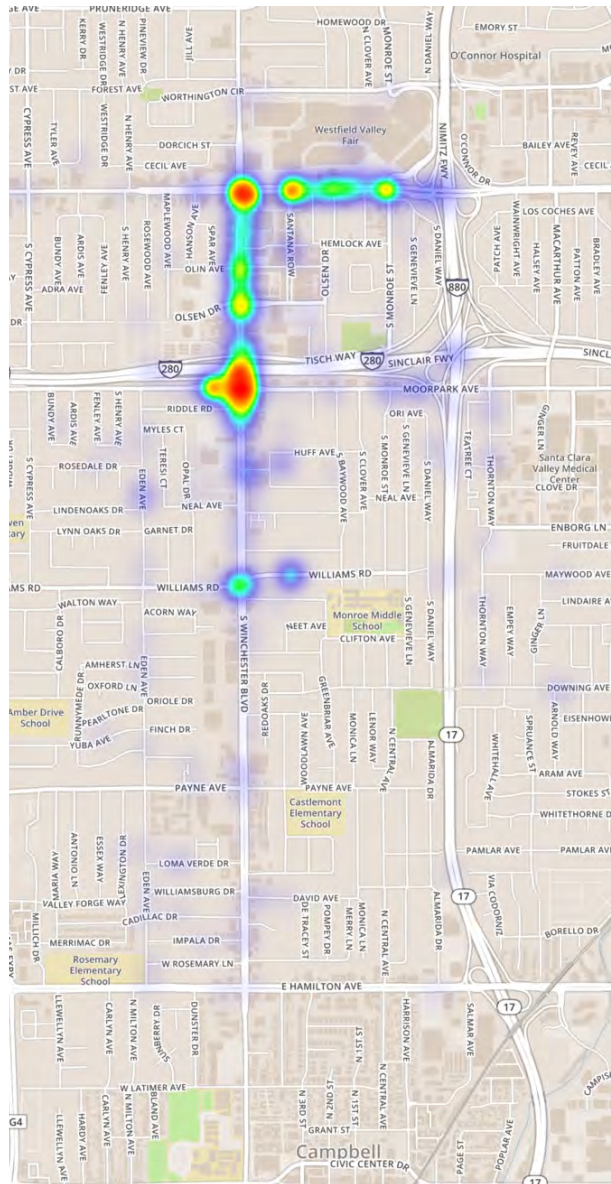
#### TRAFFIC

*Survey Question: Which places have traffic issues? [Note: After respondents “dropped a pin” on a location, a pop-up window appeared providing the respondent with the opportunity to explain why they selected that particular location.]*





## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans



This question had the highest number of responses out of all the “pin drop” questions in the survey—637 in total.

The greatest concentration of pins—approximately 163, or 26 percent—were placed between Tisch Way and Moorpark Avenue on Winchester Boulevard, including the on- and off-ramps to I-280. Many comments indicated that lights allowing traffic onto I-280 North are too short, and that the off-ramp from I-280 onto Moorpark is often backed up. There were also many pins near the intersection of Moorpark Avenue and SR-17, with many respondents noting that traffic coming on and off the freeways backs up along Moorpark Avenue.

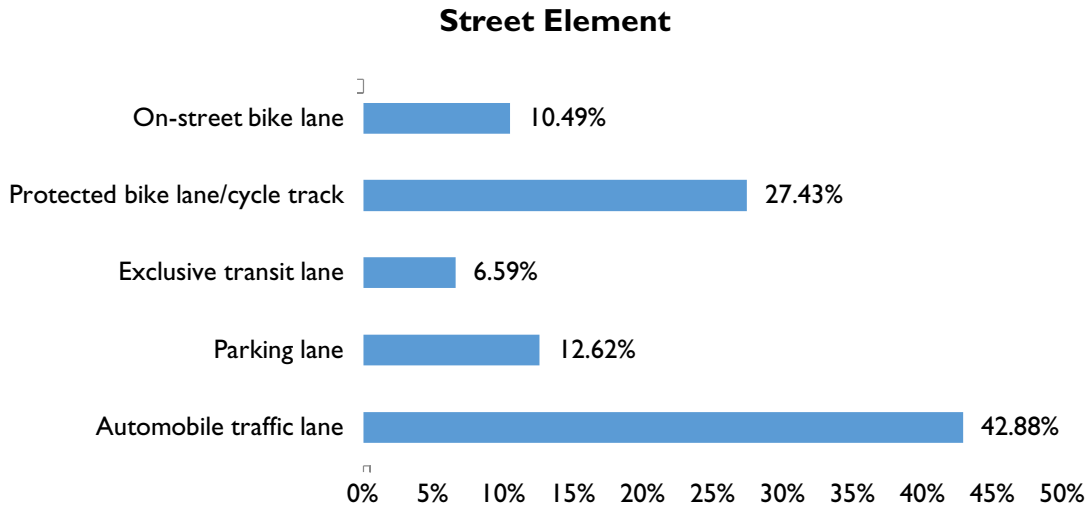
Another 53 pins were placed on Winchester Boulevard and Stevens Creek Boulevard in the Santana Row Area, with respondents noting that the major shopping hubs cause the traffic back-ups. In particular, people pointed out that they wait long periods of time to cross the intersection of Winchester Boulevard and Stevens Creek Boulevard; that it is difficult to turn out of the Santana Row and Valley Fair parking lots; that it is difficult to find parking; and that the area near the intersection of Stevens Creek Boulevard and Monroe Street is frequently congested due to traffic entering the freeway.

People also commented that the intersection of Williams Road and Winchester Boulevard had heavy traffic, particularly rush hour. Respondents noted that side streets such as Eden Avenue experience high-speed cut-through traffic, disturbing the quiet neighborhood. Many were concerned about traffic on neighborhood streets increasing in the event of additional development and activity coming to the area.



## STREET RIGHT-OF-WAY ALLOCATION

**Survey Question:** Please assign points to potential elements you would most like to see incorporated into the street right-of-way along Winchester Boulevard. There are a total of 100 points to divide between the various options. Higher priorities should receive more points than lower priorities. For example, if all elements are of equal importance to you, then assign 20 points to each.



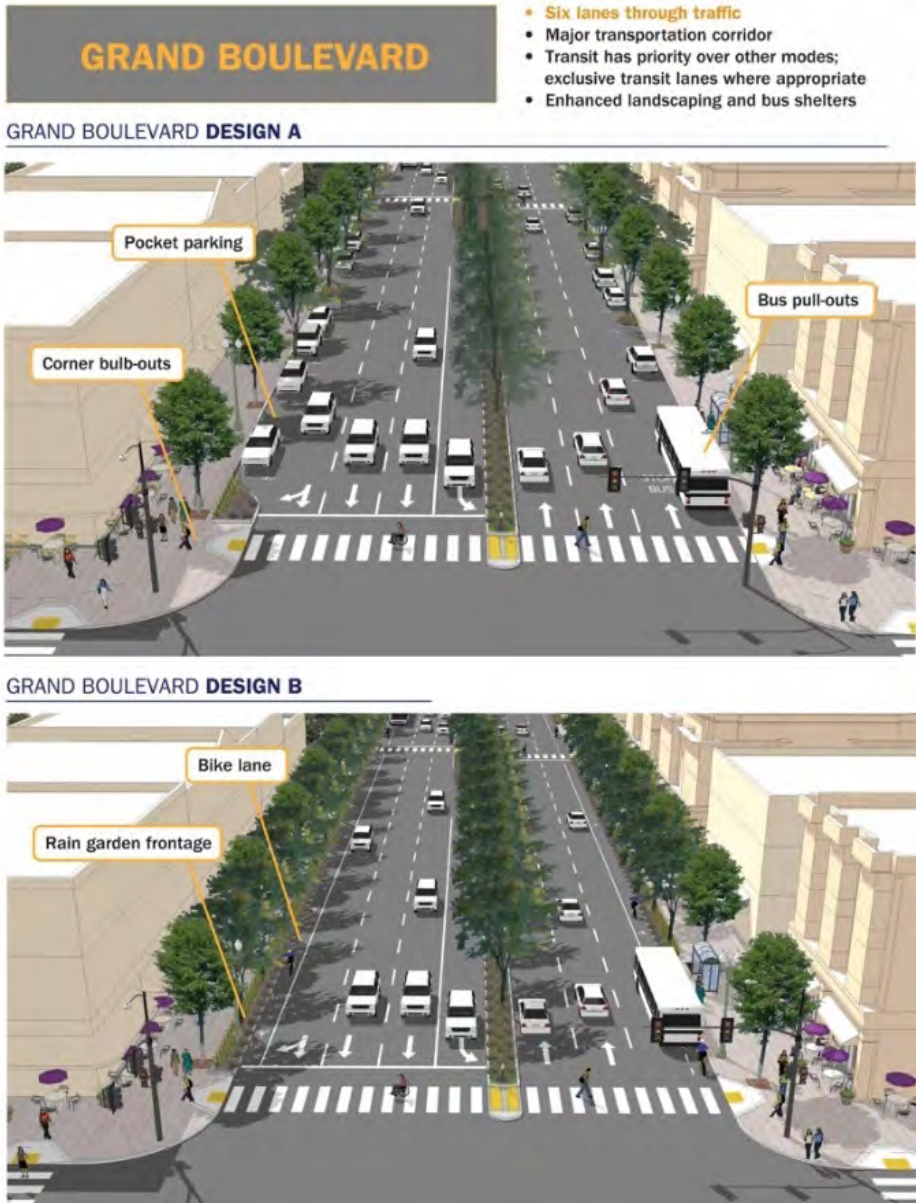
The leading selection was automobile traffic lane. The second most popular answer was a protected bike lane/cycle track. An exclusive transit lane received the fewest number of points.

### 3.4 Design Concepts

#### WINCHESTER BOULEVARD DESIGN PREFERENCES

Respondents were asked to select their preferred concept for Winchester Boulevard. Respondents were presented with four design concepts—two Grand Boulevard concepts and two Main Street concepts – and asked to identify and elaborate on which concept(s) they like best for Winchester Boulevard. The Grand Boulevard concepts imagine Winchester Boulevard as a six-lane major transportation corridor, with the two options presenting trading off parking lane and a dedicated cycle track, while the Main Street concepts imagine Winchester Boulevard as a four-lane street with parking and a dedicated bike lane.

#### Grand Boulevard Design Options



### Main Street Design Options

**MAIN STREET**

- Four lanes through traffic
- Supports neighborhood-serving retail
- Pedestrian crossings prioritized at intersections
- Reflects identity of surrounding neighborhoods

MAIN STREET DESIGN A

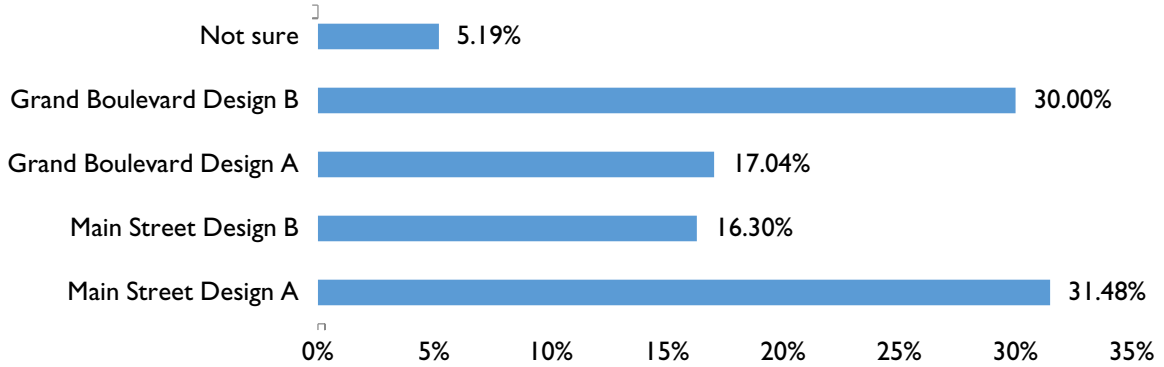


MAIN STREET DESIGN B



**Survey Question:** Which of the following concepts do you like best for Winchester Boulevard? You may select more than one option. Why did you select this concept(s)?

**Which of the following concepts do you like best for Winchester Boulevard? You may select more than one option.**



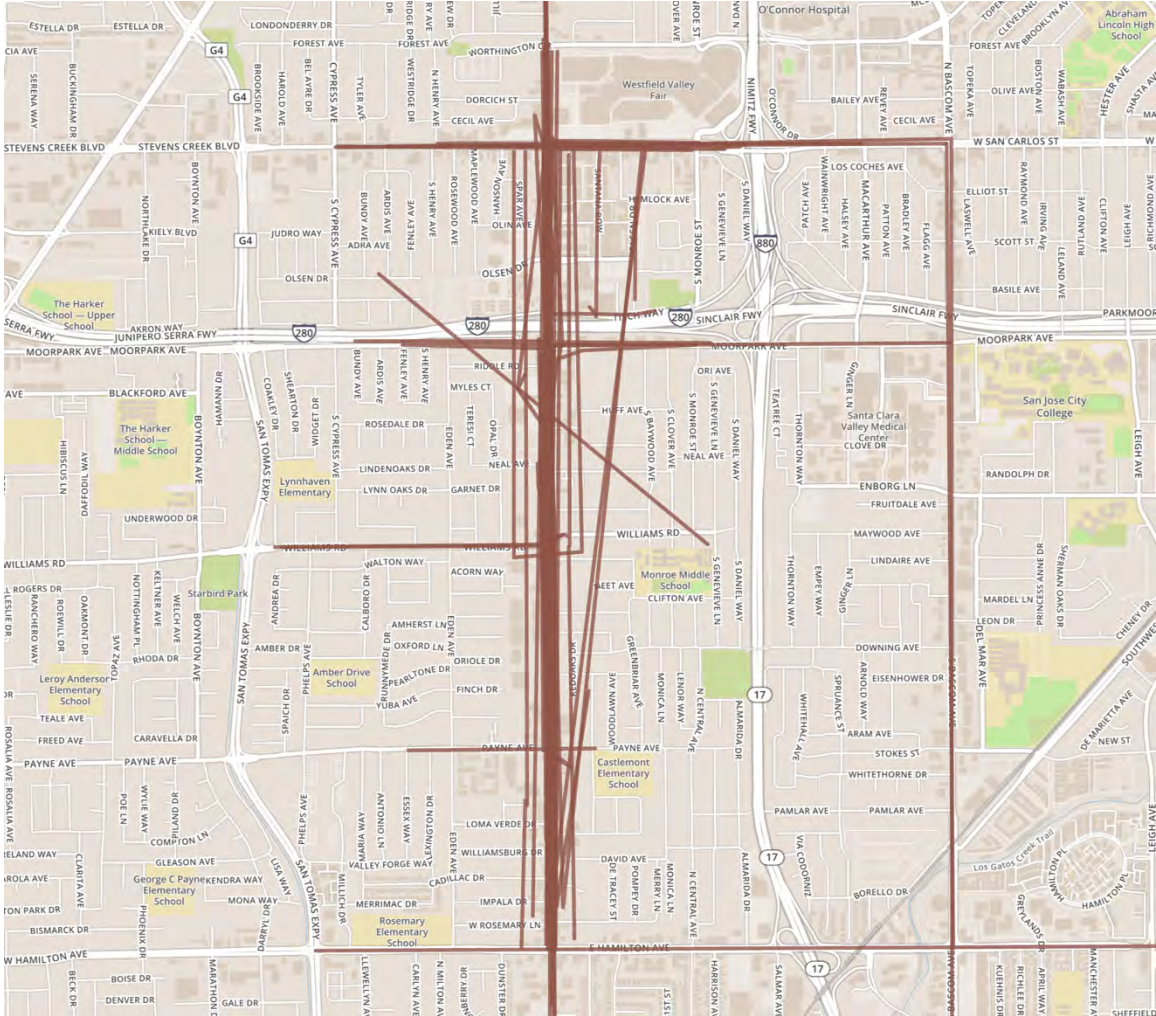
Main Street Design A and Grand Boulevard Design B received the most responses; they both feature dedicated bicycle lanes: Main Street Design A includes a protected cycle track while Grand Boulevard Design B includes a bicycle lane. The two leading concepts differ, however, in the overall number of vehicular travel lanes (six vs. four, and in the presence of an on-street parking lane (provided in Main Street Design A).

Grand Boulevard Design A received 34 comments to the open-ended prompt that asked why the design was selected. Grand Boulevard Design B received 61 comments; Main Street Design A received 66; and Main Street Design B received 30. In general, people liked Grand Boulevard A for its traffic lanes and parking. They liked Grand Boulevard B for its traffic lanes and bike lane, explaining that they felt that it would be the best option to facilitate heavy traffic. Main Street A was popular owing to its neighborhood feel and its protected bike lane. These preferences indicate somewhat of a mixed response – while a cycle track was desired, many respondents also liked having six travel lanes or parking and the provision of an on-street parking aisle.



## MAIN STREET

*Survey Question: Draw lines where the Main Street concept would be most appropriate.*

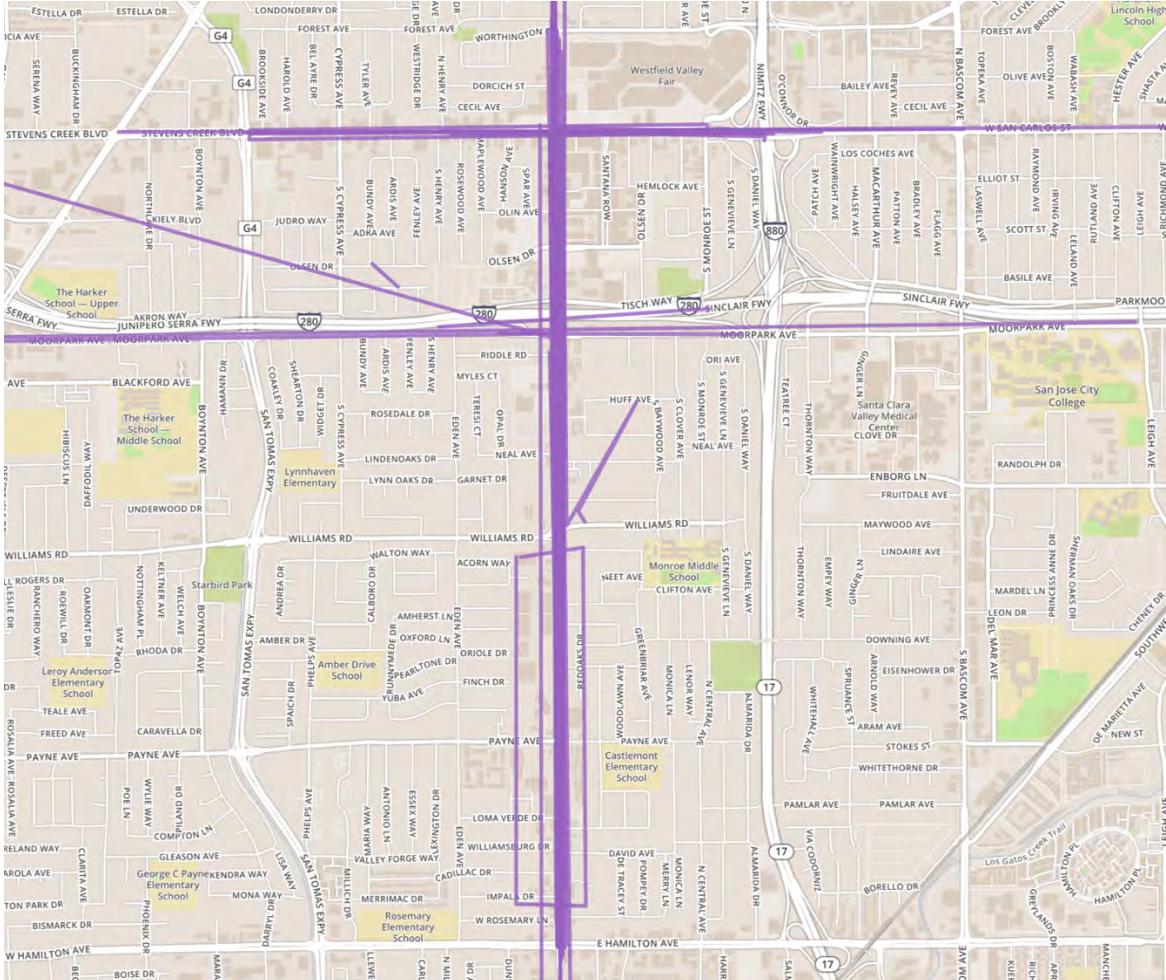


*“We need to accommodate a lot of moving traffic. It already is a busy street and with more people living in the area it needs to have more lanes.” [Grand Boulevard]*

*“Separate cycle truck, generous transit islands, street parking... this plan has it all! There are enough highways in Silicon Valley, it’s time to return streets to the people.” [Main Street]*

## GRAND BOULEVARD

*Survey Question: Draw lines where the Grand Boulevard concept would be most appropriate.*



The results from the Main Street and Grand Boulevard questions for four different block segments of Winchester Boulevard within the Planning Area are summarized in the table below. These findings indicate that, overall, the community feels that a Grand Boulevard concept would be more appropriate for Winchester Boulevard south of Williams Road, and that the community is split as to whether a Grand Boulevard or Main Street concept is more appropriate north of Williams Road.

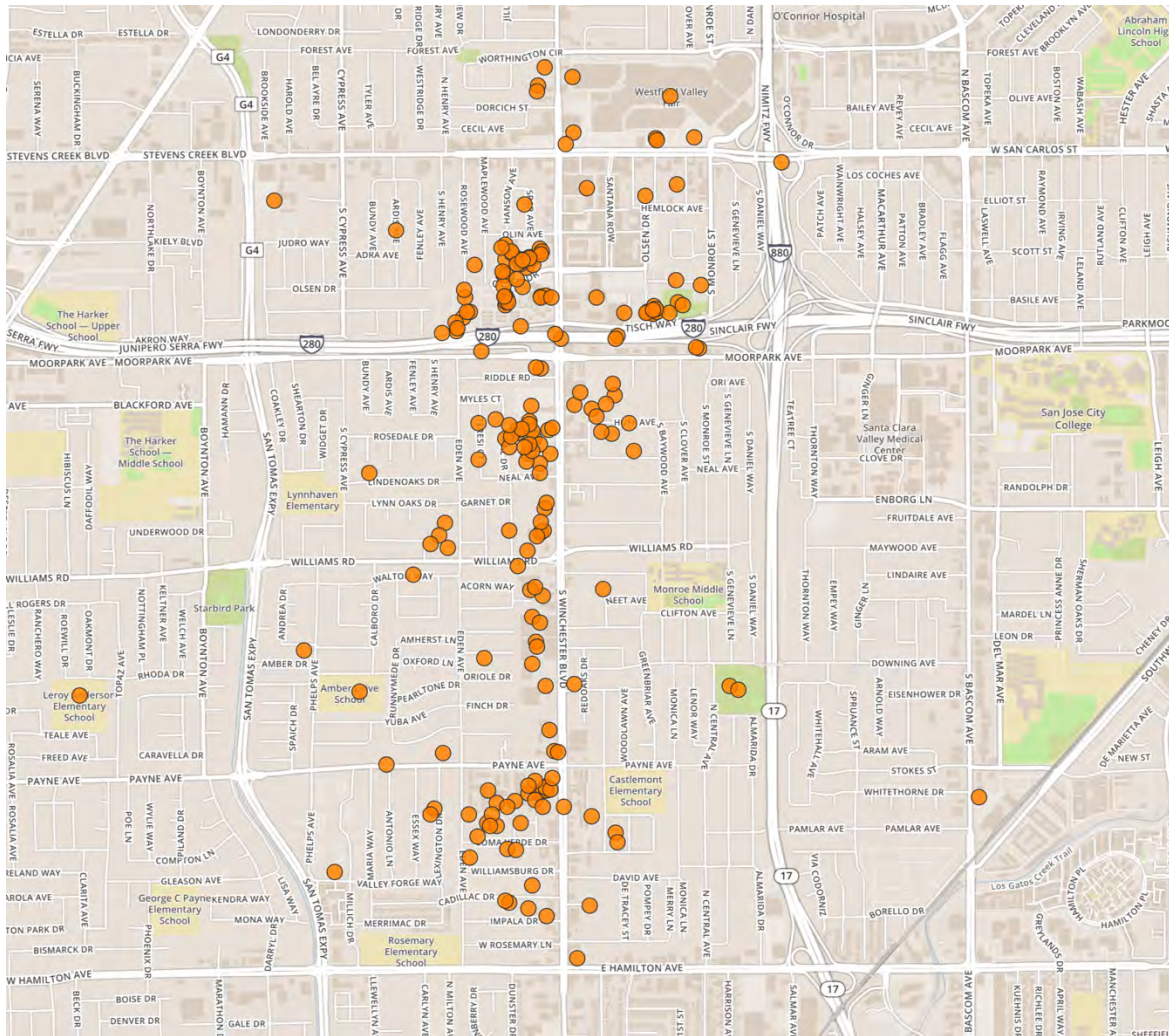
<i>Section of Winchester Boulevard</i>	<i>Main Street Paths</i>	<i>Grand Boulevard Paths</i>
Stevens Creek Boulevard to Olin Avenue	56	47
Riddle Road to Magliocco Drive	53	58
Williams Road to Walgrove Way	44	59
Payne Avenue to Loma Verde Drive	37	60
<b>TOTAL</b>	<b>190</b>	<b>224</b>



### 3.5 Open Space and the Public Realm

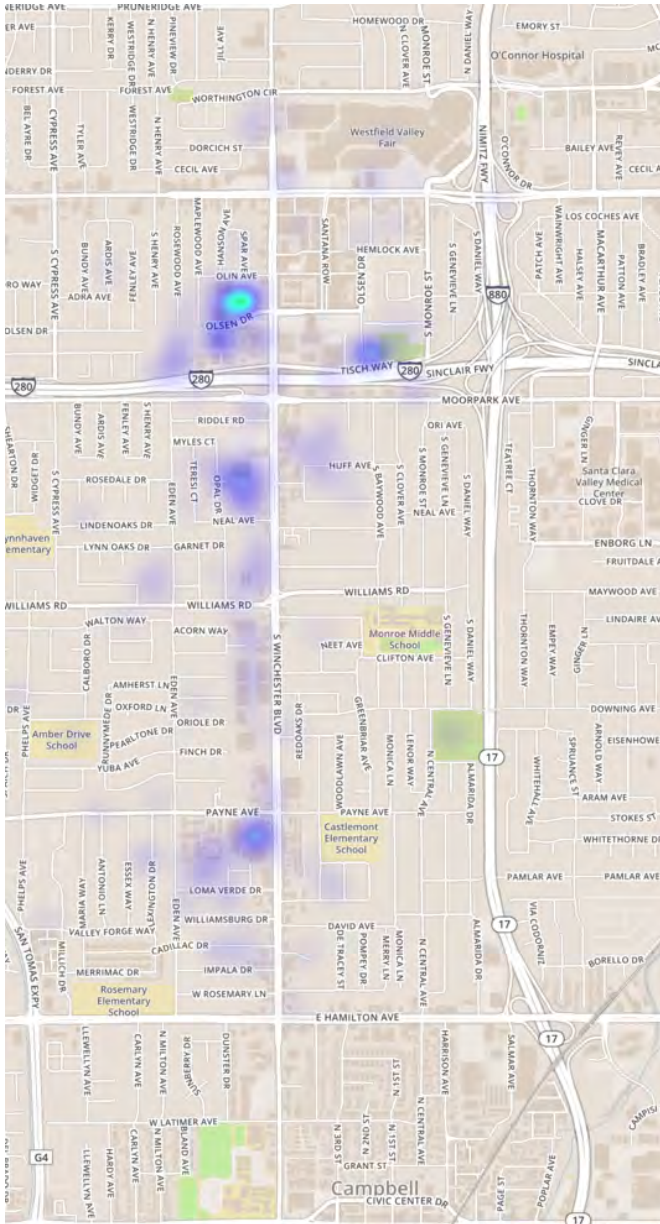
#### PARKS

*Survey Question: Place a maximum of three pins on appropriate places for parks (includes playgrounds and athletic fields).*



# Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans

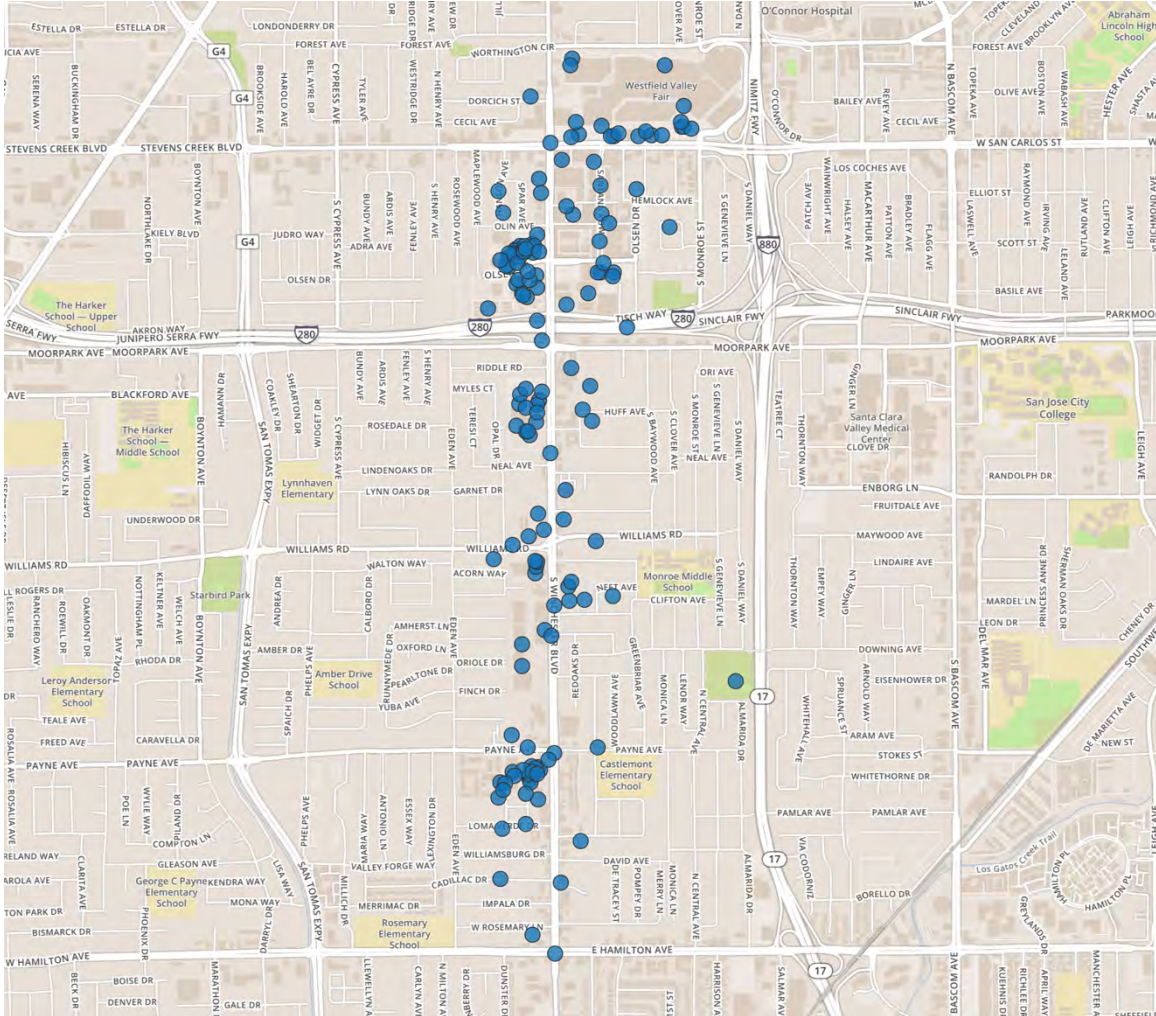
The leading locations for parks were the shopping center at the southwest intersection of Payne Avenue and Winchester Boulevard; the area around the Century 21 theaters, and the Toys R Us/Century 24 site. There were also clusters of pins on and adjacent to Santana Park, perhaps indicating a desire to improve or expand the park, as well as on the east wide of Winchester Boulevard near Magliocco Drive. The remainder of the pins were generally spread out among residential areas.



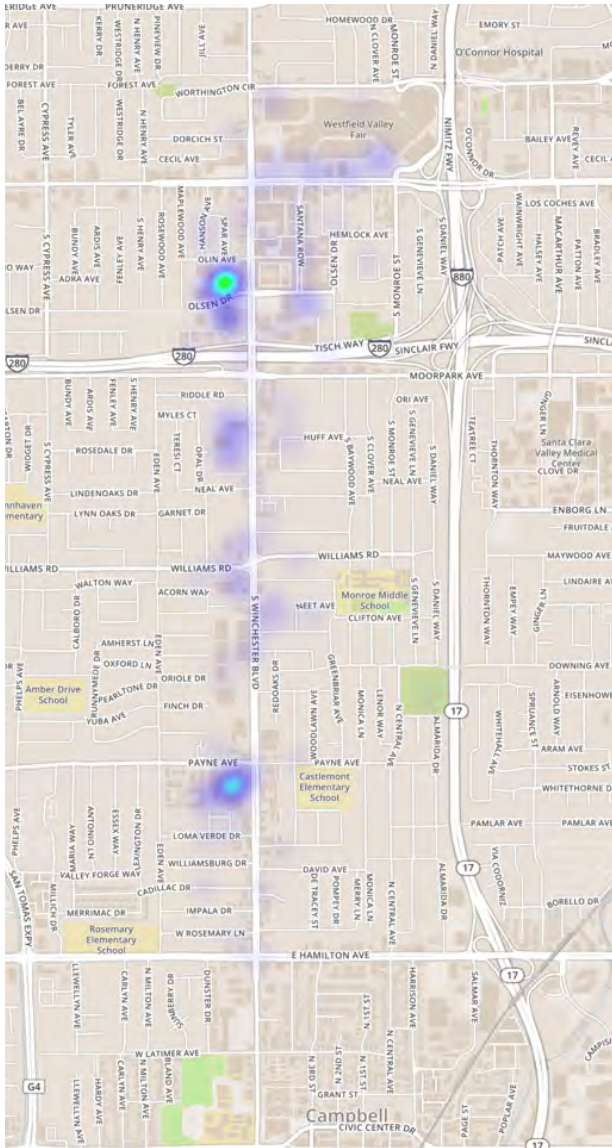


## PLAZAS

Survey Question: Place a maximum of three pins on appropriate places for plazas.



## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans



There were 150 pins placed for plazas – compared to 208 pins placed for parks. The leading location was the area around the Winchester Mystery House and the adjacent Century 21 site. Similar to the responses to the parks question, clusters of pins were placed at the shopping center on the intersection of Payne Avenue and Winchester Boulevard and on the Toys R Us site. In addition, respondents placed several pins within Santana Row and along Stevens Creek Boulevard on the Valley Fair block.

*“The old Safeway parking lot is empty and could serve as a general open meeting place to drink coffee and play or relax. It also breaks up a somewhat ugly area and could provide a needed clean area for those residents and walkers to Santana Row.”*

## PUBLIC ART AND ACTIVITIES

**Survey Question:** *Think about Winchester Boulevard as it exists today. What makes it memorable?*

Many respondents said that the street today is not memorable, with many negatively connoting it with traffic. There were several mentions of specific attractions (Winchester Mystery House, Santana Row, and the Century Theaters) as well as landscaping and trees. In general, comments were split equally between positives (theaters, Winchester Mystery House, landscaping) and negatives (traffic, nothing of interest).

**Survey Question:** *What types of art and public activities would make Winchester Boulevard more vibrant and engaging? Think about art as part of building design, art as part of streetscape design, public performances, and other art forms that could be a part of the Urban Villages.*

The most common idea for public art related to more vibrant parks and green space (25 percent of comments). Ideas included street trees and landscape schemes, and activities and programming in public spaces, such as farmers' markets. Improved lighting and signage were mentioned as possible elements for a public art, as was lighting trees and tiling sidewalks and crossings in distinctive ways. Some suggested showcasing the artwork of local students along the corridor, on murals, utility boxes and streetlights. Some respondents suggested capitalizing on the uniqueness of the Winchester Mystery House to establish an identity for the boulevard, by incorporating motifs from the Mystery House into a corridor-wide public art scheme. Finally, some envisioned the Century Theaters as performance spaces.

About 20 percent of respondents felt that public art along Winchester Boulevard was frivolous or unnecessary.

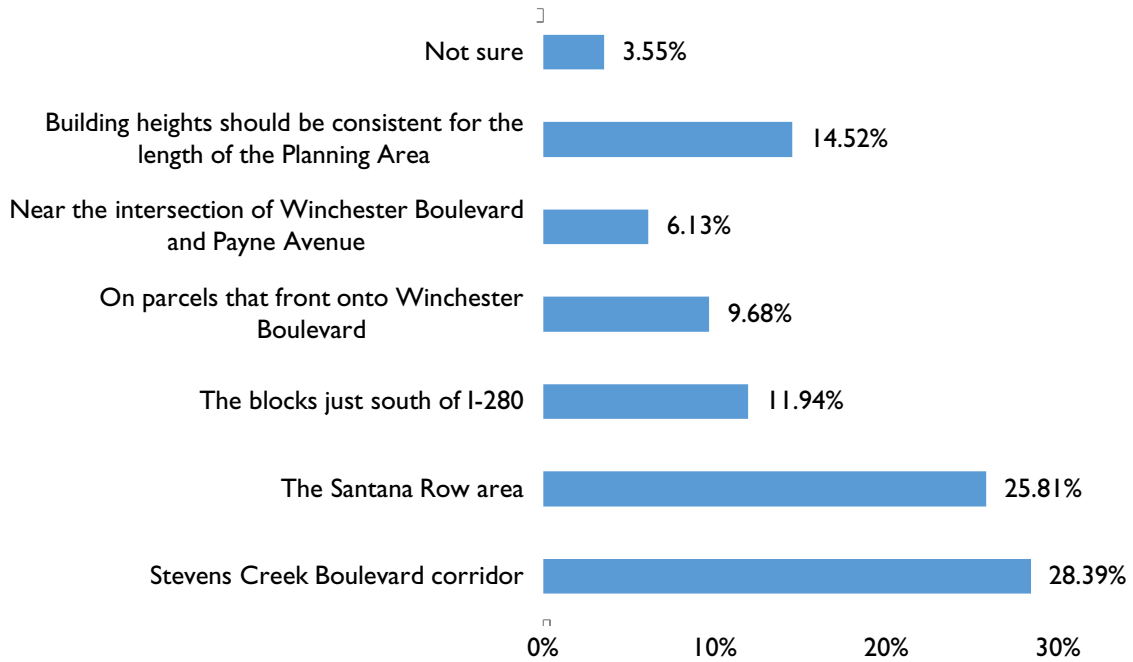
*"It's an historic road from Santa Clara to Los Gatos/Santa Cruz. It's the home of the mystery house. It connects diverse communities."*

*"Thematic associated with the Winchester Mystery House. A gateway into the Santana Row, Mystery House, Valley Fair area. A plaza within Santana Row or Santana Row West large enough to accommodate public performances."*

### 3.6 Building Height

**Survey Question:** *In which part(s) of the Planning Area should the tallest buildings be located? Check all that apply.*

**In which part(s) of the Planning Area should the tallest buildings be located? Check all that apply.**



The leading responses were the Stevens Creek Boulevard corridor and the Santana Row area, with the two together receiving about 54 percent of responses. The third most popular response was “Building height should be consistent for the length of the Planning Area”.

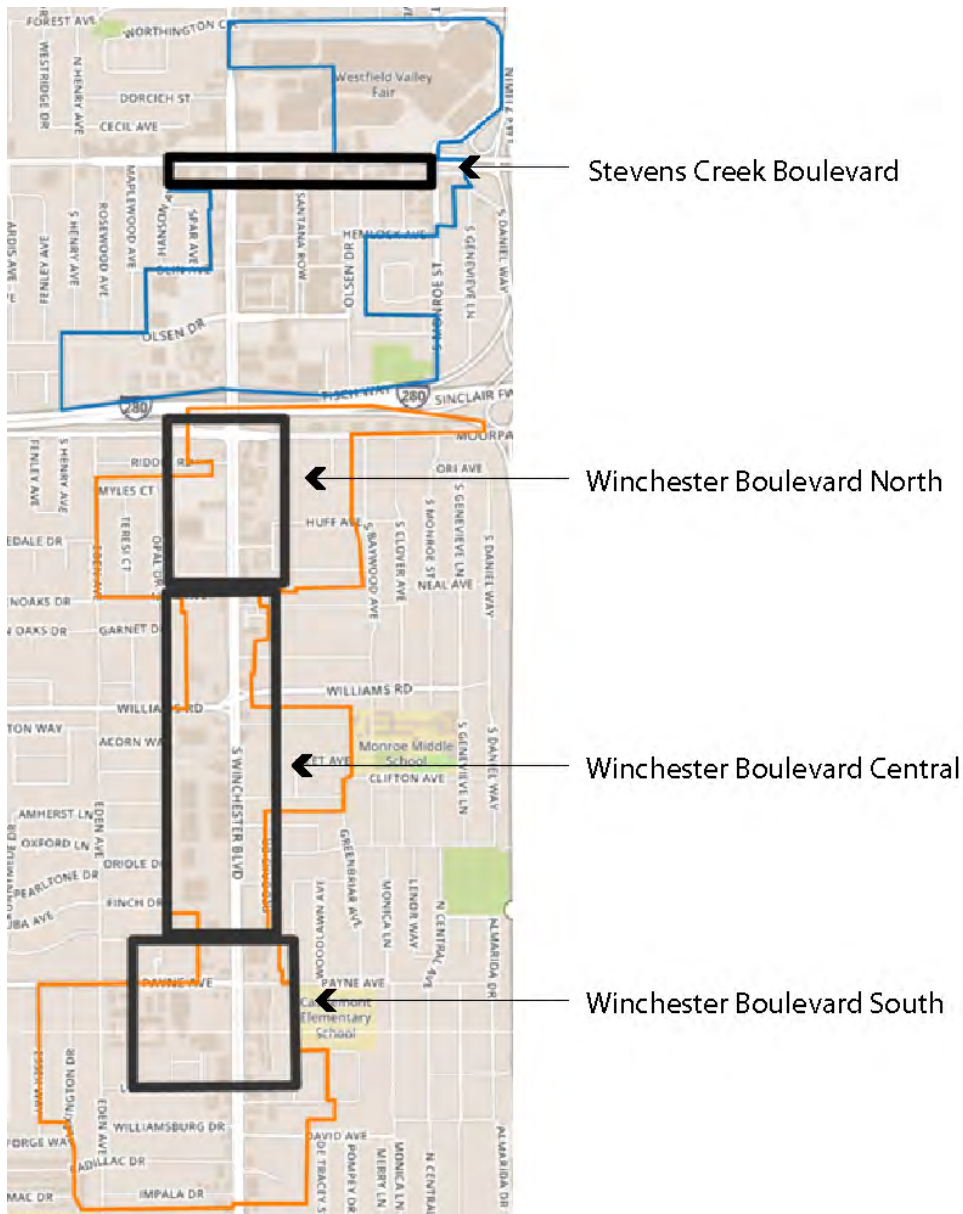
**Survey Question:** *Please provide any additional comments about the proposed height limits.*

Of the respondents, about 31 percent left generally favorable comments about the proposed height limits. Some commenters expressed concerns about tall buildings, including concerns about these blocking light and higher densities leading to more traffic in the area. The most commonly cited appropriate height limit was three to four stories. In general, comments that discussed taller heights called for these to be located on or near Santana Row and Stevens Creek Boulevard.

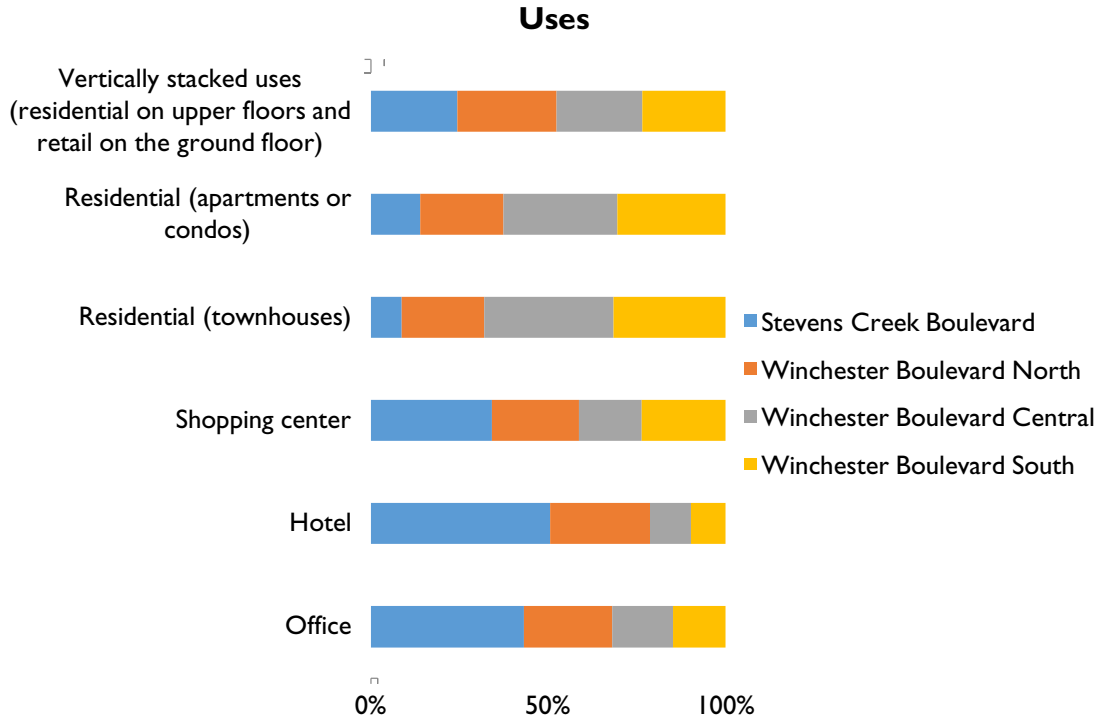


### 3.7 Land Use

Respondents were asked to think about land uses that would be appropriate in various parts of the Planning Area. The four areas in question are outlined in black in the figure below. Land use questions that reference these areas follow.



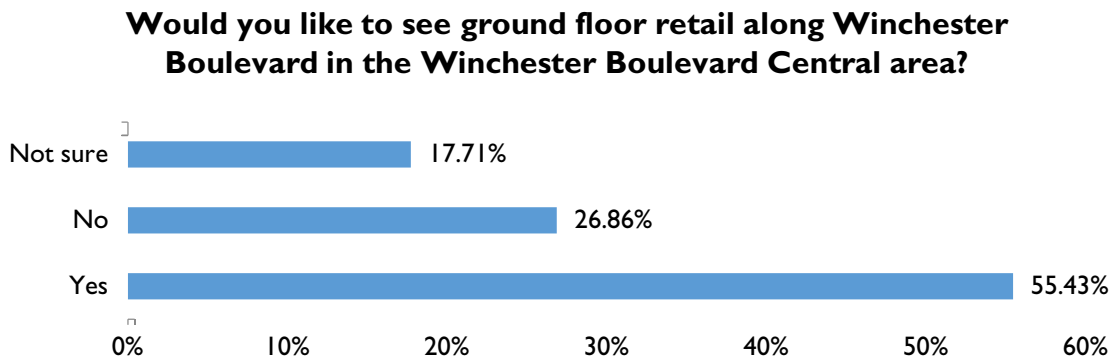
**Survey Question:** Which land uses would you like to see in each of the four areas?



Results indicate that respondents saw commercial uses, including hotel and shopping, as most appropriate in the northern portion of the Planning Area near Stevens Creek Boulevard and in the Winchester Boulevard North area. Residential uses, including townhouses and apartments, were seen by the community as most appropriate in the Winchester Boulevard Central and South areas

Respondents felt that vertically stacked uses, with residential on the upper floors and retail on the ground floor, are uniformly appropriate throughout the four areas in question.

**Survey Question:** Would you like to see ground floor retail along Winchester Boulevard in the Winchester Boulevard Central Area?



Over half of the respondents agreed that ground floor retail would be appropriate along Winchester Boulevard in the Winchester Central area.

*Survey Question: Please provide any additional comments about your land use preferences.*

Respondents were generally wary of land use changes that would increase traffic. Specifically, people expressed concern that higher densities and more housing would lead to more traffic, which would negatively impact the quality of life in the neighborhood. Many people stressed that new development must have adequate parking, and that there should be more open space in general. Some respondents noted that developers should be cognizant of the character of adjacent single-family homes and ensure that new development is compatible.

Some respondents, however, expressed support for high density housing, stressing the need for affordable housing.

In terms of businesses along Winchester Boulevard, some respondents wondered where people would park to reach these businesses, while some people cited empty storefronts in the area as evidence of not needing ground floor retail.

### 3.8 Case Studies

The “Case Studies” section of the survey presented respondents with design concepts for two case study sites: a 2.7-acre site on the south side of Stevens Creek Boulevard between South Redwood and South Baywood avenues, and an 8.3-acre site along Winchester Boulevard between Williams Road and Payne Avenue. Multiple images of design proposals were provided in the survey. The survey asked the respondents to rank how they feel about the Santana Row and Winchester Boulevard case study concepts in terms of uses, heights, and the public realm. Respondents were asked to indicate if they felt very good, good, neutral, bad, very bad, or unsure about the design concepts.



Santana Row/Valley Fair Urban Village Case Study Site

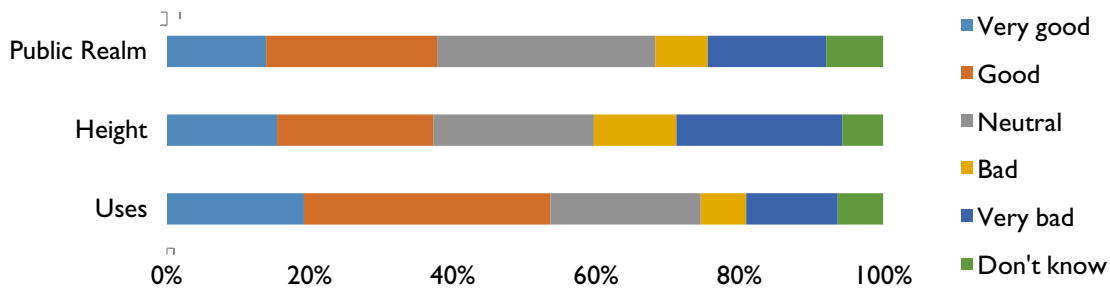


Winchester Boulevard Urban Village Case Study Site

**SANTANA ROW/VALLEY FAIR URBAN VILLAGE CASE STUDY SITE**

*Survey Question: Please rank how you feel about the Santa Row-Valley Fair case study concept.*

**Design Elements for the Santana Row-Valley Fair concept**

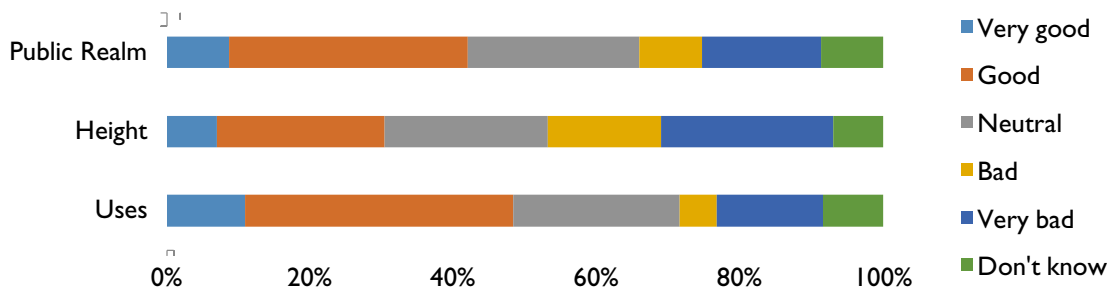


Respondents were generally positive or neutral (more than 75 percent each) about the uses and the public realm shown. Opinions were divided on height, with slightly more respondents finding the proposed heights to be “very good” or “good”, compared to those who found these to be “bad” or “very bad”, with a significant proportion of respondents also neutral.

**WINCHESTER BOULEVARD URBAN VILLAGE CASE STUDY SITE**

*Survey Question: Please rank how you feel about the Winchester Boulevard case study concept.*

**Design Elements for the Winchester Boulevard concept:**



Responses were generally similar to those for the previous Case Study site; however, respondents were less comfortable with the shown heights, with slightly more respondents finding the proposed heights to be “bad” or “very bad”, compared to those who found these to be “very good” or “good”. About 70 percent approve or are neutral about the use concepts, and a smaller share compared to Santana Row/Valley Fair Urban Village Case Study Site found this concept “very good”.

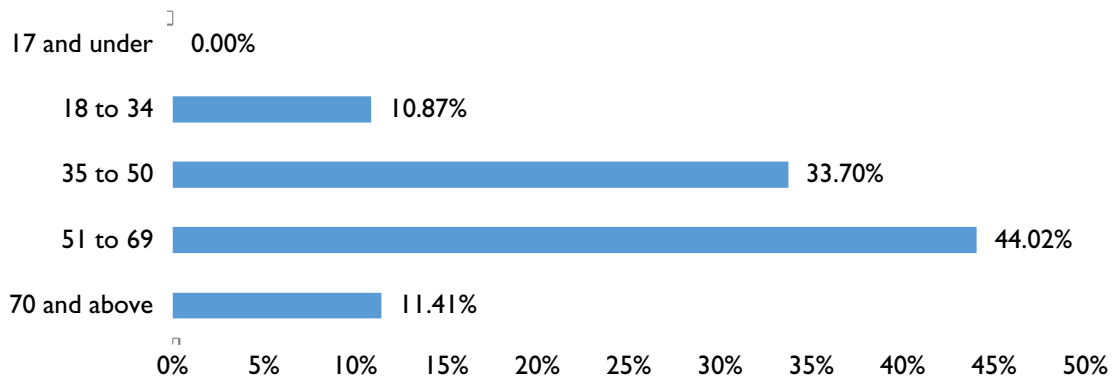


## 4 Demographics

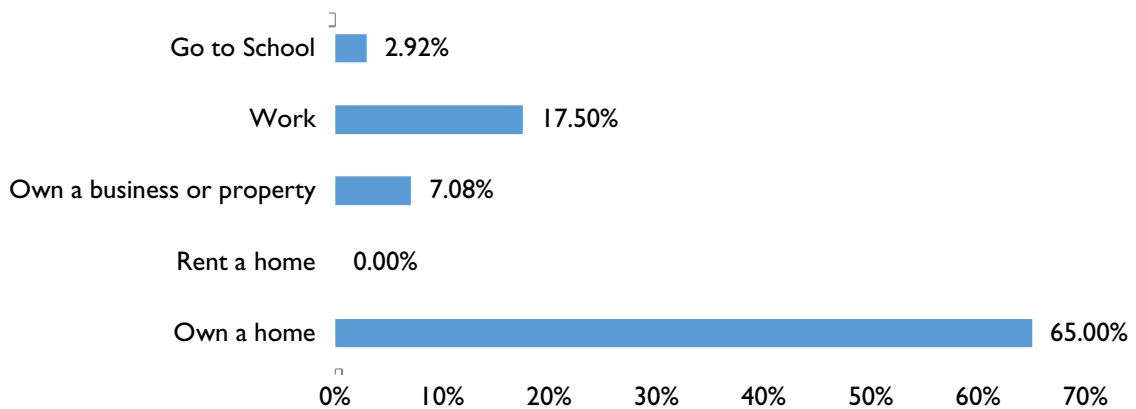
At the end of the survey, respondents were asked a range of demographic questions. Results to these questions are charted below.

### DEMOGRAPHIC QUESTIONS

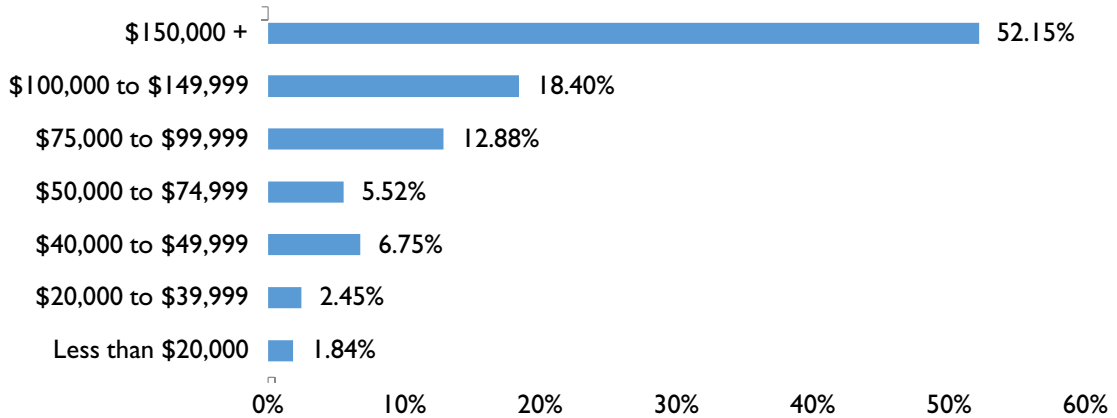
#### How old are you?



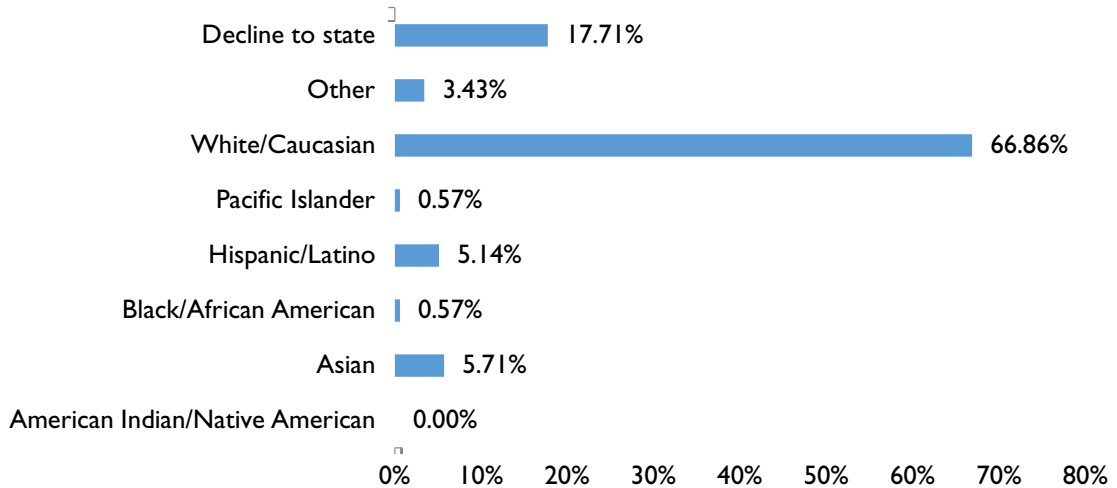
#### Within San Jose, do you... (check all that apply)



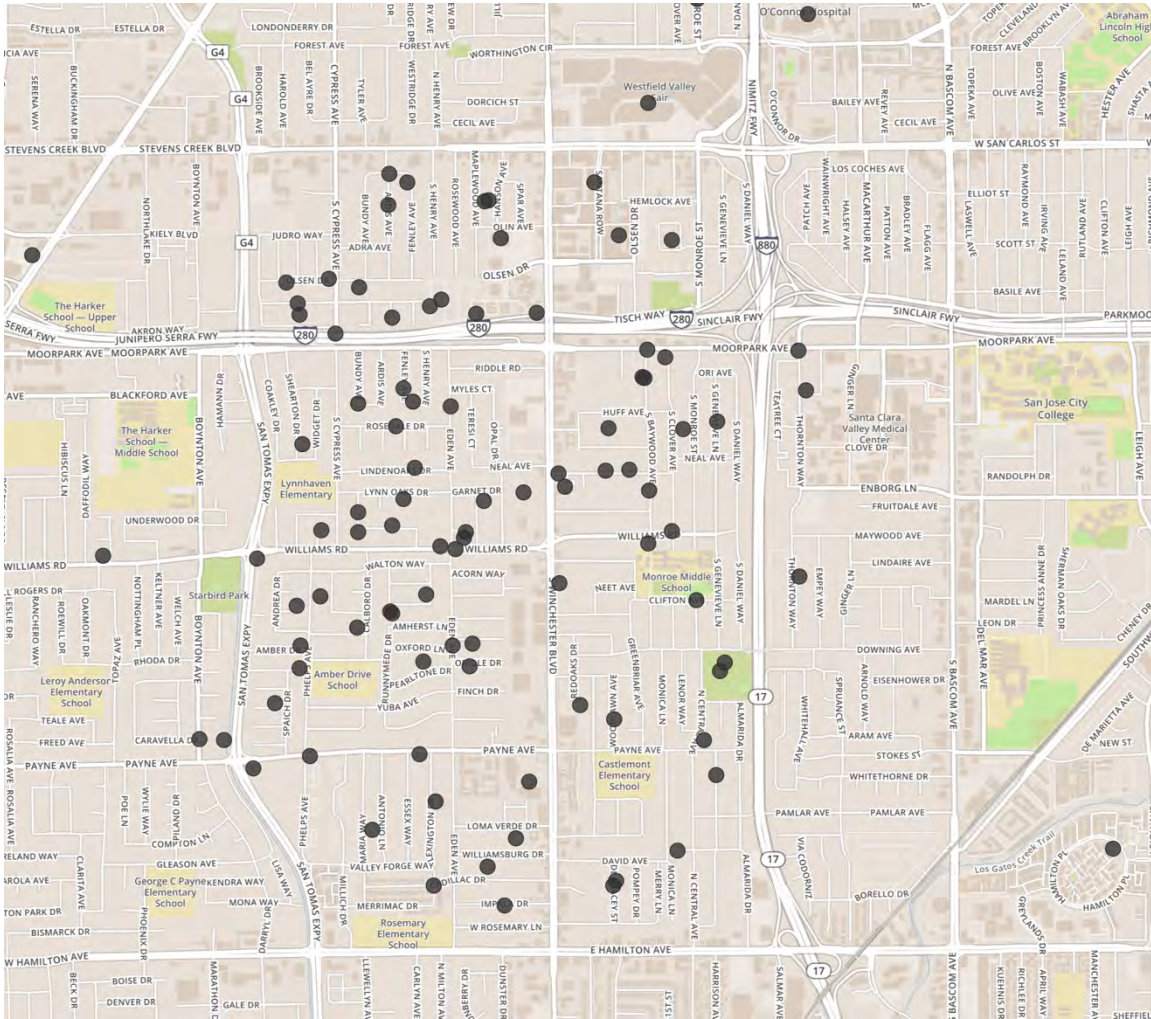
**What was the total income in your household before taxes in 2015?**



**For statistical purposes only, would you describe yourself as:**



Please provide the approximate location of your home and/or business.



A total of 111 people responded to this question, with most respondents reporting that they live within a half-mile radius of the Planning Area.

### DEMOGRAPHIC CHARACTERISTICS

Demographic data of census tracts encompassed by the Urban Villages reveals underrepresentation of certain groups in the final survey results. For instance, people under the age of 35 are vastly underrepresented in this survey report. 10.9 percent of respondents were between the ages of 18 and 34, but Census data indicates 26.3 percent of people in the area are between 20 and 34. 5.1 percent of survey respondents identify as Hispanic/Latino, but data from the U.S. Census Bureau indicates 29.0 percent of people living in the Urban Villages identify as Hispanic/Latino. Similarly, 5.7 percent of respondents were Asian, but 19 percent of people living in the tracts are Asian. Zero percent of respondents reported renting a home, but according the City, about 61.7 percent of units in the Planning Area are renter-occupied.

The survey is also skewed in terms of reported median household income. 14.9 percent of people in the area earn a household income between \$50,000 and \$74,999, but only 5.5 percent reported income in this range. 15.2 percent of people earn between \$20,000 and \$39,999, but only 2.5 percent of respondents reported incomes in this range.

There were no significant correlations between these underrepresented categories and survey responses, including in matters of height and land use. Because people who are older than 35 generally own a home, are white, and/or make more than \$75,000 dollars per year were overrepresented, and these characteristics were moderately correlated with certain survey responses, the results of the survey, then, can be said to modestly skew towards acceptance of ground floor retail in the Winchester Boulevard Central Area, approving a shopping center in the Winchester Boulevard South area, approving office at Stevens Creek Boulevard, and approving a shopping center at Stevens Creek Boulevard.

## Appendix: Open-Ended Responses

### FAVORITE PLACES

#### Santana Row

1. comfortable to walk, like to people watch, outdoor activities and cafes
2. Santana row. Fun
3. Santana Row.
4. Rosie's Irish Pub. Great menu at reasonable prices.
5. Movie theater that I can walk to!
6. I don't go to Santana Row very much, but I hear it's quite popular.
7. Santana row, great place to walk and hang, too expensive to shop unless its window shopping!
8. Santana Row because it is well kept since it is not maintained by San Jose.
9. Peet's coffee Santana Row - go there almost every day for morning coffee
10. The movie theater at Santana Row. Movies!
11. Santana row is a nice area, with the pedestrian areas, outdoor cafes, and landscaping (and good parking)
12. Good restaurants, good people watching
13. Great walking experience. Lots of people and things to see.
14. Pete's coffee and tea. A nice destination in Santana Row, good coffee, friendly staff.
15. I enjoy Santana Row. It is a nice place to walk too for dinner, even though it tough to cross 280.
16. Like shopping & eating at Santana row and valley fair
17. Cinearts Theater.
18. Santana Row for shopping & eating.
19. Santana Row and the Mall. Easy to get around, atmosphere, food, etc.
20. SANTANA ROW FOOD COURT
21. Fantasia bubble tea is delicious.
22. Santana Row. This is a great place to walk, shop, listen to music and meet friends. The environment is attractive and it feels like it was designed for pedestrians and not for cars.
23. Santana Row
24. Santana row. Beautiful
25. great outdoor mall- restaurants and services
26. Cinearts movie theater - convenient and has good movies

## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans

27. Clean environment with nice restaurants away from the hustle and bustle.
28. Santana Row has been a great addition to San Jose.
29. I love the lights and holiday decorations as well as live music in Santana Row.
30. The Bistro. That special place for special dinners.
31. Santana Row - Everybody knows - it's Amazing. Food, entertainment, luxury and beauty all in one place.
32. Santana Row very nice shopping center a lot of activities
33. Santana Row...a place to go and hang out
34. for obvious reasons. shopping, dining and activities
35. I like the new splunk building. It's great they we're thinking like a real city with jobs and housing together. Now we need more transit!
36. I marked Santana Row because my family occasionally has dinner at one of the restaurants there.
37. Santana row, great place to walk and hang, too expensive to shop unless its window shopping!
38. Beautiful surroundings - new buildings, lots of dining options
39. Restaurants
40. Live music at El Jardin Restaurant: If we don't go to the park we do the short route: Hanson-Olin-Santana Row to the right up to the El Jardin Restaurant, cross Santa Row to the other side and walk in the direction of the Malls, cross again at the Gucci store, great the police man, pass Tesla and walk home through Olin-Hanson Ave.
41. Santana Row. Walking around, restaurants
42. The Vintage Wine Merchant. A place to visit with friends, to have a glass of wine or a small snack.
43. Cine Arts Theater. This the closest theater to my home that plays first run movies.
44. Sur la Table. The closest cooking store to my house.
45. California Bistro. A great restaurant with good food close to home.
46. Best Buy. An electronics store that has the Geek Squad for computer repair home entertainment things and a good selection of electronic equipment and ha
47. The Container Store. Many useful things for the home. Close to my home.
48. One of my favorite places mid-day, midweek. Weekends are too crowded.
49. Santana Row, great place to visit and relax
50. All of Santana Row. Restaurants, wine bars, shopping, events all year round. Very European with tables outside in a clean, crime less area, and plenty of walking in and outside the Row.
51. Santana row/ eating
52. Crate & Barrel and other Santana Row shopping. I like having nice, high end stores and restaurants nearby.



53. Favorite is a bit of a strong word, but what I like about this area is how neat and clean it is. It gives the impression of walking down public areas that are well cared for, since it is privately maintained. San Jose should do the same for the public areas. You cannot just build them without plans for upkeep.
54. Santana row- get to sit outside and have my coffee while I people watch.
55. Shopping and Dining
56. Century Theatre. Not as good as the domes by a long shot but still a pretty decent theatre
57. Movie theater, walking
58. Santana Row because of the shops and ease of walking
59. Santana Row. It is an ideal example of an 'Urban Village'. A location where you can work, live, and play...although a little too expensive for most. The downside of Santana Row is adequate parkland.
60. The Counter and Movie Theater
61. Great place for an evening or day stroll in a beautiful setting. Outside dining and drinking & entertainment. Great services (massage, nail & hair) as well as shopping.
62. Westfield mall and Santana row are favorite shopping destinations, can go to theatres, eat at good restaurants and shop without moving your car.
63. I like living near Santana Row & Valley Fair so that I can walk for exercise, errands, & entertainment.
64. The Counter. Combines sports bar with great food at reasonable cost.
65. The area on Santana Row with a fountain, benches and a giant community chess board. It brings together people and provides beauty and relaxation.
66. Nice, Interesting, Clean. I would take a serious look at living in one of the housing units there. Moving from a Single Family Home.
67. All of Santana Row because it is within walking distance of my home
68. I love Santana Row. I love the nightlife, the relaxed shopping by day. I love the walkability and outside dining.
69. The Vintage Wine Shop. Friendly staff, great owner (Harry), interesting wine club. This is our Cheers, where everyone knows your name.
70. Magianno's - really like the food and fun place for a group to eat.
71. I liked the idea of a Farmer's Market in Santana Row, or anywhere, though parking can be a problem there.
72. Restaurants
73. Santana Row is charming
74. Santana Row. I love the variety of shopping options, food and village feel. It's where I go when meeting with friends for dinner, to take in a movie or strolling
75. Shopping, restaurants, movies

## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans

76. Clean safe and unique
77. I like all of the outdoor gathering places in Santana Row, where bands can play and groups gather. I think that Santana Row is far enough away from neighborhoods and houses so that the noise factor from the music isn't a problem.
78. Santana Row shops and restaurants are my favorite in this area
79. Santana Row. Movie theater
80. Giant chess board - fun to play and good people watching
81. Convenient Parking, Well Designed
82. Despite the traffic that came along with it, the amenities at well-kept Santana Row are great walkable addition to the neighborhood.
83. Santana Row - Fun place to go
84. Santana Row has a lot of atmosphere and is an enjoyable place to go eat.
85. I love hanging out at Santana row
86. Easy to access by foot, lively and fun.
87. Shopping area, Santana Row
88. Santana Row. I enjoy the dining and shopping options.
89. I love Santana Row with the shopping and restaurants
90. Santana Row restaurants and shops
91. Santana Row...
92. Nice pedestrian area
93. I like that I can walk to Santana Row for eating out and shopping.
94. Vintage wine bar, place to relax
95. Veggie Grill, place to eat
96. Santana Row, because it's unmatched.
97. Santana Row is an excellent area, within walking distance of my home, to meet friends for food and drinks. Parking and traffic is a bit of a nightmare, so I always prefer to walk.
98. It is dynamic. Has charm, Good place to walk; to sit, good selection of places to eat and drink.
99. Cinemark theaters
100. Santana Row, lots of shopping and walking, no cars
101. Peets Coffee some other shops nice to walk around
102. CineArts Santana Row
103. Chicos Santana Row
104. The little bakery/coffee shop is very pleasant and has yummy snacks and is great for people-watching
105. Movie theater!

106. theaters at Santana row are my favorite, the parking lot next door makes it easy to go to the movies and then shop at Santana row or have dinner
107. nice place to hang out with my family and my young son.
108. Santana Row - Enjoy the pedestrian and restaurant amenities the development provides. Good mix of retail, office and residential uses.
109. Most stores in Santana Row cater to wealthy young people and not those who have lived in the area for 30 years.
110. Santana Row. Easy walking distance from home. Pedestrian bridge across 280. Lots of eatery variety, Movie theater, shopping. My gym is here. Nice place for date night or meeting up with friends.
111. Great restaurants. Great vibe.
112. Santana Row, great place to hang out and walk around
113. Starbucks. It's open the latest of all the Starbucks I know of.
114. My husband sees a movie at the CineArts theater about once every week or two.
115. We like to walk to the Counter for dinner.
116. Santana Row-like to go there for dinner, shopping & movies
117. Santana Row in general -- lots of Poke Stops! It's nice to walk around for a while, grab a drink, etc.
118. Santana Row. Great restaurants and shops
119. Lots of concentrated shopping in a small area (walkable)
120. Pasta Pomodoro great restaurant
121. Santana Row. Fun place to go and hang out.
122. The charm and style is what we need on Winchester Blvd.
123. Great shopping
124. Santana Row - Nice atmosphere, good restaurants
125. we like the fact that it is clear of homeless people and has decent shops and food stores.
126. Great vibe. Good restaurants. Feels safe.
127. Great for walk with family
128. fun area
129. a nice movie theater and within walking distance to our house.

### **Valley Fair**

130. Valley Fair; to access Bank, Stores, etc.
131. New parking structure brings some much-needed improvements. Nice blend of stores and dining options.
132. I like shopping at Valley Fair. Parking is tough though!!

133. Valley Fair is a nice upscale mall.
134. Bank of America banking
135. it's the Mall! it a nice place to shop
136. Best thing to happen to the mall. [northeast parking garage]
137. Great place to spend time, dwell.
138. Transit center behind the mall. A great way to get to the neighborhood.
139. Great selection of shops
140. Valley Fair - well managed mall.
141. Baskin Robbins Ice Cream Shop
142. I go there to shop weekly. Very good selection of stores and merchandise.
143. Love Valley Fair with all the shopping and food options.
144. Valley Fair - nice upscale mall. Traffic can be a pain.
145. Valley Fair mall
146. mall is great place to hang and shop
147. Cheesecake Factory and Macy's furniture/housewares
148. valley fair / shopping
149. Cheesecake Factory - happy hour
150. Valley Fair Mall: It's a nice shopping mall with pretty good stores.
151. Valley Fair is nice, but more affordable than anything in Santana Row.
152. Valley Fair - great place to shop and see people
153. Valley Fair has the best stores
154. the shopping center
155. We enjoy shopping and Simons here, mostly around the holidays.
156. Great shopping
157. Valley Fair Shopping Mall. Luxurious mall with lots of high end stores and a decent food court that is classy.
158. Love this walkway/bridge, with olive trees, from the parking lot (with a view) into Macy's women's section. Why doesn't anyone seem to get that the top floors of many of these garages offer expansive vistas over the valley floor to the mountains. Same thing at Santana Row. Why can't the top floors of all these massive garages include garden areas (with cameras for safety and no way to jump off)?
159. Major improvements to Valley Fair also. Traffic is hugely improved, parking has improved and the sidewalks between the two malls have improved.
160. I marked Safeway and CVS because I shop at both places.

161. Actually, I rarely go to Valley Fair, but it is an amazing place for bringing people together. We are fortunate that its fate, thus far, has been different than the 85 to 90% of the malls in America that have faced declining shoppers. The city should be flexible so that when that day comes, Valley Fair will be able to quickly react, whether that means adding high-rise residential or commercial buildings to the property.
162. It is nice for Holiday shopping. Safeway needs to be upgraded. Freeway access and Parking suck so I don't shop as often as I might.
163. I marked the mall because I enjoy shopping there during the holidays.
164. Valley Fair
165. West Field Mall - Good stores, OK parking most of the year
166. Valley Fair, indoors, ample parking, good range of stores and prices.
167. Westfield Valley Fair Mall--lots of stores, well maintained.
168. Chase Bank. Convenient location for a variety of banking needs.
169. Easy parking. New restaurants and indoor shopping so can go comfortably no matter if it is blazing hot or cold or wet.
170. A destination to go and spend time in
171. Shipping at the mall
172. The mall, what else is there to say- shopping for everything you may want.
173. Safeway and CVS
174. Where I shop
175. While it's grown a lot, I feel that I'm able to get in and out without too much friction.
176. Shopping, food
177. I enjoy visiting this mall, which has a lot of shopping choices and seems like it is always kept up-to-date.
178. Shopping
179. Nice upscale mall. Traffic and parking can be a pain.
180. Valley Fair Mall - like the indoor spaces and ability to walk around the space.
181. The mall because it's convenient
182. shopping
183. Valley Fair Shopping Center
184. Quality shopping in a central location. Lots of options. From quick and healthy dining options to sit down dining. Budget friendly shops as well as break the budget shops. Something for the whole family.
185. EXCELLENT SET OF STORES
186. Shopping

187. The mall is fun and usually has plenty of parking. I wouldn't go if the parking situation got worse though.

### **Parks/Public Space**

188. Santana Park--quiet, safe, generally well maintained, and open
189. Nice to have a community park. It could be kept up better and could use some upgraded playground. [Santana Park]
190. [Santana] Park, we have two dogs and love to meet daily other dog owners, too.
191. Santana Park is a welcome refuge in the midst of increasing urban density.
192. I enjoy the green space and seeing people / sports teams enjoying the park. [Santana Park]
193. The park is small, but a nice place to wait for the cinema showtimes [Santana Park]
194. Santana Park, place to relax
195. Santana Park. One green spot in our otherwise non green neighborhood
196. An open park. I can walk my dog here. It is the closest park to my home that my dog is allowed in. They have trash cans and bathrooms available too. It is beautiful and peaceful here. [Santana Park]
197. Santana park for its proximity and playground.
198. The park is nice for people who live nearby. We like the biker overpass as it makes is easily accessible from our neighborhood. [Santana Park]
199. Santana Park, a lovely place!
200. Nice playground [Next to Pueblo de Dios]
201. one of the few actual parks in district 1 [intersection of Olin Drive and Piazza del Valencia]
202. I visit the two small parks in Santana Row often. They are very inviting, relaxing places to go.
203. Hamman Park. Walking distance from home. Great place for picnics, parties, meet-ups. Both my girls have grown up here. Away from heavy traffic but utilized enough to feel safe during the day. Nice landscaping.
204. Hamann Park -- family-friendly, walkable, lots of activities for kids and grown ups, plenty of parking

### **Intersection of Payne Avenue and Winchester Boulevard**

205. I use the establishments in this area frequently [Payne Avenue and Winchester Boulevard]
206. Solar Row - office building where I work
207. I like the Goodwill store there.
208. Winchester Auto Parts



209. This is very convenient having Shell and a Grocery Store. Also please don't put in a damn Whole Foods. I would be happy with a Trader Joes or maybe even a Sprouts. Again Trader Joes is preferred.
210. It's very convenient to have a reputable drug store such as Rite-Aid in the neighborhood.
211. El Pollo Loco is - good fast food.
212. Angelino's: Pizza and live pipe organ performances. Sadly not there anymore.
213. This shopping mall is convenient for me for daily use
214. Happy Donuts -- Saturday morning donuts are a tradition in our family.
215. Starbucks -- coffee with my Saturday morning donut.
216. starbucks and rite aid
217. BASKIN AND ROBBINS: WALKING DISTANCE TO ICE CREAM
218. Baskin and Robins: walking distance to ice cream!
219. Shopping Center - has useful small shops, Starbucks, RiteAid, UPS store, Togo's, used to have a grocery store and would like to see one there again. Sufficient parking!!!!!!!!!!!!
220. 1245 S. Winchester, Former home of KOMÉ Radio, where I worked.
221. We come here often: ice cream, pizza [Shopping center at southeast intersection of Payne Avenue and Winchester Boulevard]
222. Payne & Winchester - has basic shopping sites and buildings are not too tall
223. We come here often and use the CVS, starbucks, donut shop, togo's, pizza guys, laundromat [Shopping center at southwest intersection of Payne Avenue and Winchester Boulevard]
224. Subway and the tea shop are well kept and active spots. [Southeast intersection of Payne Avenue and Winchester Boulevard]
225. togo's, starbucks, pizza and supercuts, great local shops to get your stuff taken care of
226. South Winchester BBQ is an EXCELLENT restaurant edition to the neighborhood!
227. We use Starbucks, Rite Aid, and the Happy Donut shop frequently. While the mall itself is rather unattractive, the amenities are needed in this area. The walkability provides the Hamann Park neighborhood much needed services to grab kill or a cup of coffee or meet a neighbor on foot. [Shopping Center at southwest corner of Payne Avenue and Winchester Boulevard]
228. Baskin Robbins and Little Caesars provide amenities and the mall is in fairly decent upkeep. They are one of the properties though that doesn't always pick up their garbage. [southeast corner of intersection at Payne Avenue and Winchester Boulevard]
229. Goodwill store on Payne. I enjoy thrift shopping.
230. It is a 3.5 acre site, conveniently located between Campbell and Santana Row and close to elementary school and Christian church.
231. Rite aid and supercuts - both provide services to local neighborhoods
232. nice short walk justifies a visit to baskin-robbins

- 233. Comerica Bank - I bank there.
- 234. Good BBQ restaurant to hang out at
- 235. Winchester BBQ - Good restaurant.
- 236. Baskin Robbins - great ice cream. Our family and friends enjoy having a treat here.

### **Intersection of Williams Road and Winchester Boulevard**

- 237. Hair salon
- 238. convenient store walking distance from home
- 239. Boba drinks!
- 240. Some good restaurants around this area
- 241. I like Tea Zone! It's popular among high school and college grads that visit home during breaks.
- 242. Mizu - delicious sushi!
- 243. Grocery Outlet. Interesting store and good prices.
- 244. Grocery Outlet. It is handy to have a grocery store in the neighborhood, although another option such as Safeway or Trader Joe's would be preferable.
- 245. Grocery Outlet: Anything to help save money on necessities is good to have in a place like this.
- 246. Breakfast Place restaurant. Good local food.
- 247. Grocery Outlet because they have good prices on food.
- 248. Mizu sushi is great! Love having a delicious, cool place nearby.
- 249. Mizu Sushi Bar and Grill
- 250. MizuSushi is great. We frequent this restaurant.
- 251. I like the super market and that there is some shade to walk. Car traffic is not as sever.
- 252. Grocery outlet
- 253. Nice shopping center with a Hair Salon, Barber, Dry Cleaner, Landry mat, Restaurants, Grocery Store and Liquor store.
- 254. The Breakfast Place--quiet, good food; accessible. Also the Cleaners in the same strip mall. Efficient, competitive and easy to access
- 255. Grocery Outlet - provides reasonable grocery prices
- 256. Grocery Outlet - terrific store
- 257. This subway serves delicious sandwiches. Its my favorite subway in san Jose--and I have been to many. [intersection of Williams Road and Winchester Boulevard]
- 258. Mizu sushi is awesome! But I would not feel safe walking northbound on Winchester to get here.

- 259. Mizu Sushi
- 260. I appreciate the addition of the public trashcans on the corners here (and all over San Jose in the last few years. It was nice to see improvements made). :) [Williams Road and Winchester Boulevard]
- 261. Good sushi restaurant
- 262. An older couple I know own this little farm which is now only 5 acres but was originally one of the large farms on Winchester Road. I remember when Winchester was filled with orchards and apricots drying, etc. It was very lovely and future generations will be hard-pressed to imagine the acres of blossoms. However, it might be nice to eventually turn this small 1 acre parcel, filled with fruit trees, into a quiet respite park amidst all the coming development on this boulevard, perhaps with a plaque and some photos of this road in former times. It might add some gravitas to the boulevard. (It's not for sale right now.)
- 263. Breakfast place. Friendly place and seems locally owned
- 264. The Breakfast Place, good eatery and filled with neighborhood people
- 265. The Breakfast Place: It's a good breakfast restaurant.
- 266. Grocery store. It's the only one in our area [Grocery Outlet]
- 267. Grocery Outlet - I shop there all the time!
- 268. Mizu Japanese restaurant - I love this place! So tasty!
- 269. Convenient grocery shopping
- 270. Grocery Outlet - friendly staff, affordable shopping.

### **Winchester Mystery House**

- 271. The Winchester Mystery House is attractive and fun. Out of town guests like to visit. We usually go once a year or so.
- 272. Mystery house is a good local attraction, and the grounds provide a smidgen of green space
- 273. Winchester Mystery House. We visit twice a year for the beautiful gardens and the amazing Christmas tree display in December
- 274. What can I say.... it's the Winchester Mystery House
- 275. A treasure for the community
- 276. Winchester Mystery House. It's a San Jose icon, we visit there often with family and out of town guests.
- 277. The Winchester Mystery House and the surrounding grounds, because it's historical, educational and beautiful.
- 278. The Winchester House. It is an unusual historic and artistic treasure that merits preservation and appreciation.
- 279. Winchester Mystery House - Yay!

- 280. The Winchester Mystery House continues to captivate my children's interest. Lots of Pokémon there too. <grin>
- 281. Winchester Mystery House is one of my favorites. They have a nice little cafe, the grounds are beautiful and I find parking is easy.
- 282. Winchester Mystery House and Century Theatres!!
- 283. Winchester Mystery House - a favorite of our family and friends. We love to take our guests here and the grounds are beautiful too!

### **Institutions**

- 284. Church. Important to Community [Bethel Church of San Jose]
- 285. Church [Bethel Church of San Jose]
- 286. The church does a nice job if providing walkable community activities for the neighborhood. They are good neighbors and while I don't attend the church, they keep their property looking nice and well kept. [Bethel Church of San Jose]
- 287. The school district should build mid-rise affordable housing for teachers on part of the Monroe property.

### **Century 21, 22, 23, and 24 Theaters**

- 288. I feel this area would just be a continuation of the current urban living in Santana row and a good use of the space [Century 21 site]
- 289. Century 21, last of the single screen Cinerama theatres in the bay area. Great place to see movies.
- 290. Century Dome Theaters. Needed for unique movie experience. 50 years of tradition.
- 291. I love the dome theater. It has a gigantic screen and a fun mid-century modern twist which I believe should be played up in the area and preserved.
- 292. Century 21 theatre
- 293. Century 24 theater: already demolished, but a new theater is supposed to replace it, with some sort of homage to this predecessor, isn't it?
- 294. Beautiful architecture, building deserves full restoration, not a rehabilitation.
- 295. Century 22 theatre, the best theatre set up in the US
- 296. Awesome retro architecture.
- 297. Century 24 - When does the new theatre go in?
- 298. Century 21, 22, 23 theaters. Best movie going experiences I ever had were there.
- 299. Century 21. Nice place to see movies, but if it's going to stay it needs to be completely renovated. In current state it's outdated and not attractive at all. Would be nice to have live theater in San Jose. Going downtown for that is too inconvenient.

300. Century Theatres. They should be re-opened as movie theatres.
301. The (first) Century 21 Theater because it was such an architectural symbol of what we imagined for the future (21st century), and also because we saw a great number of wonderful movies there on the huge screen (similar to today's Imax theaters). It should remain as a theater of some sort, not a skeleton.
302. The Century Theatres, both the 21 AND 22, are huge, majestic and unique theaters that NEVER should have closed! Re-opening BOTH of them as a complex similar to Hollywood's Cinerama Dome would be INCREDIBLY special for San Jose and Northern CA in general. Demolishing either of these on the other hand would be an incredible LOSS!

### **Winchester Ranch Mobile Home Community**

303. Our home, Winchester Ranch Mobile Home Community. A wonderful community of affordable housing, the only affordable housing in the Santana Row/Valley Fair Urban Village.
304. I marked the mobile home park that is next to the Winchester Mystery House because I like that affordable housing can exist for our seniors.
305. Winchester ranch mobile home park. Because I have lived there for 24 t years
306. The Winchester Mobil home community because it is a beautiful, serene place filled with our cities finest people.
307. The mobile home park behind Winchester mystery house
308. Winchester Ranch Mobilehome Community. This is where I live.
309. Please don't get rid of the Winchester Mobile Home Park. I know that has been on the chopping block but it's a good place for older folks. I hate to see the area around Winchester Mystery house altered too much. I hate to see it get dwarfed. Though I'm curious to see what the plans are for the old centuries.
310. Affordable housing for the 55+ aged residents. This is a must keep in my book.
311. Winchester Ranch, this is my home and I want to keep it and not get booted out with no compensation.
312. Winchester Ranch Mobile Home Park is a favorite place. This senior only mobile home park enables low-income residents, who have worked and contributed to our community, to own their affordable and rent-stabilized homes and remain here. We must act now to preserve our affordable housing and provide housing choice. This matter is even more pressing in light of the fact that San Jose (and particularly the Winchester Blvd Urban Village) will lose over 200 units of rent-stabilized housing once The Reserve Apartments are razed. San Jose must work to prevent displacement and preserve its affordable housing. If it cannot preserve this housing, it must require robust relocation assistance so that residents will be able to relocate to comparable housing.
313. Winchester Mystery House. Because it is a classic place to take out of town guests.
314. Winchester Ranch Mobilehome Community. I visit here often and find it to be a lovely addition to the area. Quiet, nice homes, well kept and easy to access. I understand the owner



is selling the property for development and it's too bad we have to lose one of the few affordable housing areas in this part of San Jose.

315. While Winchester Mobile Home Park is low-cost housing for elderly people it is also a very lovely, well-kept site which encourages community among its members. It should be a shining example of the city's support of such housing rather than an endangered species that is being exploited by greedy development. (The developers are actually buying up mobile homes that are for sale -- this should be illegal).

### **Miscellaneous**

316. Starbucks! [Magliocco Drive and Winchester Boulevard]
317. My neighborhood
318. My home
319. Residence
320. Locals use Tisch to avoid Santana Row gridlock
321. Tisch makes everything easier by providing an easy way around the Santana Row and Valley Fair traffic. Please don't turn it into an exit!
322. Victor's Rest[aurant]
323. Redwood grove: It's just nice to see some mature trees among so much development
324. I like the Salvation Army store there.
325. We use los cuates often
326. Khanh's Garden, my favorite Vietnamese Restaurant. I typically avoid this area. Traffic issues and the lack of parking make it difficult to enjoy this area. Not to mention you have Santana Row that is still fairly new and all that surrounds it is outdated and under utilised.
327. Winchester Auto Parts on Winchester Boulevard - I've been shopping there for 40+ years and it's an effective business.
328. I REALLY TRY NOT TO EVEN TRY AND GO TO SANTANA ROW BECAUSE IT IS JUST TO HARD TO FIND ANY PLACE TO PARK OR YOU HAVE TO WALK FOREVER AND THAT IS VERY HARD FOR ME AND MOST OF MY FRIENDS SO WE ALL TRY NOT TO GO TO SANTANA ROW.
329. Starbucks - Need I say more? [Magliocco Drive and Winchester Boulevard]
330. Flames Restaurant. Easy meals, close to home. Santana Row too expensive to eat and I don't need any Millennial clothing or jewelry or other useless things that cost too much money.

I use the Walgreens on Hamilton and Winchester all the time. I go to the Good Samaritan area for my doctors and medical care. I go to Hamilton for the Safeways groceries. As far as I am concerned the Santana West/Row area are not the average citizens stores. Only tourists go there and people with nothing else to do in their lives.

331. Flames gives a retro vibe to the area which is a definite feature in the too often blandness of Silicon Balley office space. Setting this area apart as a well preserved yet modernized piece of mid century life and architecture is something I would like to see more of.
332. Krung Thai has been a local go to place for great Thai food. Been coming here for close to a decade.
333. It's Starbucks! Nice to have one in the neighborhood. Parking lot is too tiny though. [Magliocco Drive and Winchester Boulevard]
334. Victors Taqueria
335. Nice neighborhood- feels safe [Neighborhood around Amber Drive School]
336. San pedro square urban market
337. Coleman center. Lots of parking
338. I've used this pedestrian connection. I wish it were closer to Winchester. [pedestrian bridge near Santana Park]
339. Not really a "favorite" place but we own two Audi's and get them serviced here [Stevens Creek Audi]
340. A rare gem filled with Koi, goldfish and water plants for sale. Cherry something or other [Cherry Hill Koi & Watergardens]
341. This is currently some of the most convenient parking for Santana Row (but it sure isn't pretty). [Parking lot next to Century 21]
342. Mom and pop laundry. They've been there for years and are very friendly and work hard. [Lucy's Laundry and Waterworks]
343. Flames not only looks retro but it is rather retro -- a nice, comfortable place with a standard menu. I prefer Flames' menu much better than Big Boy. The retro Jetsons look is a good much for the retro Dome (Century 21) and they should both be historic landmarks with a glimpse into the valley's past.
344. Flames ... an old-school diner with authentic retro vibe. Please preserve structures like this that give the area character!
345. We have wonderful, thoughtful neighbors on our street!
346. My mom moved into an apartment near here. Higher density housing is more attractive to seniors and adds to the character of the neighborhood. [intersection of Magliocco Drive and Winchester Boulevard]
347. Urban farming and living in one, what's not to like? [Southwest intersection of Worthington Circle and Winchester Boulevard]
348. I frequent merchants / professional services located here. This is a 'plus' in my book. [near intersection of Loma Verde Drive and Winchester Boulevard]
349. Family owned victors taqueria adds to the culture and flavor of the neighborhood.
350. Flames Restaurant. Our family loves Flames Restaurant. The food is delicious and reasonably priced for the area, unlike most of the restaurants at Santana Row.

## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans

351. Angie's Pizza is another family owned business that adds to the color of the neighborhood and is a great spot!
352. Victor's Taqueria! We eat there at least once a week. Victor and his family are so nice and know us by name. Many years ago he was going to move out, but his customers begged him not to, so he stayed. His family-owned business is an inspiration.
353. Khan's Garden Restaurant - I like the food and it has been in this area for a very long time.
354. I like the homey aspect of it [The Reserve Apartments]
355. this is in the least congested area on Winchester Blvd. From here to Stevens Creek it is a zoo.. [intersection of Magliocco Drive and Winchester Boulevard]
356. love starbucks [Magliocco Drive and Winchester Boulevard]
357. Chipotle because they have reasonably priced good food.
358. Salvation Army ... large thrift store with nice, affordable furniture. More thrift stores please!
359. good thai food. like having great places to eat nearby [Krungthai]
360. Although this neighborhood has several serious issues that must be addressed, it is a significant source of rent-stabilized and affordable housing in our City's residents. If these rent-stabilized housing units are razed and not replaced with other sources of affordable housing, the Winchester Blvd. Urban Village will likely lose a significant number of low-income residents. [Impala Drive and Winchester Boulevard]
361. [Winchester Boulevard in General] 1) Daily to access from Hanson-Winchester to 280 to get to Mountain View and back 2) shopping access
362. Visit friends on Monica Lane
363. Downtown Campbell restaurants and farmers market
364. Union 76 gas station that is the most convenient to my home.
365. Star One Credit Union: This credit union is in the same network as my own credit union, and they're conveniently close to home. I use them often.
366. Thai restaurant with good food close to home. [Siam Fine Thai Cuisine]
367. Kenjii Sushi. A favorite restaurant close to home.
368. Mexican Market that I use regularly. [Los Cuates]
369. This is the area where my family and extended family live.
370. grocery store [Los Cuates]
371. Historic Bob's Big Boy
372. Flames Restaurant and re-open the movie theater's
373. My home!
374. Kidspark -- drop in daycare so I don't have to take my kids with me to appointments.
375. Where professional advisors are.

- 376. This area as it is today works well. It is congested during commute times, but otherwise everything is easy to get to whether walking, biking, or driving. Please don't turn this into another Santana Row / Valley Fair!!!! [intersection of Neal Avenue and Winchester Boulevard]
- 377. Chipotle.
- 378. Krung Thai Restaurant
- 379. Least overbuilding
- 380. Bike bridge provides access to Santa Row area. Needs improvement on the south side of Moorepark and new lighting.
- 381. Flames, for great food and wonderful architecture
- 382. Flames restaurant: good food and attractive architecture. With MCM being the most often searched real estate term, why can't new developments look as stylish?
- 383. I like walking in this area. This has much more potential and could be redeveloped into a car-free, super block with combination of higher rise housing and open space, as outlined in Bullet 13 of this submission: <https://winchesterurbanvillage.wordpress.com/2016/02/22/some-ideas-for-policy-makers/> [Area between Huff Avenue and Magliocco Drive]
- 384. Convenient and close and has a Redbox. [7-Eleven at intersection of Cypress Drive and Stevens Creek Boulevard]
- 385. Big 5 Sporting Goods - friendly and helpful staff and within walking distance
- 386. Barnes and Noble Bookstore - a wonderful book, music and video store.
- 387. Tony and Alba's Pizza and Pasta - just delicious.

## **LEAST FAVORITE PLACES**

### **Santana Row**

- 388. very unpleasant to walk. lots of blank walls, speeding cars, not a lot of shade [Winchester Boulevard adjacent to Santana Row]
- 389. Santana Row - Stores are too high end and only appeal to about 1% of the population.
- 390. Santana Row is the epitome of soulless urban development. Excess. traffic and parking nightmare.
- 391. Santana row. Too tall and overbuilt
- 392. DON'T LIKE SANTANA ROWE
- 393. Congested traffic [Winchester Boulevard near Santana Row]
- 394. Santana Row. Too much traffic, horrible parking, overpriced shopping/restaurants that are too hard to get into anyway. Nightmare area during the holidays.
- 395. Santana Row - HATE the parking and pedestrians are crossing all over the place - not just at crosswalks.



## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans

396. I used to love Santana Row for dinner, movies and just walking around but now I rarely go there. Traffic is tough to navigate and almost all of the parking has been consumed by multi-unit housing or businesses.
397. Santana Row is one of my least favorite places to go as the parking is always hard to find and the stores are very limited in the selection of items.
398. Santana Row is too crowded!
399. Not enough parking for the number of people shopping. All the planning seems to forget that fact that people need to get to these place and park car, this is very little public transit and when shopping I don't think public transit will work.
400. The entire Santana Development.
401. Over-priced stores and restaurants. Stressful traffic in and out of parking garages. I almost never go there.
402. Santana Row-parking is a problem; expensive; few, if any, modestly priced restaurants and/or shops
403. Santana Row. Everything is to crowded and overpriced.
404. Santana row... you can't even drive near it without getting stuck in crazy amounts of traffic. It's absurd.
405. The newly proposed 25!!!!!! story tower building is going to be totally out of place for this .89 acre plot.
406. Santana Row. Too crowded and pretentious.
407. Santana Row - What a joke! Urban village? More like a housing development for smug millenials. Originally pitched as work & live development. Except nobody that works at Santana Row, can afford to live there. Tenant mix is definitely not a draw. Now they want to repeat that monstrosity across Winchester; tear down landmark buildings? Yeah, right.
408. Most stores in Santana Row are way over priced and aren't useful to most people living on less than \$100000 a year and over 55 years old.
409. Anywhere in Santana Row, it is too crowded, inexpensive and too dangerous to go in the evening. There is also no parking and it is very dangerous to ride a bycycle.
410. Too congested
411. MOST OF SANTANA ROW BECAUSE THERE IS JUST TO MUCH TRAFFIC AND NO PLACE TO PARK, IT LOOKS NICE BUT NOT WORTH TRYING TO GET TO AND PARK. MY FRIENDS AND MYSELF HAVE JUST CHOSEN TO GO OTHER PLACES.
412. Santana Row is my least favorite place as it is too expensive to shop or eat there. I go Valley Fair only to see the Apple Store as I have Macs and other Apple equipment to take care of. Primarily I go to Campbell to shop as the stores are easy to walk to, parking is close to the stores, and there are many places to eat that have good and interesting food. And we are far from all the nutsy tourists.
413. It is too much of a nuisance to shop Santana Row.
414. Santana Row. Over crowded, too expensive, no local character

415. Tall buildings being built at Santana Row lot 12 will overtower surrounding residential homes in the Villas and look like a monstrosity blocking view and creating appearance of density that is too high next to single family homes
416. too many people
417. Too congested. Difficult to find parking during peak hours, stores are too expensive, restaurants are too crowded.
418. As residents of the Eden neighborhood, my family used to visit Santana Row several times a month. When it first opened, it was a wonderful. We used to take our small children there. Since 2015, we've avoided it. My elementary school aged children and I go to downtown Campbell. Santana Row is just overbuilt. Too many cars, too many people, no parking. It's no longer fun. We still shop at Valley Fair, but no longer shop or dine at Santana Row. We don't miss going to 'the Row'. Sadly, the goose that laid the golden egg is dead.
419. Santana Row - overpriced stores that cater only to .01%ers
420. Lack of parking evenings and weekends as well as overpriced, snooty businesses keep me away from this destination 9.5 times out of 10. Pasta Pomodoro is a business I would patronize but I will drive three times the distance to another location rather than deal with the parking hassle at Santana Row. Not family friendly.
421. Santana Row -- difficult to park
422. Santana Row. Too crowded. Too small. Specialty shops are too overpriced. It's not as pleasant to go there as they would like to think. Still, we go there from time to time to have coffee.
423. Santana Row: parking is a nightmare!
424. Besides driving into Baywood to access the back parking lots of Santana Row, I feel the path along this dead section could be improved aesthetically. In attempting to reach Falafel's Drive In across 880, we'll walk from the commercial area in Santana Row down these dead sections.
425. There are way too many people in this area, way too many buses, and cars in Santana Row, on Stevens Creek, Winchester, Valley Fair. It is even worse during Christmas Time and summer nights. In the summer Santana Row, shuts down streets causing traffic to be even worse. These summer night are also very loud and uncomfortable even blocks away.
426. Traffic is bad enough here already. Worse during Holliday Season. More importantly it is not served well by Mass Transportation, which I do not use anyway as I need to be able to get to work and enjoy family life. It is far faster for me to carpool in personal vehicles than it ever will be via mass transit. Studies have shown that, but the city choses to ignore that. This area is TOO CROWDED with people anyway. Bad during the afternoon, horrible at night!
427. Santana Row. This is a shopping center for the upper economic customers, not the local residents. In the years that it has been there, I have never purchased anything from there and have no desire to even visit anything in that area. A friend stayed at the hotel and had a miserable experience with noise and parking difficulties. She was given a chance to revisit with a reduced rate, which she did not use.
428. Pretty, but WAY too expensive, too crowded, and very few good nor affordable restaurants.
429. All of Santana Row -- traffic, parking issues, expensive stores. I avoid it like a Black hole
430. JUST HARD TO GET TOO. ONLY ONE OR TWO STORES ARE OF INTEREST.

431. Santana Row. Nice place to walk around and grab a cup of Joe, but too many over priced stores and restaurants. It was nicer when they had a Bookstore, Chili's Restaurant and a nice playground next to Starbucks.

### **Valley Fair**

432. The entire Valley Fair complex.

433. Safeway - because it's the only grocery store around so I'm occasionally forced to shop there, and its dingy, dirty, no self check out etc.

434. Too crowded.

435. Crowded, impossible to park!

436. Safeway and CVS because they look very out dated

437. Monroe around Valley Fair seems more like a frontage road than a city street ... can it be made better, or perhaps turned into something more fun like a food truck area?

438. What at one time was a friendly neighborhood shopping center has now become a regional center which is not in keeping with the "village" concept that is supposed to keep car use at a minimum. Thus, talking out of both sides of the mouth with lip service to what seems to bring in the most money, seems to be the rule of those in power. Despite this, the provision of critical city services have never been as inadequate as they are now.

439. Too big and difficult to find stores

440. Westfield Mall

441. Boring chain stores and too much congestion.

442. Valley Fair. Parking is an issue; As a result one of my most least favorite places. Access and egress is always a problem

443. too many people

444. No parking, horrible traffic ,I just avoid this place always.

445. Valley Fair (whole mall in general) - Most stores are too high end and only appeal to about 1% of the population.

446. Valley Fair - no longer caters to the middle class. Continually skewing toward upscale and the top .01%

447. traffic, excess, soullessness

448. Valley Fair. Traffic, traffic, traffic

449. Bank of America at Valley Fair. Access/Egress is a nightmare

450. Valley Fair's frontage has been an ugly parking garage for too long. It's a very uninviting and unneighborly feeling. Very poor design. Santana Row did it right.

451. Valley fair shopping center. It is a monstrosity that just keeps growing. It brings too much traffic to our once quiet neighborhood.

452. Too much traffic especially during the Holidays - difficult to park. Very frustrating

- 453. I hate malls. I'm an online shopper.
- 454. Valley Fair: Parking is a nightmare.
- 455. Terrible traffic and congested parking lots make getting to and from Valley Fair/Santana Row a drag. Please improve public transit here so I can leave thar at home.
- 456. Valley Fair. Too difficult to navigate. Too many vehicles.
- 457. Super congested dirty streets and speeding traffic all the time
- 458. Not a big fan of malls, too many shops with nothing I want.
- 459. Westfield Valley Fair Shopping Center. Mostly overpriced stores, not meant for the average family with kids to shop at. Most of the budget friendly stores for teenagers to shop at are gone and no ice cream shop either.

### **Intersection of Moorpark Avenue and Winchester Boulevard**

- 460. very large intersection--not safe for walking
- 461. This area is a problem because there are too many things going on.
- 462. Homeless encampments are bad!!
- 463. N280 no off ramp
- 464. too much traffic congestion trying to get on and off the freeway
- 465. The off-ramp from 280 south onto Moorpark is a disaster and there are significant backups and red light running and blocking of the intersection. People headed from Westbound Moorpark to the 280 N onramp also block the intersection and create backups in multiple directions.
- 466. The corner of Winchester and Moorpark. It doesn't feel safe. There are often homeless people there. I witnessed a drug deal there recently and there is often trash or people urinating there. I live close enough to be able to walk to Santana Row but don't feel safe doing so.
- 467. Homeless encampments and homeless men on the corners. It is very depressing
- 468. not a safe place to walk through, too many homeless and crazy drivers, wish police presence was greater here
- 469. Don't feel safe walking in this area
- 470. Westbound Moorpark needs a bike lane. Numerous times I have been nearly run over walking on the sideway on because a bicyclist is using the sidewalk to traverse Moorpark.
- 471. Lots of trash and homeless encampments
- 472. The homeless people fill this area with trash
- 473. Can't get through light eastbound
- 474. 280 and Winchester exit. It's a busy off ramp that is often backed up with mall traffic. I also wish there was an on ramp in the South direction.
- 475. Homeless Encampment



476. Orlandi trailers- frequently during rush hour traffic they block all eastbound lanes of traffic to move trailers into and out of their parking lot.
477. Traffic is horrendous at this intersection. It sucks.
478. The garbage and homeless camps all along Moorpark. CalTrans needs to focus on keeping these areas cleaner and the city needs to find humane solutions for the growing number of homeless persons.
479. Lots of homeless camps here and sometimes questionable characters walking around. I do NOT feel safe around this area at night.
480. Caltrans has not finished cleaning up the trash, debris and trimming bushes to discourage the homeless people from returning to this strip of land. A walking path could be installed along the sound wall to the benefit of the neighborhood.
481. It seems to me that when I walk or bike ride in this area, that the sidewalk comes to an end, or has broken cement, etc. Plus there isn't really anything very interesting to do or see in this area. A bookstore might be nice.
482. When I come off 280S this is a mess. Oh, and I can't exit from 280N at all. BTW, I have thought through an answer to the 280 S problem. It involves an under 280 exit direct to Santana Row (via Hatton)/Northbound Winchester, with the balance of the traffic going above ground to Moorpark for access to Southbound Winchester/Moorpark. And yes, it works from a length of distance point of view.
483. This intersection is a disaster and I hate it
484. Cars Block the box every day causing traffic backups where you can't drive through a green light. Please make a right turn lane ONLY exit off 280 so that I can get home without waiting for 2 light cycles.
485. There are some scary people that hide in the bushes here so my girlfriend is afraid to walk.

### **Shopping Area at Intersection of Payne Avenue and Winchester Boulevard**

486. City shopping center with empty Safeway allowed to remain vacant instead of the city forcing them to release their lease and let it be filled
487. West Park Plaza: This shopping center looks run down and in need of redevelopment. The blocks immediately north and south of it are looking pretty shabby too.
488. Safeway shopping center
489. Gang ridden
490. Empty old Safeway building. Brings homeless and vagrants into area. Awful!! Goodwill. Heading towards Hamilton, Cadillac Drive, pot stores, pleasures of the heart, salvation army...
491. loitering
492. Dead shopping area thanks to Safeway renting the space and not letting anyone use it. Would love to see Trader Joe's or Whole Foods.
493. funky folks hang out in this empty parking lot

494. Let's put something new here to kick start the Winchester development.
495. Another 7-Eleven.
496. Blighted shopping center. Hangout for homeless and loiterers. Area behind the buildings is sometimes quite scary, people park in the dark
497. Shopping Center. With the Safeway gone and the building still empty this is no longer a go to spot for me. The businesses on the Winchester edge are difficult to access with limited parking and crowded storefronts. Too much traffic makes the outdoor area at Starbucks unappealing. Poor mix of current tenants makes this no longer a one-stop shopping experience. It's a huge piece of property with poorly designed/use of space.
498. Regency Shopping Center. Blighted, run down. Too many loiterers and homeless hang out there.
499. CVS/Safeway -old and trashy-often drunks in and around stores
500. Although this ancient Safeway is not on the map, it is very rundown inside and much too small for the number of people who use it (not to mention understaffed). Most people around this store would appreciate a better grocery shopping option.
501. West Park Plaza--empty Safeway store, mostly stores I do not shop at, not maintained, Good Will stuff in parking lot.
502. No anchor store, waste of space
503. This plot of land has so much potential, but the vast parking lot that separates the buildings from the sidewalks is very pedestrian unfriendly. Plus, the parking consumes as much land as the buildings.
504. Empty shopping center. A grocery store would be fantastic
505. strip mall vacant and no good shops or restaurants
506. Please get rid of this eyesore that is vacant most of the year, and put in some small restaurants, boutiques, and small organic, local food market similar to Monte Vista Market was in Cupertino. (Now gone! :(
507. This old Safeway should be another grocery store! This mall is old and rundown to the point that I don't feel safe. It's terribly unsightly and not living up to what it might be.
508. The shopping center at Payne and Winchester is a disgusting eyesore! It's just creepy.
509. Atmosphere - doesn't feel safe, not much to offer along that area of Winchester.
510. The vacant store is an eyesore.
511. This shopping plaza is awful. It maddens me that Safeway is continuing to pay to keep the former store it rented empty. Let another grocer in. If you really want to promote a walk-able community, then pressure the shopping center to bring in another merchant. We see a lot of loitering in this parking lot. While I'm a fan of goodwill and their efforts to aid the community, I'm not a fan of the eye-sore of their tractor trailer parked in the middle of the parking lot. They could do a better job of managing their donations etc.
512. Blighted shopping center that has no hope of recovery as long as Safeway forces one of the (if not THE) largest commercial space to sit vacant.

513. Terribly blighted shopping center anchored by a vacant Safeway. The city needs to force Safeway either to give up their lease or occupy. This center needs an overhaul anyway, but without the upkeep by the major store or occupancy (seasonal Halloween store doesn't count) it will never be nice. It floods totally in rains, too, to the extent you cannot even see the islands. Before allowing new developments, SJ needs to take what we have and make it better.
514. This entire shopping center needs to be torn down and rebuilt. It's very dated and is a great location for for a multi-use type of setup. (Park, residential, retail, restaurants)
515. The old safeway shopping center is a real eyesore and due to really low utilization is a place for a lot of crime in the evenings. This should be torn down and redeveloped. We could sure use a nice grocery store in this center.
516. Underutilized space - formerly had a Safeway there - this area needs another "grocery" option and this is the right place for it
517. The former Safeway parking lot is unsafe at night. It is in a great spot and deserves better shops, restaurants or cafes.
518. Run Down, Half Empty
519. Vacant Safeway (anchor) store causing an abandoned look and feel to the area.
520. Abandoned Safeway
521. Safeway hold lease on empty building hostage.
522. have you been there it's a mess - over crowded, crime.
523. Needs a unique grocery ..... Whole foods
524. Safeway old and not good variety of groceries
525. Often lots of garbage around the bus stop. I pick it up their sometimes and can fill a bag once a week. A large board was sitting there for ages.
526. This is an empty Safeway store. Nothing is in this lot and it's a nuisance area. Can this please be redeveloped or can you get someone to move in there?
527. The shopping center has gone downhill since Safeway left and no new grocery store has opened to replace it- such as Mi Pueblo would be a good replacement grocery store.
528. The view is displeasing to the eye. Goodwill scatters all their donations for sorting in open sight. In general, this parking lot is run down. Lots of dips in asphalts. Area attracts loiterers and undesirables.
529. The shopping center at Payne Ave & Winchester needs a grocery store. We have many people in the neighborhood that don't drive & need access to a grocery store.

### **Intersection of Williams Road and Winchester Boulevard**

530. Way too many cash for gold and smoking "accessories" shops in this entire area. We're turning into the San Fernando Valley, and that's not a good thing.
531. All low end stores (cash shop, smoke shop, 7-Eleven)
532. This area needs a better grocery store!

533. Run down shopping center whats really to like???
534. Homeless encampments BLIGHT IN AREA!!!!!!!!!!!!!!!!!!!! SICK OF IT!!!!!!
535. I'm very concerned with the demolishing of the affordable housing here and what will happen when a 7-story apartment complex goes in. The traffic and parking will be horrendous.
536. Need better business development in this area
537. I'm not a fan of the 7-Eleven or the Headshop located on this corner. It attracts the wrong demographic.
538. This section of Winchester is overwhelmingly dilapidated and tired with many empty buildings, half-finished (seemingly abandoned) construction projects and general feeling of decline. There has to be a happy medium between the hoity-toity Santana Row/Valley Fair mall and the businesses targeting low-income demographic groups clustered along Winchester south of Hwy 280. Where are the family oriented, middle income stores, restaurants and service businesses? Safeway fled the neighborhood leaving us without a full service grocery. Chevy's, Chili's, Marie Callendar - have all disappeared from the Winchester corridor in the past 10+ years and no other mid-priced, family oriented restaurants have replaced them. News Flash - There are people other than millennial techies living in this area.
539. Apartment complex. There is no place in a residential neighborhood for a 6 story apartment with shopping that lacks parking and not enough parking spaces for the proposed residents. Affordable housing should not be replaced with expensive housing when the residents of San Jose are being asked to fund housing for the homeless. Tax developments for the rich to pay for housing for those who can't afford it or leave well enough alone.
540. This 7-Eleven and associated smoke shop and gold shops are eye sores. The driveway onto Williams is dangerous as people turn left onto Williams. It is unfortunate that this piece of property couldn't have been included in the redesign of the Reserve.
541. 7-Eleven strip mall-poor parking and exiting from parking lot dangerous. Appears not well maintained.
542. I would be overjoyed if the Vape store check into cash and 7-Eleven were replace by an attractive store of some kind.
543. This is a perfect example of wasted space. This area looks terrible and is under-utilized.
544. The ugly building they are putting up on the corner of Winchester and Williams is pointless. It's going to be used as a pit stop for criminals that invade our neighborhoods. I give it 2 weeks before its vandalized once its open. Once again the city not listening to its local citizens about what would be good for that spot/area. If you were smart you would have put in a bagel shop! early morning parents, students and locals on their way to work would use it. It would make money for sure.....
545. Dilapidated farm shouldn't be preserved. Let's put something new here to kick start the new Winchester development.

**Neighborhood Bound by Winchester Boulevard to the East, Impala Drive to the South, Eden Avenue to the West, and Loma Verde Drive to the North**

546. Way too much crime and gang activity.
547. Blighted neighborhood. What more needs be said?
548. Housing. Gang and crime
549. Heavy overflow parking. Run-down buildings.
550. lots of police and gangs, corner of loma verde and eden
551. Parking issues - apartment dwellers are parking in residential neighborhoods - they are noisy, disrespectful, and do not care about where they throw their litter or garbage.
552. Lots of cars parked on both sides of street [Eden Avenue] because not enough parking for all the apartments, gang area??
553. Lots of shady folks hanging around these corners
554. The apartments in this area are unfortunately pretty ghetto.
555. This area near McDonald... city had the bright idea to build condos with shops under it. Do your research city! How many of those spots for shops are still vacant? NO ONE CAN AFFORD THE RENT AROUND HERE! How many of those condos are vacant? Why don't you build condos/town-homes and make them affordable for the area. That area in particular is very low/middle class income. They simply can't afford your prices for homes and or to be a small business owner here on Winchester. PS. town-homes are better than condos. You forget the neighborhood is nothing but older homes with huge lots.
556. Slum! Gangs, trash, narrow street with too many cars parked and never moved. Street never swept due to vehicles parked even though signs say no parking for street sweeping first Thursday of month. 1510 Eden always has overflowing dumpster and is horrible!
557. Low rental housing. Gang activity. Run down housing
558. Cadillac, loma verde, Williamsburg area..afraid to walk through the area.
559. Barrio
560. Not a very good neighborhood
561. I'm afraid to walk through that neighborhood.
562. Low Rent, Highly Hispanic, slightly dangerous, unimproved, slightly dirty, nothing really to go to other than if I need my check cashed so I cannot pay taxes on it
563. These neighborhoods are rattled with gangs and gang activities. They are not safe to walk or drive through. A ton of crime from this area feeds into the good neighborhood that surrounds it. Lack of police the area has only become worse.
564. Run down, trash, graffiti
565. Close to Hamilton is known to be a more dangerous part of town, with gang activity.
566. Lack of parking is among contributing factors that leads to this as a tough neighborhood.
567. There is so much crime around these low income apartments. It's too dangerous to drive through these areas (off Winchester Blvd)



- 568. Heavy Gang Activity
- 569. Heavy Gang Activity
- 570. Heavy Gang Activity
- 571. The area is run down, there was gang activity there previously, a guy got beat up for wearing blue. It is not a safe area that I would take my wife to for restaurants or shopping. I don't think anything will change until those apartments are razed and better housing put up. But then you are displacing all those people who are our cooks, clerks etc etc. The real problem is you can't afford decent housing in this valley unless you make \$200K a year and I don't have a solution.
- 572. Cadillac West - high crime area, does not feel safe
- 573. Any of these areas down here just seem sleazy and unsafe. There are unsavory people hanging out after dark behind businesses, etc. There are many families who live in these apartments and they should have safe places to walk. Just imagine this pinpoint is all along Winchester south of Williams until Hamilton.
- 574. Overcrowded, illegal dumping of mattresses and trash, vandalism
- 575. These area is dirty and looks not safe
- 576. Dirty and attracts undesirables and loiters.
- 577. Heavy overflow parking, run-down buildings. Blight on neighborhood.
- 578. too crowded with apartments and unsafe.
- 579. Feels unsafe
- 580. Feels unsafe
- 581. This region is a bit rundown although there are some very good places to eat nearby.
- 582. I steer clear of these apartment areas behind Rosemary School because they don't seem safe.
- 583. A lot of gang activity and crazy traffic.
- 584. Feels unsafe
- 585. Most of the shops along here look terrible. A nice update would help.
- 586. Gang city.
- 587. Do not feel safe
- 588. This area seems frightening too me.
- 589. not a safe area
- 590. Winchester/Hamilton area. Run down and outdated neighborhood. Low rent area and high crime rate, Needs City improvement.
- 591. unsafe area
- 592. unsafe area
- 593. unsafe area

594. Cadillac Dr, Williamsburg Dr, Impala Dr: Crime and Drug infested area. Unsafe neighborhoods
595. Crime area, packed with vehicles, too many apartments, not safe area and not walkable. No retail, parks, etc.
596. Cadillac Neighborhood. Run-down, over-parked, perceived as unsafe
597. An underserved portion of San Jose's District 1. I'd like to see some major improvements to this area. a majority of the buildings in the area are outdated.
598. Slum. Unsafe area due to gangs. Blight.
599. Groups of gangs, young hooligans who wander neighboring homes to egg them, turn over trash cans and draw graffiti. Gangster tags, sidewalk trash, over-crowded apartments and street parking are eyesores. Loud, speeding cars and motorcycles as well as frequent booms of illegal fireworks cause lots of noise pollution.
600. Large ugly apartment complexes
601. This area (Cadillac Neighborhood) is not well maintained by landlords. Lots of illegal dumping of mattresses etc., garbage on the streets. The city doesn't enforce parking regulations or street cleaning day.
602. Unsafe. Unkempt. Apartment buildings not kept up. Should be redeveloped.
603. section 8 housing is awful and the people are destroying the home values.
604. too many office parks
605. Dayworkers and others hang out on the street corner.
606. This area has the early signs of a "ghetto". The streets are filled with parked cars that haven't moved for a long time (i.e. just parked with flat tires), people just congregating on corners, loud music blasting, and not a safe atmosphere seen elsewhere in the local vicinity. I often avoid walking through here for safety concerns.
607. Neighborhood not maintained well, lots of cars parked on street, does not feel safe.
608. The Cadillac Drive neighborhood is full of crime and gangs. It needs to be cleaned up. The apartments don't have enough parking which cause residents to spill into the neighborhood north of Payne. This causes a lot of vandalism and crime in the evenings in our neighborhood.
609. Neighborhood feels unsafe
610. doesn't always feel safe to drive Eden

### **Highway 280 Overcrossing**

611. The cat walk is unsafe at night. With the homeless living in the freeway green spaces they just hang out in the bushes and along the cat walk. This should be torn down and possibly a cap put over 280 providing a park and walking space to cross 280. A building could be developed on the cap over 280 to possibly pay for the cap cost.
612. Lots of homeless encampments along Monroe
613. Homeless Encampment at Tunnel

- 614. Homeless Encampments!!!!
- 615. Homeless make tunnel at underpass almost unusable. I know this is an almost unsolvable problem but using the shared environment as a toilet and trash dump does not seem like an interim solution either.
- 616. Entrance to ped crossing is poorly marked.
- 617. The underpass/overpass from Monroe to Santana Park is in terrible shape and too dangerous for children or families to pass through. Needs to be cleared of homeless, lighting improved, etc.
- 618. Trying to make a left turn from Moorpark onto S. Monroe St is difficult due to traffic speeding way over speed limit and the stoplight lacks a left turn signal light. I also don't like that the entry to the walkway tunnel at night lacks bright lighting and transients live at end of tunnel or leave shopping carts and or trash behind.
- 619. The overpass that crosses 280 is way too narrow. Single file pedestrians or bikes only so if someone is coming the other direction, one party has to go back to the nearest intersection.
- 620. The freeway underpass tunnel is vile and disgusting. It may as well not be there. I do not feel safe using it with my family. Full of graffiti, urine-smells, abandoned shopping carts. I contacted San Jose but they won't do anything b/c they say it's Cal-trans, well it is IN San Jose and it is San Jose people making it gross so there needs to be a change. When I called about the abandoned shopping cart, after a very long time on hold they said they'd get it in 4 WEEKS. And of course, never did.
- 621. Hwy 280 pedestrian overcrossing at Moorpark/Monroe due to homeless encampment with its littering, dumping and harassment of neighbors trying to use this public walkway.
- 622. I like to walk to Santana Row, but this overpass is scary. There is a lot of brush on the Tisch side of the bridge and the fence is often torn as if someone was going down towards the freeway. It worries me that I may be accosted because it's in a blind spot when walking towards Santana Row.
- 623. Overpass to get from Moorpark to Santana Row is not clean and not safe (generally has homeless people inside tunnel)
- 624. The stair/ramp at the edge of the park. It is usually filthy and has a strong smell to it.

### **Former Century Theatres/Parking Lot Site**

- 625. too many parking lots
- 626. Underutilized area
- 627. Domes - vacant buildings
- 628. Derelect
- 629. Growing up, I appreciated how accessible theaters were to Santana Row. Now, the uninviting nature of this lot has me questioning the safety of my vehicle while I shop. I wouldn't want to hang out here during the day or night. This could change with the return of the Santana Row farmer's market, but held in this space.

630. HIGH-Density, HIGH-Density, HIGH-Density Housing....Mixed Affordable and Market Rate housing.
631. Looks untidy
632. The historic Century Dome Theaters. The loss of these special buildings and the theaters they held have turned my favorite place into one of sadness. I regret their loss and am disappointed with their eventual replacement with more high-density structures and crowds. Saving, restoring, and operating the landmark Century 21 dome as a public performance space/theater would be welcome change to the current development plans.
633. Old Century movie theaters. Very unproductive area. Never did well with retail stores.
634. I dislike the new building across from Santana tie including the large high rise to go in. This area can't sustain this kind of traffic and people influx and the massive housing and building going on now in the same area. Mass transit would be good if it was really built for this but it is not. Bumper to bumper traffic twenty hours a day seven days a week is not a good plan. Plan is late and builders seem to have free reign of what they decide to build. Rents are going up not den with this new building. New and building is good but not this overkill. It's become a developer's paradise as money is galore and they don't live here

### **Miscellaneous**

635. feels really weird because lots of activity on one side and very dead on the other [Intersection of Hatton Street and Monroe Terrace]
636. Ghetto [Area between Magliocco Drive and Neal Avenue]
637. Uncomfortable environment. [Area between Magliocco Drive and Huff Avenue]
638. Crime. Overcrowding. [Area between Magliocco Drive and Huff Avenue]
639. New Reserve apartment complex. Overflow traffic and parking will significantly reduce the value of my house
640. these apartments are so congested and full of cars. Residential streets are used as overflow parking causing problems for residence and owners [Acorn Court]
641. The Reserve. Someone forgot to require onsite parkland when this was approved...big oversight by the City
642. The renters on this part of David St. have no respect for the community. They litter, leave couches and other items on the corner, and a few deal drugs on my street (De Tracey St.) because it's less visible than their street. [Intersection of De Tracey Street and David Avenue]
643. Not worth preserving. Let's put something new here to kick start the development. [Toys R Us Site]
644. Gleneeden deadend is a bummer. Let's redevelop the business park and connect Gleneeden (or Greentree) to Winchester.
645. Dirty. Drunken people hanging around often. [Salvation Army]
646. Lived here for almost 11 years and I have never needed to shop in these stores. Irrelevant. [Shops at intersection of Loma Verde Drive and Winchester Boulevard]

647. Homeless sleep in this area and oftentimes frighten me & my dog when out for our morning walk. [Near intersection of Magliocco Drive and Winchester Boulevard]
648. All of the streets in this area bordering apartments are parked up with many cars as the landlords aren't accommodating enough vehicles for their tenants. The surrounding SFH streets get parked up by the residents from teh apartments and also trash is left. It's really bringing down their property values. San Jose needs to STOP allowing SFH to be turned into high density without accommodating parking. IT doesn't matter how nice you make the corridor, this is not an area easy to get around without cars so you MUST accommodate for residents to have them. [Intersection of Huff Avenue and Baywood Avenue]
649. too congested with cars [Van Sansul Avenue and Winchester Boulevard]
650. Daily parking of 6+ cars now from Reserve Apts. This will only get worse with the demo, construction and eventual new complex going in.
651. There isn't anywhere in the orange boundary of Winchester village that is a favorite place. Tear it all down and start over.
652. I feel this section of the road is already busy and has businesses and homes that can be disrupted [Near intersection of Greentree Way and Winchester Boulevard]
653. Destroying the low income housing for more high priced housing that you already have to much of does not make sense to me. If you had decided to tear down the Reserve, would it not have made sense to replace it with lower cost housing. Already we have a mammoth housing problem for the lower income, seniors, and of course a homeless problem that is only growing. Why are we not adding this to the equation?
654. Many of the shops look unattractive along this corridor. [Near intersection of Magliocco Drive and Winchester Boulevard]
655. No sidewalk on this side of the street. I don't like my kids to walk or skateboard along here! [East side of Winchester Boulevard near intersection of Fireside Drive]
656. Most of the businesses look awful here. [Near intersection of Driftwood Drive and Winchester Boulevard]
657. There are some boarded up restaurants over here. [Near intersection of Magliocco Drive and Winchester Boulevard]
658. feels unsafe - homeless people [Santana Park]
659. Feels unsafe [Near intersection of Magliocco Drive and Winchester Boulevard]
660. Hamilton & Winchester - has a 12 story building that is totally out-of-place with the surroundings
661. Santana Park, too small a park, should include the land just west of it, to the street
662. Salvation Army thrift store. They have a large selection but it is mostly junk.
663. I think I marked the Angel Day Spa?? It is the business on the corner with all the ugly terra cotta planters. Mostly I think it is an eyesore. I have to experience with the business itself.
664. I marked the old Toys R Us lot. Is anything useful going to be done with this area? It appears cars are being stored there. The owners aren't keeping up with weed abatement in front of the chain link fence. It looks real trashy.



## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans

665. Traffic sucks and it's the only way for us to get to the grocery store. (Safeway) [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
666. 780 Winchester--out of business restaurant. Empty
667. Old ToysRUs--ugly cyclone fencing around property. Building unused. Numerous cars park on property.
668. 826 Winchester Blvd--unfinished renovation of old restaurant. Empty for a long time.
669. Lucy's strip mall--poorly maintained.
670. Old Century 24 theater site--unused eye sore
671. A low density useless stretch of Winchester. Nothing to do or see here. [Near intersection of Greentree Way and Winchester Boulevard]
672. Traffic on Stevens creek
673. Badly congested! [Near intersection of 3<sup>rd</sup> Street and Hamilton Av
674. The 4 plexis and rental units overflow parking is on the east side of Eden. It is always full of trash and debris. Crossing Moorpark over Eden is dangerous as people are driving fast and whip around the corner without looking into the crosswalkenue]
675. Wasted space. Approve apartments here. [Toys R Us site]
676. This street is next to apartments and rented duplex's. The road is especially covered in trash and litter here. [Near intersection of Cypress Avenue and Moorpark Avenue]
677. There was a large piece of artwork on this corner that looked like a giant paperclip, but it reminds me that this whole area could benefit from the added sophistication of public art. [Intersection of Tisch Way and Winchester Boulevard]
678. The apartment developments on Huff and Magliocco are so dense and have insufficient parking for the residents. The roads are frequently not passable due to double parking. Resident parking also spills into the surrounding neighborhoods occasionally necessitating calls for parking control service due to blocked driveways. There is also a great concern about crime pinpointing this location that is also spreading now into the surrounding neighborhood.
679. Could be nicer. [Office complex near intersection of Walgrove Way and Winchester Boulevard]
680. Winchester south of 280. Old housing , apartments , businesses.
681. I dislike the lack of sidewalk on this side of the street. It is very unsafe. [Near intersection of Fireside Drive and Winchester Boulevard]
682. This area looks blighted. The buildings look run down and are a chaos of architectural styles and looks. Their are signs everywhere. If you walk or ride your bike around here you are putting your life at risk. [Stevens Creek Boulevard between Baywood Avenue and Clover Avenue]
683. Winchester Blvd., Heavy traffic, lights not synchronized,
684. Moorpark homeless camp
685. Area needs to be updated, looks like a shopping center from the 80's [shopping center along the east side of Winchester Boulevard between Magliocco Drive and Neal Avenue]

686. This area is in need of some serious development. This area is seriously outdated. [Office park near the intersection of Greentree Way and Winchester Boulevard]
687. Area is too close to the freeway 280, traffic concentration, higher polluted air. [Area south of Moorpark Avenue between Winchester Boulevard and Baywood Avenue]
688. Mobile Home Park is gated and let not even neighbors walk with their dogs, not friendly
689. Winchester Boulevard in general. Ugly street. Unsafe for bikes. Too many jaywalkers. No shelter for bus stops. Long stretches with no places of interest to stop. No access to the street from some neighborhoods. High speed. Who wants to be on this street?
690. Most of this area is unkempt. Trash, older apartment complexes that are not kept up. Way too many cars on the street. Where do the kids play that live here? This area does not feel safe to me, and I do not drive through it after dark by myself. [Near intersection of Fireside Drive and Winchester Boulevard]
691. Winchester Blvd. An unpleasant place to walk or bike. Long blocks make it impossible to cross the road conveniently. Ugly landscaping. No shelters on bus stops. Cars fly by well above the speed limit
692. Winchester between Williams and Payne. Old, outdated area. Neighborhood shops with nothing interesting to drive there for.
693. E of Winchester Blvd near Shell Station - high crime area, does not feel safe
694. Bethel Church: This mega-church is an eyesore due to its extra-bright front signs and flashy exterior.
695. Toys-R-Us: Well, it used to be a Toys-R-Us. Now it's an ugly, fenced-off lot that seems to be used by a car dealership for storage.
696. Cinedome? I don't know what this pile of rubble was, but the old satellite images suggest it was something similar to a Cinedome in the past. Now it's just an empty lot. [Century 24 site]
697. Looks Abandoned [site immediately to the west of Santana Park]
698. Ugly, Abandoned [Toys R Us site]
699. Winchester and Stevens Creek Blvd. It is too crowded and difficult to drive anywhere near there 24/7. The area cannot handle the traffic that Santana Row brings. Although it may be good for the city of SJ it is a nightmare for those that live or commute through there.
700. How many 7-Elevens do we need on Winchester within 1 miles of each other. Just move a grocer into the former Safeway and redevelop the land these 7-Eleven sit on. [7-Eleven near intersection of David Avenue and Winchester Boulevard]
701. Feels unsafe [Area between Huff Drive and Magliocco Drive]
702. This area is run-down and unsightly. [Toys R Us Site]
703. It feels a bit dead - little to no incentive for foot traffic, given it's large parking lots. Would appreciate more small eateries and people watching opportunities. [Near intersection of Magliocco Drive and Winchester Boulevard]
704. The apartments and the cars that line up the street and spill out to all the surrounding single home streets. Cars are parked and left for days or weeks at a time. The curve on Huff going toward Winchester is dangerous as it's a sharp curve and many people speed around the

corner. As you turn the corner you can have a head on with another car. [Area between Huff Drive and Magliocco Drive]

- 705. The crime that happens here is unacceptable. If my memory serves correctly, there were three murders in this neighborhood. [Between Eden Avenue and Lexington Drive, along Payne Avenue]
- 706. Stevens Creek Blvd over 880 is a typical suburban highway wasteland ... please make this more pedestrian friendly so it's fun to walk between the antiques on W San Carlos and Valley Fair area....
- 707. Why is the width of Winchester different from block to block? Seems weird and not friendly to cars OR pedestrians. An urban street should be easy to walk and drive on...
- 708. Traffic and not appealing shops/restaurants [mid-Wincehster Boulevard]
- 709. West San Carlos run down looking
- 710. No there, there on Winchester. I have only been to Honey Baked Hams on Winchester.
- 711. Just a traffic street. Nothing in particular is attractive. Use mainly to drive to Campbell Winchester Boulevard
- 712. This is a very awkward area. I don't generally stop anywhere down this way, as it doesn't have any shops or restaurants I would like to visit. It has been difficult for new businesses or restaurants to succeed given there aren't other attractions to draw visitors or "another spot to go" in case plans don't work out or as a second stop. It is very much a "drive through" area. [Southern part of Winchester Bouelvard]
- 713. Winchester near Hamilton is a bit of wasteland. Dining options are not attractive. The lack of decent supermarket is also an issue.
- 714. Homeless encampments/garbage and theft run rampant! [Intersection of Moorpark Ave and SR 17]
- 715. Homeless encampments are getting bad! [Teatree Court]
- 716. Homeless encampments!!! [Macarthur Avenue and I-280]
- 717. Homeless encampments! [Eden Avenue and Moorpark Avenue]
- 718. Homeless Encampments [Intersection of Moorpark Ave and SR 17]

## **TRAFFIC ISSUES**

### **Neighborhood Streets**

- 719. It is terrible with all the parked cars and school kids around. [Intersection of Rosemary Lane and Eden Avenue]
- 720. SPEEDING EXCESSIVE CUT THROUGH TRAFFIC!!! [Thornton Way]
- 721. TOO MUCH CUT THROUGH TRAFFIC : ( [Thornton Way]
- 722. TOO MUCH CUT THROUGH TRAFFIC [Thornton Way]

723. SPEEDING AND TOO MUCH CUT THROUGH TRAFFIC!!! [Arnold Way and Downing Avenue]
724. Traffic using this street as a cut through to Bascom. Speeding on Thornton is a huge problem.
725. speeding and people cutting through the neighborhood to avoid lights on Bascom [Maywood Avenue]
726. speeding and people cutting through the neighborhood to avoid Bascom signal lights. [Thornton Way]
727. Speeding/cut through [Thornton Way]
728. People cutting through and speeding. It needs to be cut off and used for residential traffic only not as a speedway to avoid Bascom. IN DIRE NEED OF TRAFFIC CALMING DEVICES! [Thornton Avenue]
729. Speeding and use of public for a cut through. [Thornton Way]
730. DO NOT OPEN RESIDENTIAL STREETS for development in the Winchester Ranch area. This will create additional traffic problems. We like our dead end streets!
731. The traffic along Monroe since the opening of Santana Row has made this street almost unsafe. This was predicted prior to the development and the City and Developer insisted their models proved it would not be a problem . Even something as simple as a striping at S. Monroe and S. Daniel noting to not block intersection would help - this has been suggested at more than half a dozen community meetings.
732. Speeding and street being used as a cut through for traffic trying to avoid Bascom. [Downing Avenue]
733. Way too many cars clog up the streets on Cadillac, etc. Lots of ex-felons, parolees and ignorant-behaving people.
734. no parking ever! [Cadillac Drive]
735. no parking [Near intersection of Eden Avenue and Loma Verde Drive]
736. no parking [Imapala Drive]
737. no parking [Loma Verde Drive]
738. Eden is a faster route for traffic than Winchester. There is only one stop sign between Payne and Moorpark so it's the preferred choice for cut through traffic. Street is too wide, posted speed limit signs, one only between Payne and Williams, is at the mid point and often hidden.
739. Olsen Drive has become a raceway. People have come to realize they can take Olsen from Stevens Creek and get to the on remap to 280 at Winchester without going through the lights on Stevens Creek and Winchester. Moreover, due to the development along Olsen the parking along Olsen is filled with parked cars. Therefore, the Olsen Drive/Tisch Way route has become the favorite for many drivers.
740. Popular street for people test driving cars from the many dealerships along Stevens Creek. Needs stop signs and or speed bumps to make it unappealing to car testers. [Maplewood Avenue]

741. Tisch and Monroe were not intended or designed to be an alternative to Winchester and Stevens Creek. There is a park and a residential community that should be respected and made safe for kids and families
742. Cars often double parked [David Avenue]
743. I am going to make a note here that any changes you make to Winchester is going to put more traffic on Eden Avenue as a bypass. I walk daily on Eden and I encounter drivers doing 45-50 mph in the neighborhood. And, drivers PASSING other cars. Know that any curtailment of Winchester is going to spill into the neighborhood streets. Has anyone thought of TIMING the stop lights???
744. Eden is used as a cut through street and with all the new development on winchester boulevard its ruined my neighborhood with thousands of additional cars going down eden on a daily basis and at a high rate of speed! This project is thoughtless and uncaring of the neighborhood!!!
745. Same issue on Eden between Williams and Moorpark. It's a faster route than Winchester.
746. Eden and other streets have issues with high speed cut-through traffic. Faster than driving on Winchester.
747. Parking issues overflow down to my home on Opal.
748. has improved but bicyclists just ride through without obeying any rules of the road, and they are rude of point it out to them...apparently the rules only apply if you're in a car [Eden Avenue]
749. The north side of Magliocco really NEEDS the red curb extended much further as in the mornings if one person is waiting to turn left, no one can turn right on red due to all the cars parked there and the street being too narrow. [Intersection of Magliocco Drive and Winchester Boulevard]
750. Speeding. Parking overflowed from Teresi, Neal [Eden Avenue]
751. Neighborhood streets all around the area near the apartment buildings are overly Parked and People leave garbage because the apartment landlords are not accommodating all of the cars. This is leading to a decrease in quality of life for the rest of the neighborhood [Intersection of Magliocco Drive and Baywood Avenue]
752. Neighborhood is used as a throughfare instead of Winchester [Eden Avenue]
753. Used instead of Winchester [Eden Avenue]
754. Excessive non-resident parking on neighborhood streets. [Riddle Road]
755. Too many cars and not enough parking. have to "slalom" through the double parked/stopped cars every day. [Eden Avenue]
756. Too many cars and parking issues. Cars overflowing to adjacent streets. [Lexington Drive]
757. There is not enough parking for residents here so they spill over into other areas. [David Avenue]
758. Speeding vehicles. No enforcement. Eden used as cut-through for Winchester traffic.
759. Traffic cutting through the neighborhoods to avoid Winchester Blvd. [Eden Avenue]

- 760. Traffic flows to residential neighborhoods as drivers try to avoid Winchester
- 761. very difficult to park, always people double parked in the street. Not enough spots for the apartments [Loma Verde Drive]
- 762. Added traffic due to people avoiding Winchester and Moorpark intersection. [Eden Avenue]
- 763. People are using Eden as a go around for Winchester Blvd, with no speed bumps the increase traffic and speed in which they drive will only increase.
- 764. heavy car parking [Van Sansul Avenue]
- 765. Insufficient resident parking forces people to park and double-park on Huff and Magliocco adding to traffic difficulties for those trying to enter/exit the neighborhood.
- 766. The residential streets are deteriorating from increase traffic. [Riddle Road]
- 767. Dangerous intersection - People coming out of this housing area cannot see due to parked cars and trucks blocking their view. [Intersection of Monroe Street and Monroe Terrace]

#### **Intersection of Williams Road and Winchester Boulevard**

- 768. It's a very dangerous intersection as is Moorpark and Winchester and all 4 way intersections along Winchester. Too many drivers, too many people, t not following the rules of driving like no cell phones. Daily drivers, drive right through red lights turning right on the lights through the crosswalks. There are close calls with pedestrians often. Now bike riders think they have the road to themselves. No helmets, no regard for the car drivers
- 769. Added traffic and speed from people cutting through residential streets to avoid intersection at Winchester and Moorpark.
- 770. Too many cars
- 771. Williams road should be a limited use residential street only. It does not need to be a cut through to save time when the restricted Winchester is too busy to navigate easily. There is no help to control the traffic, speed or unacceptable cut-through use of this street. The problem have compounded over the past 1 1/2 years and is destined to become impossible when all of the "improvements" as noted in the master plan have been developed. (especially after the apartment on the corner has opened)
- 772. Williams Road east of Winchester Boulevard. No traffic control whatsoever
- 773. Excessive speeding in neighborhood areas. Williams Road at Winchester Boulevard
- 774. Traffic has exploded on Williams rd east of Winchester since the median was installed on Winchester. We are in a school zone with a 25mph speed limit, which is rarely observed. Many of the streets directly north of us use Williams as a cut through or access to Winchester, or to access Moorpark Ave. We need photo-radar or speed bumps to control the speed of the traffic. Please discuss this at the meeting on Sept 1st.
- 775. People headed to 280 north from Winchester will cross Tisch, turn right into the parking lot, exit onto Tisch and then go straight to get on the freeway.
- 776. Traffic all backed up!
- 777. Too many cars



778. Too many competing driveway ramps. Lots of illegal left turns out of 7/11 to Williams eastbound and from the Shell station to Williams westbound. What a mess!
779. Bus traffic has torn up the road, if it was built properly leaving the street a disaster needs total grind down and replacement
780. Heavy traffic in AM turning N on Winchester from Williams
781. Lots of people driving east on Williams drive across Winchester and then make a u-turn or go through the subway parking lot to avoid waiting for the left turn onto Winchester.
782. Traffic has increased 10 fold on Williams Rd east of Winchester to Monroe Middle School since the median was installed on Winchester.
783. SB Winchester left-turn light sticks red seemingly every week. Many, many red light runners at this intersection as a whole!
784. Seeing more traffic build-up here during commute hours
785. this is a terrible intersection!
786. Construction here has made the street a disaster patches uneven and constant lane closures
787. VERY CONGESTED TAKES FOREVER TO GET THROUGH LIGHTS. SOME TIMES IT CAN TAKE AS LONG AS 15 TO 20 MINUTES TO GET FROM MORE PARK TO OLSEN, BECAUSE OF TRAFFIC AND LIGHTS. FROM 880 TO SAN TOMAS THERE IS LOTS OF TRAFFIC MOSTLY BETWEEN 880 AND WINCHESTER. THE BIG PROBLEM IS THAT IT IS ONLY GETTING WORSE ALL THE TIME. IT IS VERY HARD EVEN EMERGENCY VEHICLES TO GET THROUGH TO OUR MOBIL HOME PARK AND TO SANTANA ROW NOW AND AGAIN ONLY GETTING WORSE WAY TO CONGESTED.
788. The left hand turn signal at the intersection of Williams and Winchester facing South. Many times, the left turn does not trigger and I have to wait between 1 to 3 traffic cycles for it to turn on so I can make a U-Turn. (I believe it is intersection 14I 114). It's a busy turn and I see many cars illegally turn on a red when they get frustrated. It will just get even busier with the creation of new homes on The Reserve land. The trigger for that left turn needs to be checked. I've notified the City via their online tool, but I don't think they do anything about it.

#### **Intersection of Moorpark Avenue and Winchester Boulevard/I-280 Exit**

789. Morning and afternoon commuters trying to get to the freeway along with parents to the Middle School.
790. Too much congestion most of the time. Higher density housing will only make it worse.
791. Just too many cars, especially on the weekends and the holidays
792. Northbound afternoon traffic can back up here with traffic trying to get on to Northbound I280 and slow traffic up to Stevens creek Blvd.
793. Too many cars coming off the freeway and no place to go. They prevent local residents from getting home.
794. Congestion trying to get on 280 during rush hour.
795. Intersection is a nightmare!

796. Bad traffic!
797. The off ramp from 280 south bound and the on ramp to get on going north bound. Then the overall traffic congestion between Moorpark and Stevens Creek on Winchester.
798. As mentioned, this area had too many points of access..
799. People coming off the freeway will predominantly want to turn left onto Winchester Blvd to make it Santana Row or Valley Fair, but will run straight into another red light on Winchester to make that left. A lot of drivers do not keep the intersection clear, since it's a short block before Winchester Blvd from the 280 exit onto Moorpark.
800. Traffic coming off the highway and taking a left to get onto Winchester can back up and end up stopping in the intersection.
801. Always congested and people unsure which lane they want to be in. Off ramp light poorly timed
802. I always avoid this exit from 280 due to congestion. Can traffic calming measures reduce the cars and make it more pleasant to cross by foot?
803. Many, many cars coming from all surrounding neighborhoods to try to get on to 280 northbound at all times of day but primarily at commute times. Many, many cars exiting 280 southbound at the same time cars are coming from San Tomas southbound on Moorpark. These folks are all heading into the surrounding neighborhoods. There are no other options for alternate routes to avoid this traffic congestion
804. Around busy commute times and parts of the shopping season, this intersection experiences a backup stemming from the Santana Row entrances on Winchester.
805. backs up in the morning
806. Winchester off-ramp off 280 onto Moorpark is a mess.
807. There is a bottleneck at Moorpark to freeway.
808. Hard to get over from Moorpark to get on freeway
809. Traffic trying to get on to 280 north and into Santana row is a nightmare . I live right on Moorpark ave and sometimes I can not get to my local grocery store .7 tents of a mile from my house. One time it took me 45 mins to get to my bank at Vally Fair.
810. Trying to get on 280 just north of Moorpark in the morning is very frustrating as the wait in the left lane on Winchester that becomes the left turn lane is very long.
811. morning commute - takes forever to go north Winchester to the 280 on ramp  
evening commute - takes forever to exit 280 south to and then stay on south Moorpark.
812. Getting on the freeway entrance to 280 north can be very difficult during commute hours if you are coming from either direction on Moorpark. If you are going west on Moorpark, there is the difficulty of making a right-hand turn then having to get into the left-hand lane immediately. Coming the other direction, or even north on Winchester, there is the matter of traffic backing up at the exit and not leaving time to make the signal.
813. Winchester Boulevard left-hand turn lane waiting to get onto 280. Absolutely ridiculous
814. I the morning, I have to sit through several light changes to get to the onramp of 280.

815. Always congested and people unsure which lane they want to be in.
816. Always congested and people unsure which lane they want to be in.
817. Always congested and people unsure which lane they want to be in.
818. Traffic backs up into the intersection waiting to get onto the freeway.
819. The lights are poorly timed. There always seems to be too many cars for that small off-ramp.
820. traffic getting to 280
821. busy intersection in morning
822. getting on to 280
823. During weekday mornings, you may have to cycle through 3 lights to make a left onto Winchester from Moorpark.
824. most work days it takes 3 traffic light changes to get through this intersection
825. There is a back-up every morning on northbound Winchester from traffic turning onto 280 north.
826. The off-ramp from I-280 east onto Moorpark Ave is often backed up. It could use a dedicated right-turn lane and more space for vehicles turning left. During high traffic times of the day, there are cars backed up off of Moorpark into the intersection at the I-280 off-ramp, preventing cars from passing through along Moorpark. The traffic ahead at the intersection of Moorpark and Winchester hasn't had the opportunity to move before more cars from I-280 pile up onto Moorpark.
827. People run the red light from Southbound 280 exit onto Winchester as well as block the intersection so those on Moorepark takes a good 15 plus minutes to go one block. Another issue is turning onto North Winchester from East Moorepark to get into 280 Northbound exit. The entire area around Winchester and 280 is terrible with bad light sequencing.
828. Evening rush hour traffic clogs up this section of Moorpark. I go down Eden to get home, so I don't have to make a left to go south on Winchester, even though I know the Eden residents don't like it.
829. 280 S exit on Moorpark. Access to 280 N from Moorpark westbound. Too short a distance from the light at 280N to Moorpark causes cars to back up in too many directions
830. All of Winchester actually, but this intersection is the worst for poor traffic flow and poor walkability. Commute times are nightmarish. It can often take an hour or more just to make the 2 miles from Winchester to the 280 on ramp on Moorpark. Walking the length of Winchester can be challenging as sidewalks are missing or inconsistent in width. Crossing Winchester is harrowing at best even with a crosswalk.
831. People headed to 280 N from Winchester N turn into the parking lot of the buildings at Winchester and Tisch and then exit onto Tisch and drive straight across onto the freeway. This is faster than waiting in the line of cars that stretches back to Magliocco in the morning.
832. Traffic backs up on eastbound Moorpark during evening rush hour. There are conflicts between traffic exiting 280 south and traffic on Moorpark.
833. There is too much traffic that is trying to move through this intersection, and the City wants to put MORE stuff in here? 280 traffic trying to go to Santana Row or Westfield has to sit

through first one light to get on Moorpark, then one on to Winchester, then another one at Tisch, just to get to Santana Row. Winchester traffic SUCKS! And the City just keeps allowing more development.

834. Gridlock during commute times and holiday season.
835. Moorpark to Winchester always has major congestion going East or West. Especially, Moorpark turn lanes going North on Winchester from 280
836. Improvement needed to Winchester Blvd. exit from Hwy. 280. It would also help to add an off-ramp on to Winchester from northbound Hwy. 280.
837. The left turn signal is not long enough, when turning from Winchester onto eastbound Moorpark. It only allows 5 cars each time. It's so frustrating that a few cars run the red light. It makes for a dangerous situation. It should allow at least 10 to 12 cars or even empty out the whole lane each time the left turn arrow turns green.
838. Moorpark and Winchester. Favoritism is given to drivers exiting 280 and not Moorpark. Not a real right hand turn from 280. Flagrant red light running from 280 exit. If the city needs money enforce red lights here.
839. Very Poor intersection wont be updated for at least another 10 years if ever.
840. down Winchester near the freeway/Santana Row gets very congested.
841. Winchester, Moorpark and 280. Terrible off ramp from 280 south, bad backups on Winchester in the AM. Bad access to 280 north from Moorpark. Too short a lane on Winchester overpass for freeway access. Terrible for pedestrians and bicyclists. Ugh!
842. Too much congestion speeding, at Moorpark and Winchester people run the red light get out of their car and threaten you if you go to slow no police to call constant danger on a bicycle.
843. Rush hour traffic in the morning and afternoon gets a little heavy and congested.
844. This area already has huge traffic issues. I live off Moorpark and miss the light numerous times as the people coming off the freeway block the light all the time. Increasing the project will only add to that congestion Something needs to be done with this light before the project proceeds
845. Congested intersection. Poorly designed interchange from freeway. Congested North bound in AM.
846. Congestion
847. SB 280 Exit backs up due to heavy traffic. No dedicated right hand turn onto Moorpark Ave.
848. Too much traffic
849. No ability to turn right from the off-ramp.
850. Traffic get all backed up from the onramp and mall [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
851. horrible, horrible fwy off ramp, have witnessed three cars coming off the fwy and running a very very red light...with cars in the middle of the intersection having the right of way, still they just run the red. Have seen a police car there once is more than a year, these three accidents were in all in 2016

852. Line did not work. Bad programming. Winchester from Moorpark to Pruneridge has the most traffic issues due to the 280 and 17 connection on Stevens Creek with traffic going and coming from the South to the north in the mornings and from the North to the South in the afternoon starting at 2:30 to 7PM - Daily. Traffic is not considered for weekends and it should be.
853. Getting through this intersection is difficult due to the exiting traffic of 280 and the heavy flow coming east bound on Moorpark. With the new residential slated on Winchester and the popularity of Santana Row I am concerned you have bitten off more than the city streets of the 50's can handle. The roadway it self is awful with numerous potholes not to mention the litter and homeless encampments up and down Moorpark. We are Americas 10th largest city and we look like downtown Tijuana. More trash cans at street corners might alleviate the trashy looks of our town. Is there any talk of a subway in our future. We build build build with no regard to transit. It is an overdue topic of conversation that needs to be put on the table. Also east bound traffic on Moorpark at Saratoga seems to get the short end of the stick with the current configuration / timing of street lights.
854. The lights between the people exiting 280 and turning on Winchester have major backups.
855. Left turns from the 280 off ramp onto Moorpark are sometimes impossible due to through traffic on Moorpark filling Moorpark from Winchester to the the light at the off ramp.
856. When exiting 280S, between 5-7+pm, I sit through a lot of traffic light cycles as car driving on Moorpark block the intersection in the hopes of getting through the light faster.
857. Bugs that are too small to accommodate the sheer number of people who already live here trying to get to the freeway.
858. Heavy traffic during commute times.
859. Heavy Traffic during commute times.
860. Turning right from Moorpark onto Winchester often backs up all the way to Monroe St.
861. Traffic issues.
862. Depending on the time I leave in the morning, I can sit anywhere between 2 - 5 traffic light cycles (@Winchester and Moorpark) because everyone is trying to jockey onto 280N (as am I).
863. 280 North onramp. Wiat 3 sometimes 4 times to get through the light at Moorepark heading to the onramp
864. The left turn lane to get on IS-280 north often backs up clear across the overpass and for many cars south of Moorpark Ave. Those in the through lane are blocked by those waiting at Moorpark to cross over and get into the left turning access lane for the freeway. The ideal solution would be a dedicated left turn lane south of Moorpark which would feed directly into the access lane on the overpass, freeing up the through lane for those going on north on Winchester.
865. Frequent back ups due to right turns onto 280.
866. Frequent running of red lights from 280 off ramp, frequent backups at the light at 280 off ramp. Intersection at Moorpark and Winchester frequently blocked.
867. These lights could be easily timed with the others on Winchester.
868. These lights could be easily timed with the others on Winchester.

869. Cars Block the box every day causing traffic backups where you can't drive through a green light. Please make a right turn lane ONLY exit off 280 so that I can get home without waiting for 2 light cycles.
870. Highway 280 onto winchester blvd toward Santana row
871. Back up in mornings.
872. TERRIBLY POOR LIGHT TIMING EARLY IN THE MORNING. SOMETIMES ONLY 3 CARS GET TO TURN ONTO 280 NORTH. LIGHT ON WINCHESTER AT MOORPARK IS FRUSTRATINGLY SHORT.
873. Too much traffic
874. 280 exit to Winchester needs attention
875. The North Bound Winchester left hand turn lane to get on to 280 North Bound gets backed up and you sometimes have to wait for two to three light cycles to get through the lights at Moorpark and at Tisch. We need more lanes and better sync'ed lights. Cars turning left from east bound Moorpark often block the intersection trying to go North Bound on Winchester.
876. 1. Inadequate left turn capacity EB Moorpark onto NB Winchester. The 280 exit needs to be moved back west 200 ft to allow more queuing and efficient left turn operations. 2. Inadequate left capacity NB Winchester onto 280. A second lane is needed. 3. The limit lines on Winchester need to be moved back 8 ft or so, so that the double left hand turns on Moorpark have more spacing between the oncoming turning lanes.
877. Horrible traffic every weekday morning as more people, than those for which the road has sufficient ability to handle, try to enter the freeway to go to work and school.
878. Horrible traffic every weekday morning as more people, than those for which the road has sufficient ability to handle, try to enter the freeway to go to work and school.
879. Horrible traffic every weekday morning as more people, than those for which the road has sufficient ability to handle, try to enter the freeway to go to work and school.
880. Horrible traffic every weekday afternoon as more people, than those for which the road has sufficient ability to handle, try to exit the freeway to go home or to Santana Row/Valley Fair.
881. HWY 280 access. Too many vehicles consecutively travel that path--, traffic going to the 280 on ramp from N and S Winchester, Moorpark E and W, all converging at the same time on the overpass in 2 lanes and other residents trying to pass through quickly. Traffic coming off the freeway that will try to go left at Winchester while cars are backed up for the 280 on ramp. Traffic coming from Tisch Way onto Winchester going South. Rush hour is the worse. Add the traffic of vehicles going to Santa Row or Valley Fair and you have doubled the trouble.
882. The South Bound 280 to Winchester Off Ramp needs to be moved north towards San Tomas to provide more room for cars to get on to Moorpark and turn left on Winchester. It would also be a good idea to sync the lights.
883. Traffic is always backed up in the morning and evening
884. Too much Santana Row and Valley Fair traffic causes backups at this light.
885. Too much Santana Row and Valley Fair traffic causes backups at this light.



886. Traffic from 280 fill queue to Winchester blocking Moorpark traffic from accessing Winchester.
887. Congestion.
888. This intersection is always full, the 280S freeway exit onto Moorpark makes it difficult as well.
889. The lights are out of sync or too short for the number of people turning. I think this will be getting much worse as larger and larger apartment complexes replace existing ones.
890. Congestion.
891. This area backs up constantly with people hanging out into the intersection as they are trying to exit the freeway onto Moorpark
892. In the afternoons, or other peak shopping times, this exit is awful. It will turn green for the freeway exit, and there is nowhere to go because it's backed up down Moorpark. This exit and intersection simply cannot handle more traffic.
893. Too many cars clogging up the intersection.
894. Moorpark and Winchester have the most traffic after 2:30 PM and before 9:30 AM. San Tomas Expressway is the only way to get around to Stevens Creek or to Los Gatos where I shop and eat there as well. Winchester and Moorpark, Winchester and Stevens Creek after Halloween until January 5th is too crowded to even get on north or south unless you want to inch your way to the grocery store, restaurants or retail. Getting to Valley Fair you better pack a lunch and bring bedding unless you get to park and shop there around 6 AM or midnight.
895. Traffic too heavy
896. Exiting 280: Should be a "free right turn lane (right turn only) onto Moorpark.
897. Too much traffic - very slow. Traffic backs up getting to 280 north and going north on Winchester
898. The right turn from Moorpark to Winchester northbound backs up because people are trying to access the left turn lane on Winchester for 280 north. The other lanes on Winchester north can be clear at the intersection but no one can turn right because people wait to enter the left turn onto 280 (which is full of cars and allows no others).
899. Back up on Winchester at Moorpark for traffic waiting to get onto 280N
900. congestion from freeway off ramp
901. Hard to believe that they redesigned the 280/880 interchange and yet this is still the only way in this area to get on 280 going north! It should have been part of the main interchange -- this area is already too congested.
902. The light is timed to get people off the freeway and prevents people on Moorpark from getting through the intersection. At times it can back up for 1/2 mile or more.
903. The freeway on ramp needs to be another 1/2 mile longer to accommodate traffic at peak times.
904. turn onto N280
905. Right hand turn needs to be separated from left hand turn lanes. This would help ease back up
906. Fix the traffic here!

907. Normal offramp traffic. The bottleneck and short distance to winchester blvd compound the traffic issues.
908. 280 South off ramp--many red light runners and cars blocking intersection.
909. Moorpark Traffic to get on 280 South
910. getting very bad - cannot handle current traffic in the morning and evenings.
911. Normal backup to get on/off 280
912. 280 South exit to Winchester, even on workday mornings
913. This light backs up in both morning traffic and evening traffic. The Winchester heading north traffic overflows into the intersection and blocks the westbound traffic from Moorpark in the evening. In the morning the traffic trying to get onto 280 heading north is a freaking nightmare.
914. Intersection blocking; backups - limited exit from 280 onto Moorpark and backup from cars turning right and left onto Winchester Blvd.
915. Winchester to 280 North at Tisch. The traffic backs up passed Moorpark. On weekday mornings there is little Southbound traffic on Winchester. There should be a smarter light to allow traffic on to the 280 entrance, getting it off of Winchester
916. Poorly planned and congestive exit.
917. In the afternoon people going eastbound on Moorpark back up and can't get through this light because the offramp people fill up the left hand turn lane heading north onto Winchester. The people on Moorpark heading east can't get into the left turn lanes because they fill up so quickly, so they block traffic in the regular lane trying to wait and squeeze into those turnlanes
918. The off ramp gets backed up and all of Winchester to Santana Row gets very congested.
919. Hard to exit on or off 280
920. too many cars for the interesection
921. The entrance and exit for 280 from Winchester/Moorpark has become a serious issue. The lanes themselves can no longer support the current high traffic volume which will only get worse with continuing development. It has turned into a dangerous situation with frustrated drivers dangerously dive-bombing into on/off ramp lanes, running red lights, and blocking the intersection.
922. Cars coming off of 280 block the intersection.
923. The increase in residents in the SR/Winchester urban area has resulted in increased traffic. Sometimes it can take 15 min to get from Olin/Winchester to 880. This is obviously worse during the commute hours but it is just as heavy throughout the weekends and holidays.
924. always packed
925. always packed
926. commute gridlock
927. Northbound Winchester is clogged in the mornings.

- 928. It's getting more and more difficult to turn right from Moorpark to Winchester. The intersection is blocked by people trying to cross over Winchester to enter 280 north. Can we get a dedicated right turn lane at least?
- 929. always slow, absolute gridlock during commute times, f'ing nightmare
- 930. Traffic on Winchester at Moorpark backs up several light cycles in the morning.
- 931. Can't through the Moorpark Winchester intersection during rush hour. Traffic signals are there to benefit only people coming off 280. When the new apartment abomination goes up on Winchester and Williams, it will be rush hour 24/7.

### **Santana Row/Valley Fair Area**

- 932. Traffic light that doesn't have any intelligence to send some people are waiting so you can sit there for a very long time with no traffic waiting for your turn in the mornings. [Intersection of Olsen Drive and Winchester Boulevard]
- 933. Santana Row Traffic
- 934. Gridlock at high traffic times, weekend and holidays. [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
- 935. Horrible traffic problem here! [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
- 936. always busy - sometime if many cars are making turns you have to sit at the light up to 3/4 times. [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
- 937. after turning left onto winchester cars back up in rt. lane due to people slowing down to try to get into drive way of cvs/safeway. [Near intersection of Stevens Creek Boulevard and Winchester Boulevard]
- 938. Horrible traffic delays [Near intersection of Olin Drive and Winchester Boulevard]
- 939. Too many autos. Will get worse when Valley Fair adds movie theater and more stores
- 940. Too much multi use housing and traffic. Congested all day long. [Near intersection of Olin Avenue and Winchester Boulevard]
- 941. this in general is high traffic area - all around Santana row & valley fair. some days it takes forever just to get to 17. with all this talk about development around here i feel like obviously people that are talking about it don't live around here. i know people that won't come over this way & why "the traffic"
- 942. congestion [Intersection of Santana Row and Stevens Creek Boulevard]
- 943. actually all along winchester between moorpark & stevens creek. always traffic - worse on weekends/holidays/commute time. actually all along winchester + even go. beyond st. crk. also
- 944. This area is ridiculous to navigate through EVERY day of the year. It is worse during Christmas time but don't get me wrong it is horrible on a daily basis. If you live in the area it is miserable and if you have a true emergency it takes emergency vehicles to long to get through the traffic in this area. Winchester and Stevens Creek are maxed out with lanes and due to all of the

businesses they cannot widen the road. [Intersection of Stevens Creek Boulevard and Winchester Boulevard]

945. Long back-up getting onto 880 N from Santana Row
946. Very crowded sidewalk and crosswalk connecting the 2 malls. Dangerous. There needs to be a foot bridge built across Stevens Creek connecting the 2 malls.
947. Very crowded sidewalk and crosswalk connecting the 2 malls. Dangerous. There needs to be a foot bridge built across Stevens Creek connecting the 2 malls.
948. Traffic to mall and SR
949. Traffic getting to valley fair, Santana row and freeway
950. Steps Creek is a drag to pass through ... it's often easier to detour using Pruneridge. This has the potential to be a fun street like the Las Vegas Strip. Try something fun here and encourage through traffic to go elsewhere...
951. Many, many cars coming from all the surrounding cities to visit the massive concentration of shopping at Valley Fair, Santanna Row, strip malls on Stevens Creek. Winchester is not large enough to accomodate this influx of cars.
952. 'It is always congested around Santana Row and Valley Fair
953. Stevens Creek routinely backs onto I-880 and often is gridlocked. I try to avoid going down there at all costs.
954. Winchester from Stevens Creek to past 280.
955. You sometimes have to stay at a standstill on a green light because there are so many cars in the area. [Intersection of Olin Avenue and Winchester Boulevard]
956. Always congested and people unsure which lane they want to be in. [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
957. This section of Winchester through Stevens Creek is a mess.
958. Awful will only be worse when condensed housing built on Williams & Winchester [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
959. The area around Valley Fair is ALWAYS crowded with cars. The gridlocked area is even worse at Christmas. I have avoided this area for the last 20 years because it is so bad.
960. Traffic trying to get into Santanna Row messes up both directions of Stevens Creek. Needs better signage/traffic flow patterns.
961. miserable - always. [Near intersection of Baywood Avenue and Stevens Creek Boulevard]
962. Traffic is always piled up on Winchester north-bound between I-280 and Stevens Creek. The left turn signal onto Stevens Creek is too short, which leads to a lot of people running the light. The right turn is backed-up with people waiting on pedestrians to cross and other cars to clear the intersection. Tisch Way and S. Monroe St makes getting to I-880 tolerable.
963. Traffic along Stevens Creek Blvd between Winchester and I-880 in both directions (east and west) is very congested. There are too many cars and pedestrians trying to move through this area at the same time. A couple pedestrian bridges between the Santana Row shops and Valley Fair would help keep pedestrians safe from cars.

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964. Frequently very congested. Backs traffic up west on Stevens Creek for many blocks at busy times, obstructing access into and out of the neighborhood south of Stevens Creek. [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
965. traffic getting to the mall [Intersection of Tatum Lane and Winchester Boulevard]
966. HORRIBLE TRAFFIC HERE! [Intersection of Redwood Avenue and Stevens Creek Boulevard]
967. It's really hard to get from Williams Avenue to Pruneridge via Winchester any time between 7am and 7pm. I have to go San Tomas Expwy to Saratoga to Pruneridge to Winchester. It's significantly faster than driving up Winchester.
968. Narrow sidewalks and traffic makes shopping feel dangerous.
969. Takes forever to get in to a parking lot!
970. Stevens Creek from Winchester past Santana Row/Valley Fair up to 880 is full of major congestion most of the time
971. Winchester Blvd. - unchecked growth of Santana Row has led to gridlock during many hours of the day.
972. Traffic issues getting into and out of this area. Dangerous to walk in this area [Near intersection of Stevens Creek Boulevard and Winchester Boulevard]
973. Stevens Creek Blvd - both Valley Fair and Santana Row have been allowed to grow without providing for the traffic needs of the area
974. Well known problems [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
975. There are too many stop lights and too many cars on this stretch of Stevens Creek between Winchester and 880.
976. Santana Row - Poor traffic & parking planning compounded by construction that has removed available parking spaces and replaced them with additional buildings requiring even more parking that wasn't accounted for.
977. Winchester/Steven's Creek intersection and area. Gridlock especially during high peak shopping season (ie. Black Friday through New Years).
978. Traffic backs up along westbound Steven's Creek due to left turns into Santana Row.
979. Traffic light is about 10 minutes long, or feels like it. [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
980. Traffic congestion here is well documented. [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
981. Conflict of traffic going into Santana Row and Stevens Creek Blvd.
982. Winchester and Steven's Creek is very congested, please no road diet here, it is hard enough to get through
983. This intersection is insane. [Intersection of Monroe Street and Stevens Creek Boulevard]
984. Too congested from Williams to Stevens Creek & all around Santa Row/Valley Fair, especially from October thru January !

985. Traffic and stop lights [Near intersection of Santana Row and Stevens Creek Boulevard]
986. The corner of Steven Creek and Winchester has heavy traffic and people block intersections in December because foot traffic across Stevens Creek at the Santana Row stoplight prevent cars from turning off Stevens Creek. The blockage by foot traffic occurs year round, but it is extreme in December when it is heaviest.
987. Hard to get through all the lights along Stevens Creek [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
988. There's often traffic on the weekends between Moorpark and Stevens Creek in front of Santana Row.
989. Santana Row. One lane each way. Too many pedestrians. I wouldn't even bother driving in there! Best to restrict cars entirely and open up road for pedestrians only.
990. The light turning left into Santana Row creates all kinds of problems because people are cutting across 2 & 3 lanes to turn left and they block through traffic on Stevens Creek. Where are the police to start ticketing those people trying to cause accidents? [Intersection of Santana Row and Stevens Creek Boulevard]
991. Too many cars not enough road. Planning is trying to make it worse by adding bike lanes, dedicated bus lanes and larger sidewalks. Only an absolute moron could support such a stupid misconceived plan
992. I've had dozens of nears misses with other cars do to the crowding
993. Stevens Creek between 880 and Winchester. The low budget 880/280 interchange has aggravated the situation with its stunted on ramps and dead stop traffic light at Stevens Creek
994. Too many cars at peak times,especially weekend, dinnertime and holidays [Near intersection of Stevens Creek Boulevard and Winchester Boulevard]
995. The traffic continues to get worse along this corridor and now that this intersection it is a protected intersection it means are going to continue to grow not do anything for this intersection and collect funding to do changes in other intersections. [Intersection of Monroe Street and Stevens Creek Boulevard]
996. Very Dangerous people go to fast, run the stop light, walk out in front of you while looking at their phone no code enforcement at all, drunk people on Friday and Saturday. [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
997. This whole section of Winchester is a mess. Santana Row's parking garage is dumping out onto Winchester, with drivers trying to make a U-turn at Steven's Creek (good luck with that, but they sure as heck back up traffic as they try to make their way over). Winchester backs up as drivers turn right into the Safeway parking lot. You guys need to send someone out here to look at the traffic flow. You have to ask yourself - why does Valley Fair traffic seem to move so much smoother than Santana Row traffic?
998. Heavy traffic requiring multiple sets of lights to pass [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
999. Heavy on weekends, at rush hour and Christmas holidays. [Near intersection of Tatum Lane and Winchester Boulevard]



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1000. Heavy at rush hour and during the Christmas holidays. [Near intersection of Tatum Lane and Winchester Boulevard]
1001. Between Moorepark and Stevens Creek, the Winchester traffic is already very fragile. The slightest disruption i.e. Accident, repairs causes a huge problem which then spills on to Moorpark and causes chaos at the 280 exit.
1002. Very Busy intersection because of Valley Fair and Santana Row traffic. No onramp to NB 280. [Intersection of Monroe Drive and Stevens Creek Boulevard]
1003. Too many cars making left turns onto Winchester Blvd. [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1004. NB Traffic backs up on Winchester Blvd at traffic signal at Stevens Creek. [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1005. Access Stevens Creek from Hanson Ave.: During the time from Nov. to Feb. (4 month = 1/3 of the year) it is hard to get on Stevens Creek, even a right turn if the traffic is backing up from the lights
1006. Northbound Winchester traffic backs up because the left-turn lane from SB Winchester into Santana Row turns green whether vehicles are present or not.
1007. I often sit at this light and count dozens of people crossing the street here in each direction. I doubt that they would like to climb up or go down into a dark area but it seems that raising or lowering the road would be too expensive. [Intersection of Santana Row and Stevens Creek Boulevard]
1008. Shopping area is not supported by the roads
1009. Highly congested. Traffic backups and long wait times at signals. Cars pour into Santana Row and Westfield Mall plus lots of foot traffic crossing Stevens Creek. Build a safe skywalk connecting the two areas. [Intersection of Santana Row and Stevens Creek Boulevard]
1010. Slow northbound traffic.
1011. Should not have been expanded. Incapable of supporting the traffic it brings. [Valley Fair]
1012. Santana Row. Traffic congestion bad every day. Should not have been built.
1013. Winchester and Stevens Creek: The SB Winchester left on Stevens Creek needs to be double lanes. This will allow for more time to be allocated to WB Stevens Creek, thus minimizing its congestion.
1014. too many cars
1015. 1. The pedestrians need their own elevated walk-way to improve the traffic flow. 2. Inadequate flow within Santa Row does not handle the the que'd car load on Stevens Creek. This que line frequently extends past Monroe. [Intersection of Santana Row and Stevens Creek Boulevard]
1016. See other comments [Too many cars]
1017. Valley Fair Traffic should not have to cross Stevens Creek to get on to South Bound 17. There should have been an underpass to allow the cars to exit Valley Fair directly on to ramp on to South Bound 17, much like the one at SJC airport at Coleman going South Bound on 880.

1018. This whole corridor is a nightmare from Williams Road to Forest Ave. Too much traffic even with the added parking on the West side of Winchester, it still takes way too long to get from Williams Road to Stevens Creek and then compound it with heavy traffic from Winchester to HWY 17. The only good thing on Stevens Creek/is the overpass at HWY 17 and access flow to freeway.
1019. As stated before. To many cars for the corridor and access to buildings. [Stevens Creek and Clover Avenue]
1020. Total cluster [Olsen Drive and Winchester Boulevard]
1021. TRAFFIC LIGHTS TOO CLOSE. BACKUP FROM ONE LIGHT REACHES THE PREVIOUS LIGHT THEREBY STOPPING TRAFFIC EVEN IF THE LIGHT IS GREEN. [Olsen Drive and Winchester Boulevard]
1022. Back up. [Olsen Drive and Winchester Boulevard]
1023. highway onramp and Santana row area makes for a cluster of issues and traffic. [Near interection of Tisch Way and Winchester Boulevard]
1024. Taffic. [Stevens Creek Boulevard and Winchester Boulevard]
1025. Back up. [Tatum Lane and Winchester Boulevard]
1026. Traffic too heavy [Intersection of Olsen Drive and Winchester Boulevard]
1027. Traffic too heavy [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1028. Same thing. [Too many car clogging up the intersection.]
1029. Long waits for pedestrians. Lights could be easily timed with others on Winchester. [Stevens Creek Boulevard and Winchester Boulevard]
1030. These traffic lights could easily be timed with the others on Winchester [Olin Avenue and Winchester Boulevard]
1031. These lights could be easily timed with the others on Winchester. [Olsen Drive and Winchester Boulevard]
1032. Too much traffic going to Santana Row and Valley Fair causes backups at this light. [Tisch Way and Winchester Boulevard]
1033. Too much traffic going to Santana Row and Valley Fair causes backups at this light. [Olsen Drive and Winchester Boulevard]
1034. Too much traffic going to Santana Row and Valley Fair causes backups at this light. [Olin Drive and Winchester Boulevard]
1035. Too much Santana Row and Valley Fair traffic causes backups at this light. [Olsen Drive and Winchester Boulevard]
1036. Too much Santana Row and Valley Fair traffic causes backups at this light. [Tisch Way and Winchester Boulevard]
1037. Too much Santana Row and Valley Fair traffic causes backups at this light. [Tisch Way and Winchester Boulevard]
1038. Too much Santana Row and Valley Fair traffic causes backups at this light. [Olsen Drive and Winchester Boulevard]

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1039. Too much Santana Row and Valley Fair traffic causes backups at this light. [Worthington Circle and Winchester Boulevard]
1040. traffic all the time [Stevens Creek Boulevard and Winchester Boulevard]
1041. traffic all the time [Olin Drive and Winchester Boulevard]
1042. traffic all the time [Clover Avenue and Stevens Creek Boulevard]
1043. Lots of backed up traffic leading up to freeway [Stevens Creek Boulevard]
1044. Traffic in all directions backs up on Weekday afternoons. Worse during the Holiday season. Recently the left turn to Winchester Light for west bound traffic on Stevens Creek has been shortened so only a small portion of left turn traffic can get through in one light cycle. [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1045. Obvious issues. Lots of retail = lots of people. This will only be exacerbated by whatever development happens in this area. I'm not anti development, just sayin. [Stevens Creek Boulevard and Winchester Boulevard]
1046. A pedestrian overpass should have been required here long, long, ago when both Santana Row and Westfield Valley Fair were looking for entitlements. Now a solution has to be retrofitted into the existing environment but a grade separated pedestrian easement is still needed for both the sake of the pedestrians as well as Stevens Creek traffic. [Near intersection of Stevens Creek Boulevard and Clover Avenue]
1047. Eastbound traffic on Stevens Creek does not move smoothly because there is no pedestrian overcrossing from Valley Fair on the north to Santa Row on the south.
1048. Entrance to lot south of Safeway does not have a right turn lane. Turning traffic impedes northbound traffic on Winchester.
1049. Gridlock due to westbound Stevens Creek traffic trying to access Santana Row.
1050. This intersection is a traffic nightmare and there are always people running through the red lights. [Stevens Creek Boulevard and Winchester Boulevard]
1051. Vehicles exiting the parking garage must enter solid lines of traffic, with no light or other help of any kind. [Winchester Garage]
1052. Winchester Blvd. just along Santana Row up to the intersection with Stevens Creek gets backed up at certain times and it is difficult to drive through and difficult to exit the Santana Row parking structure because the closest lane is right turn only and many vehicles want to go straight instead.
1053. Gridlock a high traffic times, weekends, and holidays [Intersection of Olin Drive and Winchester Boulevard]
1054. Northbound left turn lane onto Olsen has a signal which is far too short. Many cars do a U-turn here to go back to IS-280 due to congestion at the freeway entrance. When that happens, as few as three cars can make turns on one light sequence. The left turn lane is also too short, and access to it is often blocked by the line of cars waiting to go straight ahead in the next lane. This means that one who wants to turn left often has to wait through a complete light cycle, even though no one else is in the left turn lane, just to get into the lane.
1055. This was meant to be on the Monroe / Stevens Creek intersection. It is just very badly congested often.

1056. People going through light after turning red, blocking traffic. [Santana Row and Stevens Creek Boulevard]
1057. Santana row
1058. This intersection NEEDS an intelligent light that senses traffic. In the mornings, when traffic to the center and shopping is non-existent, those waiting to turn left on Olsen, or turn left on Winchester FROM the Santana/side of Olsen must wait MINUTES with little to no cross-traffic for the light to change. [Olsen Drive and Winchester Boulevard]
1059. Living in the City of San Jose and being a resident of the district for the past 26 years, I'd have to say that this area does have it's share of traffic issues during peak travel times. [Near Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1060. Typical Santana Row traffic, there are periods of stop and go. [Intersection of Olsen Drive and Winchester Boulevard]
1061. Traffic is always a hot mess around here, especially during the holidays and around 5pm [Near intersection of Stevens Creek Boulevard and Baywood Avenue]
1062. Mall traffic. [Intersection of Santana Row and Stevens Creek Boulevard]
1063. Busy intersection on the way home from work due to shoppers and the freeway entrance [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1064. Stevens Creek anywhere near the freeway, Valley Fair, or Santana Row. I already go out of my way to avoid these areas.
1065. It's always congested over here, takes forever to get through town [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1066. When it can take 3 light to make a left hand turn. Moorpark up to Stevens Creek is impossible in the commute traffic. I cannot even imagine what it will be like once Splunk is open and you start building down Winchester Blvd. Who will occupy all of this apartments and tiny businesses below. I know that the high density housing out at the old IBM site is still mostly empty. Over building high priced housing helps no one. Emergency vehicles already have issues in this arena. [Intersection of Olsen Drive and Winchester Boulevard]
1067. Traffic heavy on left turn lanes during afternoon and early evenings. Use Monroe to bypass Winchester intersection. Left lane can be blocked by traffic exiting at Santana Row during evening commute. [Intersection of Monroe Street and Stevens Creek Boulevard]
1068. Northbound traffic backing up at Stevens Creek Blvd causes traffic to back up here as well. Traffic back up is worse during the Holidays. [Intersection of Olin Drive and Winchester Boulevard]
1069. Can get packed and parking is a huge challenge.. very frustrating
1070. Too congested. [Stevens Creek Boulevard and Winchester Boulevard]
1071. Many traffic problems – Gridlock [Intersection of Monroe Street and Stevens Creek Boulevard]
1072. Northbound traffic can back up to here from Stevens Creek Blvd. Traffic is worse during the Holidays [Intersection of Olsen Drive and Winchster Boulevard]

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1073. Traffic heavy during Evening commute. Left turn traffic spills out blocking fast lane on Stevens Creek Blvd back to previous light. [Santana Row and Stevens Creek Boulevard]
1074. First, I would not say the traffic is bad. it is heavy at some times, but I never have a problem getting through in a reasonable amount of time. My only gripe is that the left turn light from West bound Stevens Creek to South Bound Winchester does not stay on long enough to empty the double turn lanes, I mean only about 3 cars each lane get through, but the next time it last longer, I cant figure it out. But back to traffic, I pass through there 5PM ish without too much of an issue. Now you get more people living along the corridor you may run into problems. [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1075. Left lane is blocked by left turn traffic to Santana Row spilling out into traffic lanes during evening commute. [Intersection of Redwood Avenue and Stevens Creek Boulevard]
1076. This is near the Santana Row/Stevens Creek Boulevard intersection. It's a popular destination throughout the Bay Area! Too many cars and not enough well-planned civil engineering.
1077. Huge traffic congestion intersection [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1078. Many times have to wait multiple lights to get through the intersection [Intersection of Tisch Avenue and Winchester Boulevard]
1079. far too many cars going thru this area [Near intersection of Stevens Creek Boulevard and Winchester Boulevard]
1080. Good grief just stand on a corner here during the holiday shopping season. Traffic is jammed everywhere going every direction. [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1081. Even heading southbound on Winchester away from the mall during the holiday shopping season can get backed up. It took my family 20 minutes to get from Stevens Creek to Moorpark one evening last year when we were trying to go out to dinner. There were no accidents nor traffic light outages that could explain the back up. Basically, from October through the New Year our family tries to avoid this whole area.
1082. I am marking the Santana Row parking garage. I made the mistake of parking here once during the holiday shopping season and it took 45 minutes to exit because it only emptied onto northbound Winchester. However, Winchester was backed up due to all the other traffic.
1083. The lights at the intersection of Stevens Creek and Winchester seem like they need to be re-timed.
1084. Too much traffic - especially around the Holiday time. Parking is an issue. I avoid the area
1085. Backup [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1086. Too many cars and too few parking spaces. [Valley Fair Mall]
1087. This one exit is difficult to get into SR. After coming off 880 and Stevens Creek, to turn left into SR, it can get nutty. But the cruise through the Row is a good idea, so hard to argue with how it is. Not sure I'd want to be routed around to Winchester and into the structure. [Intersection of Santana Row and Stevens Creek Boulevard]

1088. Too congested now let alone in the future. It can take several lights just to proceed 100' at busy times. [Near intersection of Clover Avenue and Stevens Creek Boulevard]
1089. NIGHTMARE!!!! TOO many people driving on Winchester for those of us that have to live in the neighborhood! [Near intersection of Olsen Drive and Winchester Boulevard]
1090. TRAFFIC SUCKS HERE!!! [Near intersection of Stevens Creek Boulevard and Winchester Boulevard]
1091. Way too many lights on Stevens Creek. Do we really need a light every 100'? Just get the traffic onto Santana Row and Valley Fair and let them deal with it.
1092. Way too many lights on Winchester. Have only one entrance into Santana Row and let them deal with it.
1093. Too many cars on Winchester. The pin should cover north to Stevens creek
1094. Lights never seem to be timed right. Traffic ends up stopping multiple times and it takes a long time to cross Stevens Creek.
1095. Santana Row and Valley Fair traffic due to poor prior planning allowing construction prior to providing increased freeway and surface lanes. Then further expansion has made everything worst and now more development has been approve with more to come
1096. Slow Santa Row Traffic
1097. Heavy Traffic Backup AM/PM [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1098. Santana Row and Valley Fair traffic due to poor prior planning allowing construction prior to providing increased freeway and surface lanes. See comment at Winchester and 280
1099. Traffic along Stevens Creek though between Winchester to freeway onramps (both directions) is horrible. Holiday season will be a nightmare!
1100. Turn into Safeway
1101. This light at Monroe and Forest comes unexpectedly for many drivers exiting Valley Fair. There is almost a half circle turn that is extremely poorly marked (including before the turn into the light). The pavement is also old and the turn lines faded. People are unsure which lane they should be in to go either left, straight forward or right. It makes it very dangerous for those of us going south on Monroe through this light. Could easily be fixed easily with some paint, but please don't wait for repaving.
1102. Winchester Blvd between Moorpark and Stevens Creek is becoming a mess.
1103. another mess - I avoid at all cost [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1104. far to little parking [Valley Fair]
1105. far to little parking [Santana Row]
1106. far to little parking [Santana Row]
1107. Gridlock at high traffic times, weekends, holidays. [Intersection of Santana Row and Stevens Creek Boulevard]
1108. Valley Fair

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1109. Santana Row
1110. Santana Row/Valley Fair traffic [Near intersection of Clover Avenue and Stevens Creek Boulevard]
1111. Santana Row/Valley Fair traffic [Near intersection of Dorich Street and Winchester Boulevard]
1112. Santana Row/Valley Fair traffic [Near intersection of Olsen Drive and Winchester Boulevard]
1113. Too much traffic . It was bad enough with just Valley Fair ; then you add Santana Row. Now you add an office building across from the Mystery House and want to build more at the movie theaters and the mobile home park . Traffic will worse than New York City !! [Intersection of Monroe Street and Stevens Creek Boulevard]
1114. Clogged [Intersection of Monroe Street and Stevens Creek Boulevard]
1115. gridlock during peak hours [Intersection of Tisch Avenue and Winchester Boulevard]
1116. valley fair/Santana row congestion
1117. Why do people coming from the parking lot have to loop around an island before exiting onto Forest? It's actually more dangerous to have to be sideways to traffic entering from Forest. [Valley Fair]
1118. congestion [Near intersection of Stevens Creek Boulevard and Winchester Boulevard]
1119. Misery [Near intersection of Redwood Avenue and Stevens Creek Boulevard]
1120. Torture [Intersection of Redwood Avenue and Stevens Creek Boulevard]
1121. always packed [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1122. Always packed [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1123. The development of condos, Santana Row, and Valley Fair without taking into consideration the affect it will have on traffic. I avoid this area and rarely shop at Santana Row or Valley Fair. When I do need to access either, I take my life in my hands and ride my bike. I truly hate this whole idea. We are becoming an urban jungle and not only here. I no longer love living here as the quality of the surrounds has been and will continue to compromised. To have to fight the traffic nightmare that this expansion will cause is simply obscene. The only thing I can think is that city planners and developers ARE NOT thinking of the people but their collective wallets!
1124. I'm probably not the only one to say that Santana Row and Valley Fair traffic can be gridlock.
1125. The traffic along Winchester Blvd from Moorpark to Pruneridge, especially around Stevens Creek Blvd and will only get worse once Santa West and the Volar Bldg are complete. People won't want to shop here because they won't want to spend all their time in traffic and parking will be difficult as well.
1126. Stevens Creek near Valley Fair and Santana Row - bad traffic



**Miscellaneous**

1127. Curb on the north side of the street needs to be painted red because it's filled with Park cars prohibiting people from turning right on red if someone's waiting to turn left. [Intersection of Magliocco Drive and Winchester Boulevard]
1128. Too much traffic [Intersection of Payne Avenue and Winchester Boulevard]
1129. SB 880 exit at Stevens Creek. Lack of a dedicated left turn signal cluster causes much inefficiency, resulting in cars not being able to turn right from NB Monroe onto Stevens Creek because there is no que space, and cars SB Monroe (Macys exit ) turning left on Stevens Creek not being able to clear the intersection, thus the left turns from WB Stevens Creek onto Monroe are impeded. EB Stevens Creek is then delayed for a significant part of its cycle until the stopped traffic east of Monroe starts to clear.
1130. Congestion [Intersection of Moorpark Avenue and Country Route G4]
1131. Congestion [Intersection of Moorpark Avenue and Saratoga Avenue]
1132. Horrible traffic flow at intersection and Saratoga Ave to Campbell
1133. I HAVE NEVER UNDERSTOOD WHY EACH SIDE OF PAYNE NEEDS A SEPARATE LIGHT. WINCHESTER IS THE MAIN DRAG. THE PAYNE FOLKS REALLY COULD FIGURE OUT HOW NOT TO RUN INTO EACH OTHER IF THEY WANT TO TURN. [Intersection of Payne Avenue and Winchester Boulevard]
1134. Traffic lights are not well-timed and not enough room for all the cars going to the freeway on-ramp. [Monroe Street and Stevens Creek Boulevard]
1135. Highways 280 and 17!
1136. People are not taking there turn at the stop sign. If they are stopped behind someone else people are feeling that that is "their" stop. [Intersection of Williams Road and Eden Avenue]
1137. too much traffic at al times [I-880]
1138. Simple, too much traffic for the way roads were constructed for traffic many years ago. Does not take a genius to figure that out. [Intersection of Moorpark Avenue and SR 17]
1139. Getting on the freeway seems to take longer than it should. And the lane markings for entering 880 North from Stevens Creek Blvd are TERRIBLE! If I wasn't a local, I would have no idea what they were trying to convey. [Intersection of Moorpark Avenue and SR 17]
1140. PARKING. This street is jammed with parked cars. Much more than who lives down this street. People from across the way (The Reserves) park their extra cars here because they don't have enough space. When friends come to visit me on the weekends, they sometimes park 2-3 blocks away. With the new buildings coming in on The Reserve land, this will only intensify as there are more people and less car space for households with more than one car. I also notice that this an area where carpoolers park their car for the work day or homeless who live in their vehicle stay for a few days. The street along Winchester has a 2 hour limit. Has the City ever considered parking placards for houses within the block? [Neal Avenue]
1141. All along Winchester people jaywalk between lights. I'm not saying it's a crime as I have done it, but many times, they are wearing dark clothes late at night. It's scary when I drive down. Sometimes, those who are physically disabled are trying to cross. That's even scarier as they can't move fast. Have you ever seen an elderly lady pushing another one in a wheelchair

and they wait along double lines to cross at a snail's pace. I have and it made me nervous for them.

1142. Confusing entrance to the onramp, with bike lane crossing, one lane becoming 2, etc. [Intersection of Stevens Creek Boulevard and I-880]
1143. Traffic trying to get on to 17 South constantly block the right lane, they are in the intersection at times even when the light is red. [Intersection of Stevens Creek Boulevard and I-880]
1144. Traffic on Stevens Creek often blocks access from side streets. [Hanson Avenue and Stevens Creek Boulevard]
1145. Major traffic congestion at times of day. it has dramatically increased over the last 5-8 years. [Moorpark Avenue and I-17]
1146. A longer red curb on the east side of the street, south from the driveway would be so much safer as when people are parked there you cannot clearly see oncoming traffic. [Intersection of Magliocco Drive and Winchester Boulevard]
1147. Major traffic has increased over the last several years. [I-17]
1148. Traffic backs up on Moorpark in the mornings heading West. Some streets are impossible to turn out off due to traffic coming IN to the neighborhood for Monroe Middle School and past the neighborhood to Hwy 280. Also light at Monroe and Moorpark is way too long in the mornings for those exiting the neighborhood but the other non-lighted streets are bogged down with people turning left IN to go to the school. We're trapped!
1149. As more high density living is put in I would like to see the traffic studies and models. And the one thing I have heard about people walking to jobs or taking bike does not make any since. The type of jobs in this area that could support do not exist for the income needed to live in the new places. [Intersection of Magliocco Drive and Winchester Boulevard]
1150. Traffic congestion makes it difficult for anyone to get around on foot. People are blocking lanes trying to make green lights and running red lights its simply not safe anywhere along Winchester from Santana row down to Hamilton. [Henry Avenue]
1151. Traffic congestion makes it difficult for anyone to get around on foot. People are blocking lanes trying to make green lights and running red lights its simply not safe anywhere along Winchester from Santana row down to Hamilton. [Yuba Avenue]
1152. Traffic congestion makes it difficult for anyone to get around on foot. People are blocking lanes trying to make green lights and running red lights its simply not safe anywhere along Winchester from Santana row down to Hamilton. [Hamilton Avenue and Winchester Boulevard]
1153. Winchester lights don't seem to be timed well. From San Carlos to Hamilton- you just have to avoid it.
1154. Dangerous intersection where you cannot see oncoming cars on Tisch due to parked cars on Tisch in Santana Park [Intersection of Olsen Drive and Tisch Way]
1155. Dangerous intersection with limited view [Intersection of Dudley Avenue and Tisch Way]
1156. It can be difficult for cars to pull out going east on Payne from 7-Eleven

1157. Winchester Blvd from Williams to Stevens creek is a nightmare!!! I hate it! Traffic causes me to be late in the morning & forget holidays!! Traffic jams like crazy because of Santana row & valley fair.
1158. Traffic backs-up here during commute hours [Near intersection of Moorpark Avenue and SR-17]
1159. Backup from lights at Bascom [Near intersection of Moorpark Avenue and SR-17]
1160. Traffic backs up through intersection. [Intersection of Stevens Creek Boulevard and I-880 exit]
1161. Not enough space for left turning traffic onto the freeway on ramp from W. San Carlos. Traffic backs up 1/2 mile or more down San Carlos. A lot of people make a u turn at Olsen to bypass this problem which backs up the left turn lane on Stevens Creek to Olsen. [Intersection of Stevens Creek Boulevard and I-880 entrance]
1162. Congestion along both roads at this intersection [Toys R Us site]
1163. This traffic signal gives way too much time for cross traffic on Winchester and disrupts the flow of traffic on Winchester. [Intersection of Magliocco Drive and Winchester Boulevard]
1164. Don't allow parking alone Tisch Way, it is not wide enough at this point for safe parking.
1165. 280 and 880 are a mess at least two times a day.
1166. Too much traffic, takes too long to move. [Near intersection of Magliocco Drive and Winchester Boulevard]
1167. Traffic Backup in AM and Evening. All the way to 280 [Near intersection of Magliocco Drive and Winchester Boulevard]
1168. Onramp markings to 880/280 are confusing.
1169. Have the Police enforce bike laws and stop all the running red lights this applies to the entire area. I bike cannot follow the laws and the police not enforce stop making next tab improvements
1170. A parking lot of cars during commute times!!!! [Intersection of Moorpark Avenue and Saratoga Avenue]
1171. It is still very difficult to ride a bike over or under the freeway (and all along Stevens Creek). The alternative is Forest (which has a frighteningly narrow underpass to share with buses, etc.) or Hedding (not much better, but less traffic). Moorpark doesn't have a bike path either. I wonder if more people would be interested in riding well-planned bike routes than on buses (in dedicated lanes). Bikes are faster than buses.
1172. Levis [Stadium]
1173. whole area is a parking lot. [Area between Huff Avenue and Moorpark Avenue]
1174. regular gridlock [I-880]
1175. often gridlocked [I-880]
1176. often gridlocked, alway slow [SR-17]
1177. slowdowns and gridlock are common [SR-17]

## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans

1178. clusterf\*ck [SR-17]
1179. one of, if not THE worst place in the world [I-280]
1180. living hell [I-280]
1181. clusterf\*ck [SR-17]
1182. nightmare [I-880]
1183. nightmare [I-880]
1184. Saratoga ave Exit onto 280 and around this major area is THE WORST!
1185. North bound has only 2 lanes [Near intersection of Payne Avenue and Winchester Boulevard]
1186. Traffic backs up at the intersections where traffic is coming off 880 and 280.
1187. Winchester Blvds., north and south is a nightmare. Stevens Creek is also very, very difficult. At certain times of the day both major streets are jammed with traffic. This is true of the entire urban village areas in this study. Traffic is a continuing problem and sooner or later the city is going to recognize traffic impacts will limit development,
1188. There is not enough lanes or traffic planning to address the road congestion. There is gridlock that can take up to 15 minutes to get from Winchester to hwy 880 during peak hours (12noon - 10pm) during the weekends beginning at 10am-12am
1189. Traffic backs up to get on/off fwy [Near intersection of Monroe Street and I-880]
1190. traffic is horrible since the update. [Near intersection of Stevens Creek Boulevard and I-880]
1191. Stevens Creek in general to go to 880/17
1192. Very busy. [Near intersection of David Avenue and Winchester Boulevard]
1193. VTA Buses can't stay in their own lane and tend to take part of the right and part of the left to avoid parked cars and bicyclists. All along Winchester Southbound in particular
1194. Monroe and Stevens Creek create problems for people trying to turn onto Stevens Creek due to not enough time so they block traffic on Stevens Creek trying to get on the freeway.
1195. Inadequate traffic control. Too much traffic exiting the freeway into a small area. There is entry if land here to provide a neighborhood exit vs. an exit for the mall traffic. Freeway exiters run the light, block the intersection. The two leftturn lanes onto N Winchester are overly congested. [Near intersection of I-17 and Moorpark Avenue]
1196. it is difficult to make right turn because many cars park on the road [Intersection of Cadillac Drive and Winchester Boulevard]
1197. In the morning, traffic backs up to here waiting to get onto 280 North [Near intersection of Magliocco Drive and Winchester Boulevard]
1198. Horrible design and renovation long overdue. [Entrance to I-280 near I-17]
1199. from Oct to Jan there is grid lock on Stevens Creek and Hanson Ave. please make this intersection a dead end

1200. Always congested and people unsure which lane they want to be in. [Near intersection of Maplewood Drive and Stevens Creek Boulevard]
1201. Always congested at holiday time [Intersection of Cypress Avenue and Stevens Creek Boulevard]
1202. Horrible traffic all the time same issue , freeway , Santana row , and Vally Fair. We literally can not handle one more car in this area
1203. This signal does not have a solid green turn signal. It is extremely difficult to turn into our neighborhood with traffic flow down Moorpark Ave. [Intersection of Baywood Avenue and Moorpark Avenue]
1204. Too much traffic on Winchester
1205. Traffic on Moorpark between BAscom and Winchester is getting worse. During peak traffic times the left turn light at Monroe backs up and the light at Winchester/Moorpark also backs up.
1206. Speeding and so many cars parked you can't even see around them to see if it's safe to pull out, you have people hanging around on the corner all hours [Near intersection of Impala Drive and Winchester Boulevard]
1207. Traffic gets so backed up during school hours. [Near intersection of Hamilton Avenue and Winchester Boulevard]
1208. School traffic is so bad it backs up from dental off all the way to the school, very hard to get to any of the streets off Eden Ave [Near intersection of Eden Avenue and Hamilton Avenue]
1209. Hamilton and Almarida is near grid-locked on the weekends. No one can exit the neighborhood without waiting several light cycles. It's a mess and we do not need ANY more multi-thousand, high-density dwelling units until something is fixed with traffic. Light rail is a joke -- taking light rail to work would triple my commute time.
1210. Mostly during Christmas time [Intersection of Henry Avenue and Stevens Creek Boulevard]
1211. I have to wait sometimes 2 stop light cycles before I can safely make a left turn from MoorPark to S. Monroe St. Due to traffic speeding way over speed limit and there is no left turn signal light. I also find it unacceptable that traffic speeds in front of my home in a residential street are easily 45-50 mph. I have a child on the way and it worries me for the safety of my child, neighbors, their children and pets. The noise factor from speeding traffic is also significantly high, intrusive and needs to be reduced.
1212. far left lane of SC is always 1-2 lights long
1213. Stevens Creek Blvd. is a parking lot during the morning commute, heading toward Cupertino. Cars are often backed up to Henry Ave.
1214. Winchester Blvd is a nightmare of stop and go traffic combined with all the construction. I completely avoid the area unless I can get thru there by 11:00am.
1215. Getting worse by the day [Near intersection of Fireside Drive and Winchester Boulevard]
1216. Vehicles speeding and traffic is bad!!! [Near intersection of Baywood Avenue and Moorpark Avenue]

- 1217. In the morning the traffic going west towards Cupertino is backed up to Henry and sometimes to Winchester. It can take 3-4 traffic lights just to back a left turn from Stevens Creek onto San Tomas, going south.
- 1218. Heavy traffic in the am from Magliocco to Moorpark & in the pm from Stevens Creek to Hamilton
- 1219. The traffic all along Stevens Creek Blvd is terrible from San Tomas Expressway to 880 is terrible, especially on the weekends, holidays, as well as in the morning and evening commute hours. Going west in the morning and east in the evening. I try to avoid using it if at all possible.

## **PLACES THAT ARE HARD TO GET AROUND ON FOOT**

### **Winchester Boulevard Between Tisch Way and Moorpark Avenue**

- 1220. Crossing Winchester At 280 is scary because of all the traffic
- 1221. Narrow bridge - needs to be a freeway cap.
- 1222. There is not enough shade, there is a lot of car traffic and not enough pedestrian friendly signs.
- 1223. Crosswalks on either side of Winchester don't feel safe.
- 1224. I would like to feel more comfortable crossing over 280 or 880 on foot, but I don't. Can you widen the bridges over both highways to include public parkland, like they did in Seattle and Boston?
- 1225. This is a given. Moorpark and Freeway ramps are a minor annoyance for walking but all in all. I'm a big walker and don't have tons of issues with walking getting around on foot.
- 1226. bridge not pedestrian friendly
- 1227. More on street ped control needed, bulb-outs or other protection measures.
- 1228. It's a pain to cross the freeway. Lots of homeless around and doesn't feel safe.
- 1229. Increase size of sidewalks to include pedestrians and a bike lane elevated from the roadway.
- 1230. Both side of Winchester over 280--overgrown bushes, litter, feels not safe due to poor lighting at night.
- 1231. Slow and unpleasant to cross 280 here. Could do with a pedestrian bridge over this junction.
- 1232. There are some scary people that hide in the bushes here so my girlfriend is afraid to walk.
- 1233. There are some scary people that hide in the bushes here so my girlfriend is afraid to walk.
- 1234. There are some scary people that hide in the bushes here so my girlfriend is afraid to walk.
- 1235. There are some scary people that hide in the bushes here so my girlfriend is afraid to walk.
- 1236. Hard to cross Moorpark at Winchester.
- 1237. Way too much traffic in the area and not enough signal time to safely cross this massive intersection. Unfortunately, students in the neighborhoods east of Winchester are assigned to Lynhaven Elementary on the West side as their attendance school.

1238. Not pedestrian or biker friendly area for people to safely travel to and from Santana Row. Footbridges over 280 are not easy to access and cross on Moorpark Ave.
1239. N bound Winchester in AM and during holidays. Either getting on 280 N or going over to Santana or Westfield.
1240. I find many places in the area hard to get to on foot - at least safely. Bicycles use sidewalks as their own freeway, cars are parked across the sidewalks, sidewalks are in disrepair, and the list goes on.
1241. No lights on this overpass. Scary when you are running late and the sun is (or has) set.
1242. This intersection and by the freeway exits need to be improved as the drivers constantly run red lights and block the intersections making it dangerous for walker and bikers
1243. Again, right around this area is not fun to walk. I feel unsafe walking early in the morning and would not attempt walking in this area alone at night
1244. The interchange at 280 and Winchester is dangerous to foot traffic because there is too much traffic congestion.
1245. too long to cross near freeway
1246. The lighting is incredibly poor. Low pressure sodium pedestrian lights make the place hard to see.
1247. Waiting long lines in the AM on N bound Winchester to get on 280 N
1248. 1) No easy left turn for bikes coming from Winchester, going to Tisch! 2) No pedestrian crossing over Winchester to Tisch!!!
1249. Incredibly uncomfortable and unsafe for pedestrians to cross 280 on Winchester.
1250. It's dangerous and dirty to walk over the 280 overpass. What can we do to beautify it?
1251. Too many vagrants
1252. There are not existing user friendly bike or pedestrian pathways to cross over Hwy. 280.
1253. No room for pedestrians or bicyclists to walk across the freeway.
1254. Lots of people trying to turn left from Moorpark into the day care parking lot at rush hour. It's dangerous mayhem.
1255. Crossing over 280 on Winchester -- the bridge is too narrow, it's not well-enough lit, and the vegetation is growing over the sidewalks. At night I would much rather most if not all of the vegetation were not there at all so I can see anyone who might be in the area. I would also like to ride my bike across this bridge with my kids, but there's not enough room, either on the street or the sidewalk. The tunnel to Tisch is terrifying, and I don't see a good way to get from the pedestrian bridge at Cypress to Santana Row.
1256. Intersection takes a very long time to start walk signal. Walk signal will not activate even if you are one second late to the intersection.
1257. The Winchester bridge crossing 280 is not wide enough to handle traffic - it should have 2 left turn lanes entering the north 280 ramp. It's also a horrible pedestrian over crossing. It's narrow, ugly, and has overgrown vegetation. To widen this overcrossing or even cap a larger area over 280, would provide the needed link to allow these 2 neighborhoods to merge.



### **Santana Row/Valley Fair**

1258. too much parking. crosswalk is incomplete. loading zones on pedestrian walkways. [Valley Fair]
1259. TO CROWDED [Santana Row]
1260. Pedestrian access to and from mall to SR
1261. Extremely dangerous pedestrian intersection. [Intersection of Santana Row and Stevens Creek Boulevard]
1262. It's so crowded in Santana Row that it's impossible to get anywhere. My wife and I have stopped visiting the stores and restaurants here because it's less of a hassle to drive 30 minutes elsewhere than it is to navigate the traffic and crowds in Santana Row.
1263. too many cars [Near intersection of Olsen Drive and Winchester Boulevard]
1264. Crossing Steven Creek Boulevard by foot
1265. The difficulty of hoping that cars don't dart through a red light or cut you off at the crosswalk because they are frustrated and want to get through this miserable area. [Near intersection of Stevens Creek Boulevard and Winchester Boulevard]
1266. Getting around the banks is a challenge for those that park in the parking lot and wish to walk along Stevens Creek. Making it more pedestrian accessible, with perhaps more trees along Stevens Creek would be really great.
1267. Westfield Mall seems to only be designed to be accessed by car. Very difficult for pedestrians and bicyclists to get around. Distances between destinations are too far and sometimes there is not adequate sidewalks, bike lanes and bike racks.
1268. There is so much traffic already and we are creating more without providing better transit. It seems the same old issue of the cart before the horse. Crossing Winchester at lights that barely let you get across. How many hit and run on this street? Growing bushes on the median that are so large that you cannot see the person who decides to cross illegally is a great deal of the cause. Wanting trees and shrubs is wonderful but not in a drought time when we cannot even water our yards and the city lets them die after planting because of water restrictions. I never walk in that area if I can avoid it. cannot move purple pin it should be Stevens Creek to moorpark.
1269. Your drops don't stay where you put them. Bad program. It is hard to get around on foot if you are in your 80's and walking is difficult and using a walker is not always easy to tote and use at shopping centers as big as Valley Fair is today and bigger yet tomorrow.
1270. Crossing Stevens Creek from Santana Row to the mall could be better. Too many people entering the crosswalk for the space to handle.
1271. Crossing Stevens Creek between the shopping center needs a pedestrian overpass.
1272. not ped friendly [Intersection of Santana Row and Stevens Creek Boulevard]
1273. long blocks, fast cars, not a lot of shade [Near intersection of Tatum Lane and Winchester Boulevard]

1274. It is impossible for a BIKE or pedestrian to get from the neighborhood to Santana Row or Valley Fair because of the mobile home park. Bicycles traffic coming over the Cypress overpass heading for Santana Row cannot use Olsen. They are detoured to Stevens Creek or Winchester... :(
1275. 10 lanes of traffic [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1276. Need a pedestrian overpass. [Intersection of Santana Row and Stevens Creek Boulevard]
1277. An overpass here, combined with light rail access--oh, yeah, the light rail should run down Stevens Creek to Cupertino--makes SO much sense here. [Intersection of Santana Row and Stevens Creek Boulevard]
1278. Too many cars [Intersection of Redwood Avenue and Stevens Creek Boulevard]
1279. Skinny sidewalk right up against the speedway called Stevens Creek [Intersection of Stevens Creek Boulevard and Winchester Boulevard]
1280. Valley Fair Mall. Much needed pedestrian ramps to help maneuver around vehicle traffic. Pedestrians scramble not to get hit and traffic is impeded even more by pedestrians in the way and don't know where to walk.
1281. Walkway over Stevens Creek would be helpful. [Intersection of Santana Row and Stevens Creek Boulevard]
1282. Crossing the street takes forever on this road [Near intersection of Santana Row and Stevens Creek Boulevard]
1283. Can we get a pedestrian cut-through on Olsen? Our family walks to Santana Row and to the mall but walking on Stevens Creek isn't pleasant. It is dusty with the cars zipping by. We would love a nice, clean and safe pedestrian walkway to Santana Row that kept us off busy Stevens Creek.
1284. I AM OLDER AND HAVE HEALTH PROBLEMS IT IS HARD FOR ME TO GET AROUND BY FOOT, THE PARKING IS IMPOSSIBLE, THERE IS NEVER A PLACE TO PARK, SO MANY TIMES I JUST GO HOME WHEN I WAS PLANING ON A NICE DINNER OUT OR DOING SOME SHOPPING, NOW I WILL JUST GO SOME PLACE WERE THEY CARE AND HAVE PARKING TO EAT AND SHOP.SANTANA ROW HAS JUST BECOME A NIGHTMARE TO TRY AND GET IN AND OUT OF AND FIND A PLACE TO PARK. THEY DO NOT SEEM TO CARE ABOUT THERE CUSTOMERS.
1285. There needs to be an overhead pedestrian crossing from Valley Fair to Santana Row.
1286. Hazardous area to navigate between shopping centers
1287. The back of Valley Fair looks like lots of storefronts, but there is little access through them without going around to a mall door.
1288. Santana Row and Stevens Creek needs an all traffic stop for pedestrians. This includes not only cross walks but "X" cross walks.
1289. Winchester and Olsen needs an all traffic stop for pedestrians. This intersection also needs "X" crosswalks for pedestrians.
1290. The pedestrian crosswalk between Valley Fair and Santana Row. I wish there was a pedestrian bridge that skips the street and parking lot.

## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans

1291. This bus stop is too far from the stores. Do they have any little electric shuttle vans for these folks? Glad they're running buses in front of Valley Fair now. [Forest Avenue]
1292. Crossing between Santana Row and Valley Fair.
1293. too much traffic - safety issues. [Olsen Drive]
1294. With the amount of traffic, crossing roads is not always safe (we have young kids). Overpasses would be more helpful and allow traffic to flow [Near intersection of Stevens Creek Boulevard and Winchester Boulevard]
1295. Again, who wants to walk down sidewalks next to traffic congestion with not trees. (And they just pulled out the trees on the other side in front of Valley Fair.)
1296. Intersection of Winchester and Stevens Creek Boulevard needs to have a all traffic stop for pedestrians. This should include "X" cross walks also.
1297. Congested area especially during holidays. Not enough off street parking.
1298. Walking between Valley Fair and Santana Row should be easier and more fun. Can Valley Fair be "opened up" so it's more urban like Santa Row?
1299. Heavy traffic on Stevens Creek and Winchester make it difficult to walk between Santana Row and Valley Fair, especially for residents returning from Safeway with groceries.
1300. Pedestrian cross traffic from & to Valley Fair/Santana Row causes traffic delays on Stevens Creek Blvd.
1301. Too crowded, too much traffic.
1302. This is very dangerous to walk around in these areas as there are too many people, causing drivers to become impatient. Door Dash, Uber, and Lyft drivers tend to make things even worse as they park everywhere except actual parking spaces. [Santana Row]
1303. More of a bike thing. Useful to have a bike lane painted across Stevens Creek at this intersection. Also a bike thing, if the City is supposedly encouraging people to bike, why is it that the major shopping centers are so bike unfriendly??? [Intersection of Monroe Street and Stevens Creek Boulevard]
1304. Very crowd sidewalk and crosswalk connecting the 2 malls. Dangerous. There needs to be a foot bridge built across Stevens Creek connecting the 2 malls.

### **Highway 280 Overcrossing**

1305. It is very difficult to cross 280 on Winchester. There is not enough pedestrian room on the overcrossing.
1306. The walkway over 280 is cesspool of homeless activity, trash, and often bio-hazards. This walkway was built so the local area kids could use it to get to school. Today, I never use it on bike rides, I go out Winchester instead.
1307. Overpass - as described in my other comment in this location
1308. Homeless blight
1309. The walk way tunnel in the evening needs bright lighting for safety.

- 1310. footbridge often has homeless person staying there - can be unsafe feeling
- 1311. The pedestrian walkway over 280 is too narrow, especially considering how many bikes are on it.
- 1312. Catwalk from Moorpark to Tisch Way over 280. I will never show my child this catwalk. The tunnel is so unsafe and is surrounded by homeless homes next to freeway. I will NOT go in this tunnel by myself.
- 1313. As a woman, I will not use the tunnel leading to the pedestrian bridge. That's a rape waiting to happen.
- 1314. Access across 280 is usually through homeless encampment. They need a place to sleep. I need a place to walk/run. I'm willing to be taxed for an encampment that works for everyone. Let's find a solution.
- 1315. Tunnel often occupied by homeless - creates an unsafe feeling environment
- 1316. Tunnel can be scary and smelly when homeless are there.
- 1317. Underpass to get over 280 is a homeless camp, poorly lit and not recommended for children or families.

**Winchester Boulevard Between Neal Avenue and Payne Avenue**

- 1318. NO SIDEWALK [Near intersection of Fruitdale Avenue and Winchester Boulevard]
- 1319. No sidewalks for kids walking to Monroe Middle School [Near Intersection of Williams Road and Winchester Boulevard]
- 1320. I can't imagine walkIng very far down Winchester ... even though I frequent several businesses here. It's so wide, and long, and feels like a freeway. 😞 [Intersection of Walgrove Way and Winchester Boulevard]
- 1321. Too much traffic and dangerous to walk [Intersection of Williams Road and Winchester Boulevard]
- 1322. This whole area is scary and intimidated to walk any where because of speeding cars and lack of pedestrian walk ways and/or sidewalks. [Near intersection of Fireside Drive and Winchester Boulevard]
- 1323. I don't think there is a sidewalk here. [Near intersection of Fireside Drive and Winchester Boulevard]
- 1324. Sidewalk disappears. [Near intersection of Fireside Drive and Winchester Boulevard]
- 1325. The vast size of the underutilized parking lot deters people from being on the street. Inadequate shade, trees, and business incentive to hang out here. [Shopping center on southwest corner of intersection of Payne Avenue and Winchester Boulevard]
- 1326. Please make this area nicer to walk through. [Near intersection of Williams Road and Winchester Boulevard]
- 1327. not fun to walk, car crossing the curb to get to the plaza [Near intersection of Fireside Drive and Winchester Boulevard]

## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans

1328. This is a rather scary "human vs car" section. I walk through the parking lot to Starbucks a few times a week and there isn't a nice way to get to the stores without having to keep your eyes glued for traffic. My son fell here and hit a newspaper bin when he was trying to avoid cars. [Near intersection of Payne Avenue and Winchester Boulevard]
1329. sidewalk disappears which is dangerous [Near intersection of Fireside Drive and Winchester Boulevard]
1330. broken cement, speeding traffic, no space between pedestrians & cars... [Near intersection of Fireside Drive and Winchester Boulevard]
1331. Constantly see people jaywalking to cross the street. Not sure what the best solution is but is a safety concern (constantly have to stop car to let jaywalkers cross at undesignated/middle of traffic). [Near intersection of Walgrove Way and Winchester Boulevard]
1332. There's no local market like Trader Joe's, too many 7-Eleven convenience stores within the same 5-mile radius! Too much blight from neglected apartments management, ill functioning and unattractive non-productive strip malls and fast-food joints. [Intersection of Payne Avenue and Winchester Boulevard]
1333. Sidewalk missing! [Near intersection of Payne Avenue and Winchester Boulevard]
1334. Why doesn't this area have sidewalk? [Near intersection of Payne Avenue and Winchester Boulevard]
1335. lack of sidewalk [Near intersection of Fruitdale Avenue and Winchester Boulevard]
1336. No sidewalk [Near intersection of Fruitdale Avenue and Winchester Boulevard]
1337. No sidewalk [Near intersection of Fruitdale Avenue and Winchester Boulevard]
1338. No sidewalk [Near intersection of Williams Road and Winchester Boulevard]
1339. Have no need to visit that area except to drive by. I don't need the entire length of Winchester Blvd to be a destination. I am not going to walk there for a destination, when needs are met elsewhere on Winchester. [Near intersection of Payne Avenue and Winchester Boulevard]
1340. No Sidewalks Here [Near intersection of Payne Avenue and Winchester Boulevard]
1341. No sidewalks here! [Near intersection of Fireside Drive and Winchester Boulevard]
1342. No sidewalks here! [Near intersection of Fruitdale Avenue and Winchester Boulevard]
1343. No safe place to cross Winchester between Williams and Payne
1344. Sidewalks are either non-existent or inconsistent. In order to walk along Winchester from Payne to Williams it is necessary to walk through a couple of parking lots and across the shoulder in spots. Getting across Winchester at the two intersections is difficult due to poorly timed lights and right turning traffic off Winchester that neither slows down nor stops; not to mention the proximity of the 7-Eleven entrance off Payne to one of these right turn lanes.
1345. No sidewalks on either side on a well foot traveled street that children walk to and from school [Near intersection of Williams Road and Winchester Boulevard]
1346. No sidewalk on East side of Winchester at this point [Near intersection of Payne Avenue and Winchester Boulevard]

- 1347. Missing sidewalk on East side of Winchester at Fruitdale
- 1348. Winchester Boulevard or sidewalk and arrows and is near impossible to get around for handicap people [Near intersection of Payne Avenue and Winchester Boulevard]
- 1349. No sidewalk [Near intersection of Payne Avenue and Winchester Boulevard]

**Miscellaneous**

- 1350. Downtown Campbell
- 1351. Mystery house
- 1352. Lawrence Expressway has a bike and walking path that is safe for people. It would be nice if ST Expressway had that too.
- 1353. Cars parked on sidewalk, cars parked overhanging sidewalk, abandoned furniture regularly on sidewalk and fire hydrant [Near intersection of Eden Avenue and Moorpark Avenue]
- 1354. It is not hard to get around. We walk the area almost every day and with caution it is easy to get around this neighborhood. There are plenty of sidewalks and they are never very crowded except at the crosswalk between Santana Row and Valley Fair. Frustrated drivers are a problem as there are too many cars for the given area.
- 1355. Unsafe. Lighting [Loma Verde Drive]
- 1356. 1. Extremely dangerous to pedestrians. When walking EB, the pedestrians get a walk signal at the same time the traffic signal goes green. However, there is always a green right arrow on. Since the traffic is coming directly from behind the pedestrian, they can't keep an eye out for it and are given a false safe to cross signal. Is in contrast to west side of the overpass, where pedestrian has the safety of crossing with a red light to the traffic. 2. Extreme bike lane hazard. Due to the sharp corner, which is greater than 90 degrees, any Semi Truck must use the center bike lane to have enough radius to make the turn. I consider the bike lane at this point to be a suicide lane. There was plenty of room to have made this ramp entrance wide enough to handle the common Semi traffic using this ramp. I'd give a "F" to the engineer of this one. [Near intersection of Stevens Creek Boulevard and I-880]
- 1357. not too sure of this. [New Street]
- 1358. Dangerous to cross here, even though it has stop signs. Traffic speeds and seldomly does full stops. I see 2 or 3 cars totally blow the stop each month. Lighting at night is poor, thus the poor driver techniques are compounded by them not being able to easily see the pedestrians. [Near intersection of Monroe Street and Scott Street]
- 1359. Street lights in this area are not bright enough and are covered by trees. Cadillac West area is just dark and feels completely unsafe.
- 1360. Entire length of Winchester is not pleasant to walk along. Right next to fast-moving, noisy traffic. It is much more pleasant to walk neighborhood streets.
- 1361. Traffic congestion makes it difficult for kids to get around on foot. People are blocking lanes trying to make green lights and running red lights its simply not safe anywhere along Winchester from Santana row down to Hamilton. [Monroe School]

1362. Traffic congestion makes it difficult for kids to get around on foot. People are blocking lanes trying to make green lights and running red lights its simply not safe anywhere along Winchester from Santana row down to Hamilton. [Ori Avenue]
1363. Traffic congestion makes it difficult for kids to get around on foot. People are blocking lanes trying to make green lights and running red lights its simply not safe anywhere along Winchester from Santana row down to Hamilton. [Intersection of Rosemary Lane and Pompey Drive]
1364. Traffic congestion makes it difficult for kids to get around on foot. People are blocking lanes trying to make green lights and running red lights its simply not safe anywhere along Winchester from Santana row down to Hamilton. [Rosemary Elementary School]
1365. Traffic congestion makes it difficult for kids to get around on foot. People are blocking lanes trying to make green lights and running red lights its simply not safe anywhere along Winchester from Santana row down to Hamilton. [Area between Lynn Oaks Drive and Lindenoaks Drive]
1366. Traffic congestion makes it difficult for kids/anyone to get around on foot. People are blocking lanes trying to make green lights and running red lights its simply not safe anywhere along Winchester from Santana row down to Hamilton. [Worthington Circle]
1367. There are no sidewalks in this neighborhood. [Near intersection of Garnet Drive and Opal Drive]
1368. sidewalks inconsistent [Near intersection of Magliocco Drive and Winchester Boulevard]
1369. No proper footpath [Intersection of Baywood Avenue and Moorpark Avenue]
1370. Winchester. Pedestrian unfriendly.
1371. Not a PED or bike friendly area [Near intersection of David Avenue and Winchester Boulevard]
1372. Some parts have no sidewalks and traffic is too close and TOOOOOOO fast to feel safe. [Near intersection of Baywood Avenue and Moorpark Avenue]
1373. i couldn't get purple thing to move - i have no idea what its on now. but in general walking along stevens creek or winchester is not fun. the cars are speeding along - so much so that any gravel or rocks on road come flying up & hit you + noise of traffic, exhaust - don't make it nice.
1374. Sidewalks: not clean, tree not maintained, poles in sidewalk obstructing flow of pedestrian traffic, poor lighting. Needs improved bus stop. [Near intersection of Magliocco Drive and Winchester Boulevard]
1375. Area is unsafe. I feel sorry for the kids [Cadillac Drive]
1376. Too many cars and buses and Carbon monoxide!! Awful and dangerous! [Near Northlake Drive and Stevens Creek Boulevard]
1377. Stevens Creek Boulevard is anything but a tree filled boulevard and the sidewalks do not invite walking because there are so few trees. (The sidewalks are actually a good place for bikes, since there is no safe place on the street for them.) More trees are needed to encourage walking.

1378. Traffic backs up past this intersection. Visibility is not good here. I have almost been run over by cars crossing this crosswalk several times. [Intersection of Eden Avenue and Moorpark Avenue]
1379. While a footpath from this neighborhood to Santana, etc. might seem convenient (the old walnut orchard that was here had a path) these are different times. This neighborhood has recently been plagued by crime (and some of it from people on bikes) so it seems that a pathway may offer unwanted access into our neighborhood. [Prune Way]
1380. Moorpark Avenue is difficult to walk due to missing sidewalks, the unusually high rate of speed by drivers, and the frequent blocking and trashing of the pedestrian tunnel/overpass over 280. [Near intersection of Clover Avenue and Moorpark Avenue]
1381. Winchester Blvd is not a friendly street for walkers. The sidewalks are not wide, there are no "resting benches" and at night it is not "Friendly". The area does not lend itself to walking around at night due to the fact this is becoming an urban area with all the problems of urban life. I suppose if there were stores and restaurants that were more accessible by foot it could be made more attractive to walking rather than taking a car. But this would require wider sidewalks, adequate lighting everywhere, benches for resting and suitable destinations.
1382. Feels sketchy and dangerous. [Near intersection of Driftwood Drive and Winchester Boulevard]
1383. This area also seems not bueno. Cars off highway, seedy business and highway overpasses are narrow sidewalks. I don't walk much around here. [Near intersection of Magliocco Drive and Winchester Boulevard]
1384. I hope they leave an access during construction to the park (not over Tisch = a lot of traffic) [Santana Park]
1385. No sidewalks on s. Baywood but lots of cars parked on the street. It'd unsafe to walk here.
1386. No sidewalk here [Near intersection of Riddle Road and Winchester Boulevard]
1387. Missing sidewalk on the south side of Moorpark. Not possible to walk safely to the hospital.
1388. This side of Winchester doesn't have sidewalks all the way down and the businesses aren't typically the kind that someone walks to. They are very specific and people go to them for specific reasons, not daily or weekly as a general rule. [East side of Winchester Boulevard]
1389. crossing winchester is very hard, we need bridge or underpass
1390. Portions of Northbound Winchester do not have sidewalks. It is not pleasant to walk along Winchester at any point even where sidewalks are present.
1391. Need LED street lights to see around since many people are on the street in the night. [Near intersection of Eden Avenue and Cadillac Drive]
1392. Not many benches to sit on when walking down Winchester and there is poor lighting.
1393. Place in error [Eden Avenue]
1394. The entire area was not intended as an area for foot traffic. It was a rural area with a distinct rural feeling that was surrounded by orchards and was, like many residential areas in San Jose, intended to escape the congestion and problems of a city atmosphere. It is unfortunate that the residential component of this area cannot maintain it's 60's rural neighborhood feeling. No effort is placed on maintaining what was once a delightful place to



live, where the same neighbors existed for decades rather than just a few years. When the area was seized by the city away from the county, i was assured that everything would remain the same and that there would be no increased costs or inconveniences due to the city taking control. Once again the say anything rule takes affect. Those responding know that they will not be around in 10 years to defend their comments.

- 1395. No sidewalk here on the West side of Winchester [Near intersection of Riddle Road and Winchester Boulevard]
- 1396. No sidewalk on the south side of the street at Baywood. Pedestrians can't walk to the hospital. [Intersection of Baywood Avenue and Moorpark Avenue]
- 1397. Need to tell pedestrians to ONLY cross at crosswalks and only when it is safe to do so. Not sure how you enforce this - good luck.
- 1398. sidewalk disappears for a while which is quite dangerous [Near intersection of Fruitdale Avenue and Winchester Boulevard]
- 1399. All of south baywood ave has no sidewalks. Trying to walk without getting hit by a car is always an issue
- 1400. there is a Grocery Outlet shopping center on Williams. Many pedestrians walk down Opal with no sidewalks and speeding cars. There should be crosswalk from Opal to cross Williams Rd to the store.
- 1401. Limited sidewalks on the northbound side of Winchester Blvd. Although walkable, it seems a bit dangerous at times when I feel like we're a little close to the busy street traffic. [Near intersection of Fruitdale Avenue and Winchester Boulevard]
- 1402. The south side of Tisch Way has significant waste paper and trash.
- 1403. Narrow or non existent sidewalks. [Intersection of Clover Avenue and Moorpark Avenue]
- 1404. Given the disconnect between the park and Santana Row, the park seems uninviting. Perhaps a lit path or a more seamless integration of park with the buildings and Santana Row parking lot around it would make the park more inviting.
- 1405. Very long block along the southbound side of Winchester Blvd. A lot of people are running across road because they don't want to have to go all the way to the cross walk at either end at Williams or at the T-intersection with the Villa condos and Starbucks next to Toys R Us. [Near intersection of Fruitdale Avenue and Winchester Boulevard]

## **DESIGN CONCEPTS**

### **Grand Boulevard Design A**

- 1406. NEED MORE LANES FOR CARS. TOO MANY CARS FOR BIKES TO BE SAFE.
- 1407. It seems to provide the least traffic congestion.
- 1408. I like the Main Street Design B since it provides for traffic and still allows the bus lane to be used without killing a traffic lane. I don't like the idea of 'transit Islands" since I think it kills that lane of traffic when in use or when not in use. I like the Bus pullouts in Grand Blvd. Design A since it gives the bus riders a chance to get on the bus while not impacting the traffic.

I'm not crazy about the idea of pocket parking since it seems to me it will limit the flow of traffic on these main thoroughfares.,

- 1409. Need more parking - but not lanes for bicycles
- 1410. More lanes with parking
- 1411. To prevent mass traffic on Winchester Blvd.
- 1412. Parked cars not hinder bus traffic
- 1413. We need to accommodate a lot of moving traffic. It already is a busy street and with more people living in the area it needs to have more lanes.
- 1414. Grand Boulevard Design A is #1 choice: Preserves three lanes of through traffic, plus parking. Grand Boulevard B trades parking for bike lane, but preserves three lanes of traffic and could also work.
- 1415. It is vitally important to move cars as fast as possible. If heavily congested the area loses its attractiveness both for the shoppers and residents. Bicycle lanes reduces the street's carrying capacity and bicycles are inherently unsafe. Should be excluded from the village.
- 1416. I like Main Street Design B because of the ability of buses to pull out and not block a lane of through traffic as well as the buffered bike lane. Grand Blvd design A allows for 3 lanes of traffic, bus pull outs and on-street parking.
- 1417. Most number of usable lanes
- 1418. NEED MORE CAR LANES TO KEEP TRAFFIC AWAY FROM EDEN AVE
- 1419. Must be 3 lanes of traffic in each direction.
- 1420. Getting cars through the area is most important. Street parking is next.
- 1421. Streets are for traffic
- 1422. The vitality of the village depends upon easy approach of the destination. Should exclude bicycles from road; they are too dangerous on heavily travelled streets.
- 1423. It has more lanes for traffic, the bus is out of way for bus stops, allowing the traffic to flow.
- 1424. To move traffic
- 1425. It seems that it would move more traffic away from the neighborhood more quickly than the others and does not offer an unsafe bike lane on a busy street. Keeping the street paved and functional and moving away from the neighborhood is the priority. Then provide police and other basic services to the community.
- 1426. Better traffic flow.
- 1427. Allows parking along Winchester Blvd., plus more lanes for traffic as a major trans corridor.
- 1428. Comprehends increased traffic that the city refuses to acknowledge
- 1429. Traffic needs to move. More people are moving into this area or driving to the shopping areas

- 1430. Depends what stores, restaurants and apartments are going in. If making it into a walkable area, I would want Main Street B. If just upgrading existing shops with similar businesses and newer buildings, I would opt for adding a third lane with Grand Blvd design A
- 1431. The 2 malls will draw painfully heavy traffic. The Grand Boulevard provides an extra traffic lane to ease traffic congestion.
- 1432. no bike lane
- 1433. It would move traffic and still look good.
- 1434. Seem the most practical and have areas that are safer for foot/bike traffic. With increased traffic these people need their own protected space
- 1435. I dislike the idea of street parking on Winchester. I dislike when busses occupy a lane when they pull over, because that immediately snarls traffic.
- 1436. Keep cars on Winchester off residential streets
- 1437. Allows for street parking and has more traffic lanes, however I hate corner bulbouts!
- 1438. Street parking is included, with numerous street crossings for pedestrians.
- 1439. We need to accommodate a lot of moving traffic. It already is a busy street and with more people living in the area it needs to have more lanes.
- 1440. Local businesses in mixed use places will need supplemental street parking.

### **Grand Boulevard Design B**

- 1441. I like the idea of no street parking on Winchester to "clean up the look". I also am concerned about the traffic congestion due to increased density so I believe we need to do everything possible to help with the flow of traffic including adding on/off ramps to 880 since Saratoga interchange and Steven's Creek 880 interchange is overloaded.
- 1442. It seems to provide the least traffic congestion.
- 1443. Seems this plan will move the most vehicular traffic.
- 1444. Winchester Blvd. should not have street parking. We should allow for off street parking. It is a major Blvd. and should be used to move traffic to and from.
- 1445. I like the idea of an attractive Grand Boulevard with bike lanes.
- 1446. Bike lane. Not sure parking along Winchester is necessary. How Main street option would provide a cozier feel.
- 1447. room for bikes - as it is now - you take your life in your hands also like the "greening" of the st's.
- 1448. On-street curbed parking slows traffic, much like the interior streets within Santana Row. If I had to support curb parking, then it would have to be with protected bike lanes. Otherwise, having no curb parking with an unprotected bike lane is acceptable. Transit islands and bulb outs (perhaps with art and creative ads for community events) enhance the experience of taking public transit, reduce pedestrian crossing distances, and influence behavior.

1449. Increases flow of traffic while supporting lane for cyclists/emergency vehicles/ easier bus stop.
1450. I support more lanes to help with the increase in traffic. Winchester needs to keep traffic flowing so cars do not take short cuts down neighborhood streets. I also prefer a bike lane to pocket parking
1451. Move traffic through the area, get parking off the street & out of traffic flow
1452. Grand Boulevard Design A is #1 choice: Preserves three lanes of through traffic, plus parking. Grand Boulevard B trades parking for bike lane, but preserves three lanes of traffic and could also work.
1453. provides most lanes. removing lanes is going to cause more problems with more congestion
1454. Least constrictive and least amount of space wasted for bicycles which are less than 1% of traffic
1455. Most traffic lanes and a bike lane. Properties should provide there own parking
1456. Simple design. Easy manuverability while providing a variety of modes.
1457. History has shown that this works the best through out the years
1458. Winchester is not a "Main Street" kind of place. It's not a DT like Campbell or Mountain View have. This street is a main thoroughfare. It makes sense to make it a grand boulevard, but not into a main street. I'd never walk down the street. It's quicker to drive next door than to walk to it.
1459. This has the most efficient use of space for the Majority of the current AND FUTURE users
1460. Most number of usable lanes
1461. Winchester is too busy to add parking cars to the mix. Would prefer dedicated transit lanes which may increase efficiency enough to get people out of their cars.
1462. It looks number of cars is increasing, it is better to make better flow of car traffic.
1463. these two options provide the best mix of protection for bikers and environment for pedestrians while maintaining auto throughput.
1464. There is no on street parking. I would prefer Main A or B if NO ON STREET PARKING.
1465. better traffic and landscaping
1466. Bikes+Parking
1467. Liked bike lane aspects in both concepts. Like pedestrian crossings prioritized at intersections in Main Street concept, and the enhanced landscaping and bus shelters in the Grand Boulevard concept.
1468. Get the bus out of the way of traffic
1469. I don't like taking away street lanes when you are planning on adding more people to the area and they need to get around and there is no infrastructure there for the extra people you plan to add.
1470. Grand: bike lane, typical bus stops ok, love landscape so rain garden frontage is good. Shows life in the asphalt world.

## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans

1471. Improve traffic flow.
1472. Allows more traffic lanes and better protection for bikers.
1473. Both B options appear best for pedestrians and bicyclists along the route and still accommodate traffic.
1474. I don't think the Main Street vision is needed all down Winchester. I am in favor of just areas, like Santana and Valley Fair.. I am in favor of bike lanes regardless, for commuters and around town safety.
1475. bike lanes included
1476. Good for majority of cars and also allows for a bicycle lane
1477. Get rid of the trees in the center just make a mess no clue what rain garden frontage sounds dumb and another debris creater.
1478. Focus on traffic flow + bike lane
1479. The addition of more trees, and more lanes to keep the traffic moving. Would prefer to see a pedestrian overpass though.
1480. This moves traffic along and allows space for bicycles to not have to ride on the sidewalk for safety reasons.
1481. I'm not sure if on-street parking is necessary but I primarily like the idea of protected bike lanes. I also see the necessity of moving traffic on this main north/south artery.
1482. Need more lanes for cars
1483. Main St. A will impede traffic flow with bus stopping in lane. GB B is cleanest solution to traffic flow as long as there is plenty of convenient parking.
1484. traffic needs to move
1485. There should not be parallel parking on fast-moving boulevard such as Winchester. Parallel parkers hold up traffic and are a hazard.
1486. More car lanes
1487. Looks most family friendly
1488. Prefer more greenery and aesthetically pleasing rain garden frontage and bike lanes.
1489. We need the oxygen and the green look this area needs for public view and cool temperatures.
1490. I think it will be most important to move cars through the area. I'm very concerned about the traffic impact on this area. I think Winchester is already 6 lanes, so I'm not sure what the big difference will be... I chose Grand Design B because of the added bike lanes.
1491. This is the only one with no on street parking and 6 lanes for traffic and has a bike lane. Given the traffic on winchester all lanes should be used for automobiles and bicycle traffic.
1492. Transit islands in A would only cause more of a backup
1493. it is all about moving cars through the area. Make our developers provide more parking and the City Council needs to realise that any formula in regards to parking should not allow a half a car. Try buying a half of car on stevens creek blvd.

- 1494. More useful for a wider range of users.
- 1495. We need the traffic throughput, we need bike lanes, we don't need street parking especially on such a busy corridor. Buildings along this corridor should have parking lots.
- 1496. Need to improve flow of traffic.
- 1497. Have not seen sufficient bike traffic to justify GB A but that is an acceptable alternative.
- 1498. Maintains traffic flow, adds landscaping, I don't think street parking is needed in this neighborhood
- 1499. This is a major traffic corridor and 6 lanes of traffic is better than 4. I already sit through more traffic light cycles than I should
- 1500. It would move traffic and still look good.
- 1501. It has a pretty look and feel, a bike lane, but doesn't narrow the street.
- 1502. I support more lanes to help with the increase in traffic. Winchester needs to keep traffic flowing so cars do not take short cuts down neighborhood streets. I also prefer a bike lane to pocket parking

### **Main Street Design A**

- 1503. Protect bycicleists
- 1504. Seem the most practical and have areas that are safer for foot/bike traffice. With increased traffice these people need their own protected space
- 1505. bike/walk safe.
- 1506. There doesn't need to be special bike lanes, bulb cutouts, etc.
- 1507. exclusive bike lane
- 1508. Safety and aesthetics
- 1509. Protected bicycle lane. Think this design also more inviting for pedestrian use.
- 1510. room for bikes - as it is now - you take your life in your hands also like the "greening" of the st's.
- 1511. All that plan identifies as assets
- 1512. Protected cycle lane, don't want Winchester to become a major transportation corridor.
- 1513. There is more variety, it looks more safe for families, and it looks attractive for walkers. It looks different, I have not seen that in real life.
- 1514. Bike lane. Not sure parking along Winchester is necessary. How Main street option would provide a cozier feel.
- 1515. Has separate bike road.
- 1516. supports all needs in the area
- 1517. Parked cars not hinder bus traffic

1518. Seems like safest design
1519. Focus on preserving neighborhood and pedestrians
1520. I like the protected bike track - I don't like cornered bulb outs as it inhibits traffic
1521. I feel that the bike lanes need to be protected and on street parking is essential to local businesses.
1522. Least car lanes thus traffic
1523. Separate cycle truck, generous transit islands, street parking ... this plan has it all! There are enough highways in Silicon Valley, it's time to return streets to the people...
1524. I like the protected cycle track
1525. Protect the bikers and limit traffic - safer, more friendly
1526. On-street curbed parking slows traffic, much like the interior streets within Santana Row. If I had to support curb parking, then it would have to be with protected bike lanes. Otherwise, having no curb parking with an unprotected bike lane is acceptable. Transit islands and bulb outs (perhaps with art and creative ads for community events) enhance the experience of taking public transit, reduce pedestrian crossing distances, and influence behavior.
1527. While more transit focus is desirable, only Main Street A offers sufficient bicycle and pedestrian protection.
1528. Design A allows room for parking which we need and it protects bicyclists from parked cars as well as ones in motion and wide sidewalks for pedestrian. It does limit the lanes for cars so I know that can be an issue too. I like gardens but with CA water issues I do not think we should be adding more water consuming products.
1529. bike lane seems safer
1530. had parking but also protected cycle path so I could ride to this area and feel safe.
1531. better, safer for cyclists
1532. This concept is for all users not for cars that allows other users. It offers the most protection and safety elements in line with Vision Zero goals.
1533. only design that gives parking and traffic a fighting chance over the other options NOBODY USES (e.g., biking & bus)
1534. these two options provide the best mix of protection for bikers and environment for pedestrians while maintaining auto throughput.
1535. Winchester is too busy to add parking cars to the mix. Would prefer dedicated transit lanes which may increase efficiency enough to get people out of their cars.
1536. Design A has a protected bikeway. I'm a more experienced rider, so design B would be more my style but for most people A is best for cycling.
1537. Appears to be the most bike-friendly
1538. Liked bike lane aspects in both concepts. Like pedestrian crossings prioritized at intersections in Main Street concept, and the enhanced landscaping and bus shelters in the Grand Boulevard concept.

- 1539. separates the bike lane from the cars (otherwise cyclist "love' to use the sidewalk)
- 1540. bike lanes included
- 1541. This appears to be the most neighborhood friendly design.
- 1542. cycle track
- 1543. Bikes+Parking
- 1544. Looks like a nice destination
- 1545. keeps the bikes off the street
- 1546. Best for overall long term health and vibrancy of the community
- 1547. Most aesthetically appealing, and allows for more bicycle/pedestrian traffic to feel more like a neighborhood.
- 1548. Bike safety and aesthetics
- 1549. Protected bicycle lane like Europe
- 1550. I like the protected bike lanes
- 1551. This configuration does the most to encourage transportation other than cars. If the city wants to create a nicer environment for people to live work and play they need to reduce the priority given to automobiles.
- 1552. Best for bikes
- 1553. I am heavily in support of multiple transportation options, would like to see cars de-prioritized, and am also in favor of increased density of street front commercial and retail.
- 1554. I like the protected bike path design because that is the type of neighborhood I would most enjoy living in. Perhaps a large parking structure could be built in a less populated area, with a Disney-like cart regularly moving people to & from parking and the neighborhood.
- 1555. Supports a multi-modal, street orientation and helps create a sense of place.
- 1556. Bike Protection
- 1557. Bike friendly. Preserves neighborhood character. Pedestrian friendly. I wonder about the need for transit though.
- 1558. Simpler
- 1559. I like the protected bike lane. There should also be more provisions for drop-off/pick-up for ride-sharing services. In fact, that would be preferable to parking.
- 1560. Except for the incredibly stupid jogs in the bike paths, this seems to promote multimodal transit the most and increases human traffic
- 1561. I feel that we need to protect people on bikes and make this safe. My second choice would be Grand Boulevard B
- 1562. I would love to see more protected bike lanes in the city. I think a lot more people would use their bikes (me included) if I didn't have to share the road with cars.
- 1563. It is safest for cyclists & has curb parking. FYI, bus stops should NOT be at the start of a block as shown because it leads to traffic getting caught in the intersection behind a stopping



bus. Put it at the end of a block and the stopped traffic is then within the block, not the intersection! Common sense!

- 1564. protected bike lane,
- 1565. Increasing traffic alone is not going to make the area pleasant in the long term.
- 1566. Bike lane! Very nice. Lots of people cycle on Winchester and it's very dangerous.
- 1567. The protected cycle track
- 1568. I want a neighborhood and walking friendly concept.
- 1569. Safety and aesthetics

### **Main Street Design B**

- 1570. Street parking - the neighborhoods are already crowded.
- 1571. Street should be for cars. Bikes should be on streets with less traffic
- 1572. Seems more cost effective and better use of space than Main Street A. Grand Boulevard-- too much traffic
- 1573. Provides extra parking that will be need for this project.
- 1574. Main St. A will impede traffic flow with bus stopping in lane. GB B is cleanest solution to traffic flow as long as there is plenty of convenient parking.
- 1575. I like the protected bike lanes
- 1576. The Main Street B Design is more appealing as it allows for easier bicycle transitions. Additionally, there would be parking to encourage stopping at shops along the road, unless the plan is not have any retail/restaurants along Winchester Blvd.
- 1577. It seems to keep bikers safest and buses in snug safe quarters for pickup/dropoff
- 1578. I'm not convinced that San Jose will be a bicycling town, like San Francisco. SJ is too spread out. Those who I know who cycle, do so to get to work and not to shop or run errands.
- 1579. bike lanes included
- 1580. Might help discourage people from thinking that cars have priority. That time is over...
- 1581. Getting cars through the area is most important. Street parking is next.
- 1582. Design A allows room for parking which we need and it protects bicyclists from parked cars as well as ones in motion and wide sidewalks for pedestrian. It does limit the lanes for cars so I know that can be an issue too. I like gardens but with CA water issues I do not think we should be adding more water consuming products.
- 1583. I like Main Street Design B because of the ability of buses to pull out and not block a lane of through traffic as well as the buffered bike lane. Grand Blvd design A allows for 3 lanes of traffic, bus pull outs and on-street parking.
- 1584. Prioritizes bicycles and parking
- 1585. Get the bus out of the way of traffic

1586. Three lanes is an Expressway. Winchester is a street. So, two lanes, and bulb outs prevent free right turns which keep traffic moving.
1587. Grand: bike lane, typical bus stops ok, love landscape so rain garden frontage is good. Shows life in the asphalt world.
1588. I like the Main Street Design B since it provides for traffic and still allows the bus lane to be used without killing a traffic lane. I don't like the idea of 'transit Islands" since I think it kills that lane of traffic when in use or when not in use. I like the Bus pullouts in Grand Blvd. Design A since it gives the bus riders a chance to get on the bus while not impacting the traffic. I'm not crazy about the idea of pocket parking since it seems to me it will limit the flow of traffic on these main thoroughfares.,
1589. Both B options appear best for pedestrians and bicyclists along the route and still accommodate traffic.
1590. I'm not sure if on-street parking is necessary but I primarily like the idea of protected bike lanes. I also see the necessity of moving traffic on this main north/south artery.
1591. It is doable right now.
1592. Bike friendly. Preserves neighborhood character. Pedestrian friendly. I wonder about the need for transit though.
1593. Problems with all of them, but a reluctant vote for B. In light of the overbuilding, we need more lanes, not less. But I think it important to have safe bike lanes, and the on-street parking will be best for businesses (would like to see if really needed though and how many businesses already have sufficient off-street parking).
1594. I am heavily in support of multiple transportation options, would like to see cars de-prioritized, and am also in favor of increased density of street front commercial and retail.
1595. I want a neighborhood and walking friendly concept.
1596. Cars should remain the most needed improvement area
1597. Depends what stores, restaurants and apartments are going in. If making it into a walkable area, I would want Main Street B. If just upgrading existing shops with similar businesses and newer buildings, I would opt for adding a third lane with Grand Blvd design A
1598. I dislike the idea of street parking on Winchester. I dislike when busses occupy a lane when they pull over, because that immediately snarls traffic.
1599. More useful for a wider range of users.
1600. Street parking is included, with numerous street crossings for pedestrians.

**Not sure**

1601. It's hard to know if this should be a transit priority corner without knowing what it will connect to, what riders it will have--is this a good place for transit? or is Stevens Creek better?
1602. They Kll suck and will reduce traffic flowq and make movewment of people WORSE
1603. The street is already not wide enough. The only way to create this concept is by taking away from the businesses/residential areas along the street, or removing lanes which will only create even worse traffic problems.

1604. There is no vision for the area. This is a capacity study. Where is the future technology? How are shuttles and MaaS incorporated? Where are autonomous cars in this? Very disappointed in the "vision"
1605. Keep it simple.
1606. Concerned about lane-widening's potential impact on loss of housing/displacement of residents.
1607. This is a major traffic corridor and 6 lanes of traffic is better than 4. I already sit through more traffic light cycles than I should
1608. let the experts decide which is more efficient for traffic flow
1609. I can't choose. I'd love to have the protected cycle track, and we can't lose parking by the Reserve since there won't be nearly enough as it is. But traffic still needs to move, and I really like the rain garden frontage when I'm walking.
1610. Don't like the buildings so close to the sidewalk. Feels like we are fenced in and not enough light and air. The buildings are too tall, should be set back and only 3 stories maximum.

## **EXISTING OPEN SPACES**

1611. would like more small scale plazas, parklets, water features and alleyways where people can sit or do small activities (not team sports)
1612. Unfortunately these types of places are attractive to homeless and gangs. Until we can get control of that I would prefer to not create any such areas. (sorry)
1613. Do the enlargement of Santana Park that long ago promised. Don't allow Santana Row to use any of the land east of Hatton. Restore the parking that was stupidly removed from Santana Park. Tisch is too narrow to safely off-load kids from parked cars.
1614. There are very few and we prefer Santa Clara parks because they are not screwed up like san jose
1615. The one thing that might help is a crossing overpass option that would cut down on the traffic light delays for people crossing from Santana Row to Macy's side.
1616. We need a cap over 280 from Winchester towards 880 probably ending at the cat walk. The land along Moorpark at the 280 exit needs to be turned into a strip park for people to walk and run their dogs
1617. DON'T BELIEVE THIS IS IN THE BEST INTEREST OF THE RESIDENTS ALREADY LIVING IN THE AREA. IT APPEARS TO BE AN EFFORT TO BRING MORE MONEY INTO THE CITY WITHOUT CONSIDERING THE ENVIRONMENT IMPACT.
1618. Connection between Santana Row and Westfield needs to be improved. A plaza that organizes foot traffic, car traffic and transit (bus or light rail) is sorely needed.
1619. There are not enough urban spaces. It's become a concrete jungle.
1620. There isn't any open space that I'm aware of
1621. Not enough of them.

1622. I dislike seeing so much water used to keep grass green, I would prefer a native grass for the parks, and for the plazas a more European style plaza where the ground is stone/brick/etc.
1623. Limited space for active recreation. Recreation often is an after thought. Parkland/ Plaza should surround the Winchester Mystery House. It is the queen of the area and should be draped in a park not a parking lot Santana park should be increased in size to accommodate the growth in the area D1 is terribly under served by parks new developments should provide the maximum parkland rather than inlue fees.
1624. Improves security
1625. Not enough of them! And parks are devoted to playspaces only: how about dog areas and natural trail or landscaped garden areas for adults to enjoy?
1626. Not enough open spaces in, near urban villages. Surrounding neighborhood parks are overwhelmed with the additional residents!
1627. Some green anywhere. District 1 is number 1 for lack of green space
1628. What open spaces?? The open spaces we have are now large parking lots (corner of Payne/Winchester or parking for buildings. We need more open space that will mean the demolishing of some buildings
1629. The Santana Row boulevard is very pleasant, well-designed and user friendly. There are no other open spaces except Frank Santana Park, which is difficult to access, not well-developed, and short of parking.
1630. In general, the area of San Jose near Valley Fair & Santana Row is underserved for park space & what little park space there is is difficult to get to. Santa Clara has more & better parks, and should be the model for San Jose to mimic.
1631. Not enough park space, it we be amazing to cover 280 south of Santana Row with a park, giving additional/safer pedestrian access.
1632. There really aren't very many. This area has a severe lack of parks.
1633. There is not enough room for a large park therefore I don't think we should use public money to put in micro-parks because they are not useful for most activities and are frequently under-utilized, thus a waste of public money. However landscaping and greenery may give the neighborhood a more pleasant feeling.
1634. More open space is need if there are so many high density units
1635. No more parks, you can't keep the existing one clean
1636. Just make it accessible for local people who want to walk there or cycle there.
1637. There is not enough lighting for these parks, they are vandalized quite often. They are not safe at night and most days. We need more police presence in these areas to help keep people safe.
1638. What existing open spaces?! Other than at Santana Row, which is a privately-maintained space, where are these spaces? Do you meant the parking lot median at Payne and Winchester where the smokers bring lawn chairs to hang out outside of Starbucks (thank you to them for giving the smoke a buffer).

## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans

1639. Parking is a hot mess, not very dog friendly. It's nice during the day when you want to do a nice leisure walk :)
1640. The plaza in Santana Row is just a token... Need places where kids can run.
1641. Like the parks, but there should be more. The Winchester Ranch Mobilehome park has the most greenery of the area with its roses, hedges, fruit and other trees throughout the park. I understand the Santana West is supposed to have a park but is going to have a hard time providing one as they are leasing the land and cannot turn over the property rights of any park land to San Jose Parks & Recreation Dept. as it is not their land. Maybe instead of having a multi-story new building right next to Maggianos, a large park should be installed there.
1642. i think the area is difficult to get through right now and we need to make it as open and clean as possible
1643. Not enough parks.
1644. Mediocre shopping plazas and non-existent neighborhood parks and recreation trails are major dislikes.
1645. I like the idea of making Winchester a main street with a lot better stores/restaurants and bringing a much more trendy retail environment. Right now, Winchester is run-down and looks like from early 70's era.
1646. Need to allow mostly, cars traffic.
1647. I would LOVE to see more public plazas which would encourage people to get out and enjoy these beautiful California evenings. However, I don't know where the best places would be. I marked an obvious open lot (toys r us) but wherever you could put in a plaza or two where it could be safe and not draw illegal activity would be optimal.
1648. Need more parks nearer the residential areas
1649. Sorry, but I never visit Winchester south of 280. It's not a destination for any reason and it's just a wide boulevard with a ton of traffic. I can't imagine a plaza anywhere than what we have at Santana Row.
1650. I don't like Urban Villages.
1651. There are no decent sized open spaces
1652. There just needs to be more, expanding the parks already nearby is a start.
1653. I do not understand why Santana Row has not had to build park and play ground complete expansion of Frank Santana park at Santana Row expense and make a chunk of Century 21 22 an open grassy park
1654. A green park area stretching from Olsen Dr./S.Henry to Olsen Dr. /Maplewood would create a greenspace and connect the residential areas while buffering from commercial development. DO NOT OPEN RESIDENTIAL STREETS TO THROUGH TRAFFIC.
1655. What open spaces?
1656. Santana Park is nice enough (and it's good to have the fire station nearby) but some of the existing parks near the Winchester Urban Village (such as Marijane Hamann Park & Starbird Park) often seem less than family-friendly. So the issue is creating a safe environment.
1657. Would be nice to have more plazas / pedestrian friendliness around the Valley Fair mall

1658. Not enough open spaces where you can walk your dog, have trash cans available and a bathroom facility for yourself.
1659. Open spaces are critical for quality of life, especially in areas of high-density housing. They must be maintained however and kept free of criminal behavior. I greatly value trees and lawns.
1660. not enough of them
1661. Let's put a cap on 280 and use part of that for open space. Similarly, there is an opportunity to create superblocks with public open space as outlined in bullet 13 of this document: <https://winchesterurbanvillage.wordpress.com/2016/02/22/some-ideas-for-policy-makers/>
1662. There are t enough! A dog park would be nice.
1663. The old Safeway parking lot is empty and could serve as a general open meeting place to drink coffee and play or relax. It also breaks up a somewhat ugly area and could provide a needed clean area for those residents and walkers to Santana Row.
1664. They have built on most open spaces. Pretty soon they will be building over the Winchester Mystery House
1665. The main problem is thaqt there almost no parks and plazas in the urban village areas. There is a big one at Frank Santana Park which is nice and there are some smaller ones at Santana Row which are nice urban parks. There should be at leasty one more large recreational park like Frank Santana Park with baseball and soccer and basketball courts.
1666. We have an ongoing and growing issue with vandalism and crime in my area, which is very close to this pending development. While I'd love to see the whole are turned into parklands, that still would mean the displacement of hundreds of families. So the question I would ask is are these potential parks and plazas going to become a haven for the homeless, the drug lords, and the vandals?
1667. Make the trailor park a park instead of developing it in to shitty housing retail outlet
1668. they're nice if kept clean. How about a homeless shelter? There are too many in the neighborhood to not address them in your planning...they will not simply disappear
1669. Parks are not easily accessible to us (north of 280, east of San Tomas) without crossing major roads.
1670. I like the amount of space around the Century Theatres, but they need to RE-OPEN and the property could have better surrounding features. What it DOESN'T need is office buildings!
1671. I don't believe that City Planners has ever received the buy in of local citizens of the so-called "Urban Villages" concept. I would like to see a vote of approval of local residents. U.V. appears to be a dream of developers only.
1672. I like the activities (Yoga etc.), music at open places; we need a shared park for people & dogs like in Mountain View (Cuesta Park & Whisman Park)
1673. I have not seen any open space for Urban Villages. District 1 needs more park space. There is no place to put a pin on the map for park space. All the land is currently taken/private held.

## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans

1674. There pretty much aren't any open spaces here. Check out the map. Look at that whole Orange area Huff to Cadillac. Any new development needs to include some park space or open space. The folks crammed into apartments NEED a place to take their kids.
1675. No additional parks are necessary in the Winchester Urban Village area.
1676. Reduce asphalt, add water features and landscaping, also art features, make things playful like a 8-wheel tricycle (seats 8 and all pedal and 1 steers). Playful swings, etc. Need dog parks too
1677. I very much dislike urban villages, due to crowding and lack of local feel
1678. There is very little to none open space in the urban villages and it is hard to access for most people in the urban village because of location.
1679. Santana Park is a great spot to be enhanced. Safeway location at Winchester and Payne is a good location.
1680. What open spaces?
1681. plaza near theater would be nice
1682. Additional parks are always desirable. The facilities in current parks are not always well maintained.
1683. I like the look. I do not like parking availability and I do not like empty spaces. Also most important, if you have new homes added there NEEDS to be MORE Schools!!!
1684. Open spaces should not be near major traffic areas. The two do no mix. Obviously arriving in the middle of the Junipero Sierra Fwy by bike is somewhat tongue in cheek, but does express some of the feeling that I have about the disregard of safety rules by the bikers and the lack of concern on the part of law enforcement regarding their disregard for basic rules of the road.
1685. Enjoy the plazas as a place to sit and have a cup of coffee, or chat with friends.
1686. Parks provide restful places and gathering spots for the community. Grand parks should be discouraged, think of more information gathering spaces.
1687. Love the walkability and gathering areas of Santana Row. Would like to see more areas like Campbell Ave through downtown Campbell for meeting, gathering, walking, etc.
1688. There are no parks or public plazas in the Winchester Urban Village. The plaza at Santana Row is too far away for those south of 280 and there's no safe way to get to Santana Park which is also too far for the Winchester area.
1689. The whole urban village concept should be trashed. Have we learned nothing from Cabrini-Green?
1690. There aren't enough parks.
1691. I DO NOT LIKE URBAN VILLAGES! STOP WHAT YOU ARE DOING!!!!

The parks, schools, and spaces that we have now are working well, except for Santana Row / Valley Fair. The city has ruined this area even for walking and enjoying the area. It is too crowded, loud, and not designed for the traditional family. Starbird Park, Hamon Park, Harker (Blackford) all work very well. Even Santana Park works, but you often have to walk or bike to it as there is overflow parking from Santana Row on the weekends.

The "Plaza" is probably the second worst place (even with the new) design in Santana Row. Not planned or thought out well at all. In fact the new construction is already showing that it is going to be worse, in terms of congestion and noise. WE (San Jose) are not and should not be in competition with San Francisco. WE should be setting the example of how not to kill off a city.

- 1692. Our biggest issue is that there are too many people in the existing spaces to be enjoyable.
- 1693. Too tall, too much traffic, too ugly, and no new schools to support the population.
- 1694. Santana Park and Hamann Park handle the athletic fields. I think there needs to be more plazas.
- 1695. What I really would like to see is an elevated park/plaza above the Winchester-Stevens Creek intersection that would offer pedestrian crossings. As an alternative, as I have seen in some European cities, a sunken, circular plaza could be excavated, offering both pedestrian crossing, shops along the parameters and seating in the middle..
- 1696. I would like more plaza-like spaces such as those that are in Santana Row, with attractive landscaping and fountains.
- 1697. Hamann Park was unknown to me until this map, though I appreciate how accessible it is to families of Monroe and Castlemont. Frank M Santana Park is secluded and uninviting. Connections to Santana Row or another park area across the overpass would reduce isolation. The parks also do not feature community centers (Like Starbird) where people can organize, dance, or host events. However, making the parks centers of community may demand transit and parking improvement, and improving on evening safety and security.
- 1698. RE Westfield Ave Park: I like that the park has a tennis court. Would love some basketball courts too. I dislike that shady folks congregate at night. High power lighting may help that in the evening though :o)
- 1699. I would really like to see at the Stevens Creek-Winchester intersection an elevated park, street crossing, walk-ways. Alternatively, a circular, subterranean plaza could be built, with cross-walk, shops, coffee houses along the outside of the ring and some seating in the middle. I have seen these in Europe where they find these to be elegant solutions.
- 1700. Ghetto shopping center out and park in!
- 1701. Hamann Park -- plenty of space, easy access, easy to park, easy to walk, easy to bike, doesn't have towering buildings over it, but mature trees.
- 1702. It would be nice to have places for people to walk & sit with somewhere to park their car that they need to get to these places
- 1703. Not enough open spaces, too many wide streets, freeway, and parking lots. Few good meetings places or spots for people watching...
- 1704. Open spaces too far and not enough. Urban villages do not account for traffic
- 1705. There are no real parks, parklets don't count .
- 1706. Open spaces in Urban Villages are so difficult to get to, as the parking areas and access is for multi-use purposes.
- 1707. Like: mediates the density of apartment buildings



**THINK ABOUT WINCHESTER BOULEVARD AS IT EXISTS TODAY. WHAT MAKES IT MEMORABLE?**

1708. Unfortunately due to its congestion what's memorable is that its "torn up" and under construction. It would be nice to have nice fixtures but not at the expense of keeping the traffic moving
1709. Except at Moorpark, it works.
1710. Less bike traffic and new paving
1711. What makes it memorable is the time when portable traffic lights came out for rush hour traffic (Winchester & Stevens Cr.). What also makes it memorable is that I do everything I can to avoid that whole corridor.
1712. There is little that's remarkable about Winchester Blvd today. It looks like any fringe suburban street with a nonsensical mix of light industrial, commercial, and high-density residential all along the corridor. There is no obvious indication that much planning and forethought went into arranging the properties that line the street. It's memorable in its lack of character.
1713. The trees that are growing in the sidewalk area and median. I like the painted utility boxes on the corners.
1714. WHY IS THIS NECESSARY. THE ONLY THING THAT COULD/SHOULD BE DONE IS TO CHANGE THE 2 LANE TO 3 LANE TO 2 LANE TO 3 LANE CHANGES ON NORTHBOUND WINCHESTER.
1715. The ease of travel when driving down the street and the relative ease of parking at all the attractions such as Starbucks and auto parts stores.
1716. There is nothing memorable here. The Winchester Mystery House is hidden behind a mobile home park and parking lots.
1717. Bad traffic.
1718. Nice building with green grass and trees on Winchester past Payne.
1719. Nothing
1720. Nothing, but a lot of traffic.
1721. Nothing
1722. The traffic, Santana Row, Valley Fair are the most memorable today because of the impact they have on my life.
1723. Santana Row & the Winchester Mystery House
1724. Not memorable in a good way. The homeless that roam the street. The bicyclists on the sidewalk. The dirty sidewalks. The multitude of 7-Elevens on the street (great for 7-Eleven day free slurpees) Even though I live along Winchester, I always talk about Santana Row when people ask me about my neighborhood. Nothing to me says that Winchester is a community.
1725. All the traffic congestion.

1726. It serves as useful access to the mall, Santana row, and the freeways.
1727. Thoughfare.
1728. Winchester Mystery House; Santana Row; Access to Hamilton Av., access to 280 North; Large Church going South on Winchester
1729. Santana Row. Winchester Mystery House. That is all.
1730. Winchester Mystery House, Santana Row, & Valley Fair.
1731. The older trees along the street
1732. The mystery house. Flames cafe.
1733. It is just an unpleasant road.
1734. I cannot think about and public art or activities along Wincherster. The only thing that sort of matches this was when the Century theater where still open.
1735. The decay? Honestly, it's not a nice-looking place, and that's being polite about it. Actually, it does have some nice trees lining the road. So at least there's that.
1736. It is a road, let's not over think this
1737. Not much makes it memorable. I guess the center divider you have at this point is pretty nice.
1738. Old Movie theaters, Winchester mystery house, less traffic, old donuts/bagel shops, when we could walk around the neighborhoods and not worry about being mugged or ran over.
1739. Nothing. I drive through my neighborhood the long way to exit whenever possible to avoid it b/c it is so depressing.
1740. The traffic is horrible and there are too many large building built up at the street level
1741. The little shopping places
1742. The Winchester mystery house. More landscaping would make it better, wider sidewalk and a buffer from the cars. Cleaner road ways. Make it something to be proud of like The Alameda leading from 880 to the Shark Tank.
1743. Not much. It is a thruway between Hamilton and Moorpark to Stevens Creek and the 17/880 North freeway entrance. Maybe Santana Row with all of its expensive shops and eateries. It is the route to go to Valley Fair, but the next few years it will be under construction and the traffic then will be disastrous. And if at the same time, Santana West will start its building, there will be no traffic... there will be a total daily stopped parking lot. Maybe that is what is memorable.
1744. I think the only areas of Winchester that are memorable are the busy areas by Valley Fair & Santana Row - which are only memorable because of how busy it is! It would be so nice if the street could be beautified so there is something memorable about it.
1745. the traffic and the Winchester mystery house - this needs to stay
1746. Shopping is good today, but density is too high and sidewalks are too narrow for pedestrian traffic that is constantly increasing.. We need more wide sidewalks and open plazas especially in Santana Row and at Westfield Mall. Stop needless vehicular traffic through the middle of Santana Row as these cars can park on the outskirts of Santana Row and use existing roads as

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plazas and walkways through Santana Row. Raised walkways (as seen in China and Las Vegas) over major impacted intersections (like Winchester/Stevens Creek, Monroe/Stevens Creek, and Santana Row/Stevens Creek) would help with keeping pedestrian and vehicular traffic separate and safe while increasing pedestrian ease of movement between the Mall, Santana Row and to be developed Santana West.

1747. How good the Santana Row area is, how bad the Cadillac Drive area is. (PS Cadillac called they want their name back.)
1748. The Winchester Mystery House and it's location near Santana Row and Valley Fair.
1749. Nothing, its run down and in desperate need of renewal
1750. Center divider
1751. It is located very close to Santana Row.
1752. There isn't too much right now that is memorable. It is just choked with retail or empty lots. The best think I can say is that the landscaping is ok and not too full of garbage. I appreciate all the newer trash cans that were installed a while back. They are nice. The sculpture outside the building on Winchester/Tisch (used to be a Chevy's restaurant) is memorable but only because it is sort of ugly and dated. ;)
1753. Although it is starting to have more traffic issues it is next to 2 key shopping areas. It does have some trees and color along parts of the boulevard. Not too many tall buildings.
1754. The Winchester Mystery house and the parking sign for Santa Row multi-level parking lot are the only things memorable once the Century Theatres are town down.
1755. Too many traffic lights
1756. If not for Santana Row, Winchester Boulevard is one of the most unmemorable streets around. There are some shops I've visited (door and fireplace) but always by car. It needs a complete makeover to be considered pedestrian/bike friendly. Good luck with that.
1757. Winchester Mystery House, Toys r us, the dome theaters
1758. The few restaurants
1759. It is pretty plain and vanilla with not much art at all, except for the design and utility of Santana Row.
1760. Santana Row
1761. Residential and small town like and then the big shopping areas at the north end.
1762. NOTHING.
1763. Its vast underutilization of space. A good memory of suburban sprawl and inefficiency.
1764. Nothing
1765. Santana Row and Winchester Mystery House
1766. Public art is great and I also think that recalling the beauty of the orchards that lined the street in the not-so-distant past could be lovely. Even just planting fruit trees that would bloom in the spring and produce fruit in the summer might be visually stunning (though perhaps somewhat messy). It would be nice to have a plaque/memorial to "Cactus Pete" and any other memorable residents of the area.

1767. Winchester is used as a major thoroughfare for many commuters. When Santana Row was added traffic between Moorpark and Steven Creek became much harder to get through. It is nice that there are many shops off of Winchester that are easily accessible. I do not want to lose the current shops that are available to me.
1768. I really like the painted utility boxes with the colorful art of animals and cheerful scenes. Mural along these lines would be great. On the pedestrian overpasses it would be wonderful to have strings of colored lights to illuminate and beautify the area at night.
1769. Nothing but the bad traffic
1770. The welcome presence of the Winchester House.
1771. honestly, nothing. I suppose the Winchester Mystery House but it's such a tourist trap it's difficult to extract the fact that it's a South Bay icon.
1772. Nothing makes it memorable today. No good stores or merchants to visit.
1773. Winchester Mystery House.
1774. It's an historic road from Santa Clara to los gatos/Santa Cruz. It's the home of the mystery house. It connects diverse communities.
1775. Not much. The median is nice along most of it.
1776. The only thing that makes Wichester memorable is the Mystery House. Maybe Santana Row. Nothing else on Winchester is memorable
1777. Tree lined
1778. What makes it memorable is how ugly it is.
1779. That it still has affordable housing and small business options. There is a nice pavers shop on Winchester that is an older building that retains a lot of the uniqueness of the decade it was built.
1780. As long as whatever goes in can be easily maintained and is aesthetically pleasing, I don't have a real opinion.
1781. Winchester Mystery House. Century Theaters.
1782. run down businesses, check cashing places
1783. The fact that it moves traffic..... The center island should be removed and the area that's gained should be used to move traffic.
1784. not much!
1785. Not much. Santana Row stands out because it has newer buildings, nice trees, and is nicely lit at night.
1786. Century 21 and 22 (and possibly 23 if it can be un-split). The marquee is beautiful, it originally had full title designs for the movies being shown.
1787. Nothing!
1788. Nothing
1789. Trees.

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1790. The mature trees that border the roadway and are located near the roadway on private property.
1791. Winchester Mystery House. Otherwise, nothing.
1792. Winchester Mystery house and the century theatres
1793. The dome theaters
1794. It's a major north/south thoroughfare. It's well known as a way to get to Valley Fair and Santana Row.
1795. The name if you've lived here a long time and the Winchester Mystery House. In the day the Century Theaters. Never has been a grand Blvd. which is what's missing. Too many closed businesses now
1796. The Century Domes and Winchester House. They are San Jose identifiers that stand apart from the too typical buildings around
1797. You can get where you need to go.
1798. Really just the Winchester Mystery House and Santant Row.
1799. The landscape down the middle of Winchester has been a very good feature. The Campbell track and pool is a real community asset. Santana Row and downtown Campbell are two very different, yet vibrant centers.
1800. Nothing
1801. Many cinemas, especially the domes. Access to freeways (though the intersections are in serious need of re-design)
1802. nothing....except traffic....main throughfare between campbell and san jose
1803. There are no especially memorable features along Winchester Boulevard as it currently exists.
1804. Nothing. Just another main thoroughfare.
1805. That is moves traffic, although not as well as it did before some of the "improvements" were made.
1806. nothing memorable for me because whinchester blvd looks not clean and dsigns of shops along with Winchester blvd are obsolete.
1807. Some of the buildings along Winchester make it memorable as the architecture is interesting.
1808. Nothing.
1809. Poor traffic flow -- and not in a good way.
1810. The ugliness, garbage, missing sidewalks and blighted shopping center make Winchester memorable in all the wrong ways.
1811. The Century Theatres. Anyone who grew up in this area has been to Valley Fair and the Century Theatres more than any other place on Winchester Blvd.
1812. The comfortable, hometown way the street feels when you walk along it's streets and visit it's stores.

1813. Winchester is where all of us have grown up. We like the way it looks, feels, and how comfortable it is as it is.
1814. Century Theaters, Flames Resturant (i.e. classic architecture, not fake stuff like Santana Row).
1815. nothing really. just the timed traffic lights.
1816. We like all the newly painted utility boxes done by local artists.
1817. Trees
1818. The Winchester House, domed theaters, and interesting looking restaurants between Stevens Creek blvd and 280. Also those robots next to the paperclip building. These themes should be studied and expanded upon.
1819. Nothing.
1820. The Winchester Mystery house and the Santana Row side are memorable. There's nothing memorable about the south side of 280.
1821. History
1822. It's run down and old. It's a place to drive through, not to stop.
1823. Winchester Mystery House and the Century Theaters that the city destroyed
1824. Sadly, Winchester Blvd is unremarkable south of Moorpark. It's a mish-mash of 1950s - 1980s architectural styles. Do have to say that I'm a fan of the architecture style and color palette of the original Santana Row (SR). The new modern building in the Row that will be home to Splunk looks out of place when paired with the first build of SR.
1825. As of right now, not much.
1826. It's only remarkable as a thoroughfare. There is nothing interesting about it until you get to the Winchester Mystery House. South of Moorpark, it's pretty unattractive.
1827. nothing...the traffic and run down businesses (e.g. empty Safeway)
1828. Winchester Mystery House.
1829. Winchester Mystery House, Old Century Theaters
1830. The unique buildings.
1831. The Winchester Mystery House.
1832. Nothing at the moment. The existing architecture of the place is dull, the buildings are cookie-cutter boxes. Sculptures to be displayed should be defined by the architecture. Please, no schlock!
1833. it's a through Blvd that gets you to and from points of interest or through this very congested area.
1834. Right now not a lot.
1835. Tree-lined street
1836. I LOVE Winchester Boulevard THE WAY IT IS NOW.
1837. The traffic, wide roads, and the lack of sunshade in the sidewalks.

- 1838. This is a bad idea. Winchester in San Jose is crime infested, low income and gang territory. Just make it safe. That would be a huge improvement!
- 1839. It is not memorable. The strip malls look like Los Angeles, but without the big city vibrancy you find there.
- 1840. Nothing.
- 1841. Nothing.
- 1842. Not much, other than the Winchester Mystery House and the Santana Row area.
- 1843. nothing. but art won't help - cuz gangs & others graffiti is a problem & it would be ruined in no time. a waste of money - its unfortunate.
- 1844. The only thing is Winchester Mystery House
- 1845. Best feature is that there are mature trees.
- 1846. City is being consumed by steel and concrete. Reminiscent of Pretenders song "Back to Ohio"
- 1847. Median and sidewalk landscape
- 1848. The Winchester Mystery House, the Century Theatre Domes, Toys R Us
- 1849. Winchester Mystery House

## **ART AND PUBLIC ACTIVITIES**

- 1850. <https://www.facebook.com/LaMenteEsMaravillosa/videos/1001836406570716/?pnref=story> something clever, fun and interactive
- 1851. I'm not a fan of frivolously spending money for little return value.
- 1852. No public activities are needed on Winchester. This was and should still be a residential area. Bigger and more people does not mean better.
- 1853. NONE Cannot afford it-- hire a cop instead
- 1854. Start by figuring out how it should feel and work to enforce that. Right now, it's just a hodgepodge. There's little to no reason to walk along Winchester south of Santana Row, because there's so little attractive about the area. You can't engage people who aren't there, so figure out how to attract them first.
- 1855. Sculptures placed along the sidewalks. Are that lights up a night would be nice. Murals in the sidewalks are a good idea.
- 1856. All money for "art" should go to funding applied arts education for local residents. Public art projects should be privately funded.
- 1857. Some sort of signage over the street welcoming people to Winchester Boulevard or to the various neighborhoods connected by Winchester Blvd. such as Eden, Hamann Park, etc.
- 1858. Winchester is primarily a vehicular thoroughfare. Let's make it fast and pleasurable.
- 1859. Remove wires & poles on the street.

1860. street design, trees with lights
1861. Anything other than it is now,
1862. I like all of the things in the photos below. I would love to see a Farmer's Market, things like the Italian Festival, free outdoor movies in the summer (all of these things Santana Row used to do). Please include security cameras or policing so that they don't become targets for graffiti/crime.
1863. Thematic associated with the Winchester Mystery House. A gateway into the Santana Row, Mystery House, Valley Fair area. A plaza within Santana Row or Santana Row west large enough to accommodate public performances
1864. I like how Campbell has their utility boxes painted. I think there is one at the intersection of Moorpark and Winchester that is painted. It is fun and quirky.
1865. Decoration of necessary structures such as light poles, signal control boxes, etc.
1866. Street activities are NOT a good idea for Winchester. Unwise to bring more traffic, activities to the area that is beyond crowded already! More vagrants/homeless will invade area!
1867. I think the establishment of a series of plazas where people could gather for lunch/conversation/relaxation could be a great asset. Venues for performances would go begging in my opinion. We need parks in this area in the worst way and perhaps a series of plazas would be as far as we could go under the circumstances. There just doesn't seem to be the "open space" available for a nice park unless the city could acquire property for a park through the use of eminent domain.
1868. A really top-flight venue for performing arts would be great. The Mountain View Center would be a good model. A U> S. Post Office is needed.
1869. If the transit stops were not so utilitarian looking, but were matched in style to the surroundings or given vibrancy through artistic touches, it would be nicer.
1870. more greenery and landscaping. more destinations would be nice as well (coffeeshops, restaurants, plazas, etc.)
1871. Additional setback for storefront seating separated from the boulevard by landscaping.
1872. I think more parks and kept up greens along the road.
1873. Any of the examples below are an improvement. I've liked Campbell's current project to paint the utility boxes. Most of those have turned out really nice (good quality and personality of the art). But that's just a very small component to this large corridor. There needs to be a lot more. I like the idea of having interesting/unique art pieces at a few locations.
1874. Some nice light posts and banners. Please don't allow companies to put up big gaudy billboards.
1875. I would imagine anything you do would jsut be vandalized. San Jose needs to deal with the gang population before putting money into beautifying things they will ruin.
1876. more parks, community events, fun stores
1877. Make It Grand and pretty. Don't cheap out. We are Americas 10th largest city with the worlds best economy so we should look a lot better. Outdoor dinning areas with shade. Places



to sit away from speeding cars. Stay away from choices that could be tagged? Think New York City

1878. Yes, Yes, Yes!! all of it seems possible to me, but with the developers all they will want is a 5 year ROI instead of the usual 10 year ROI. Which means tiny expensive studio apartments with a sink, a sofa and a bed. Period. And when the new young renters who came just for the job, will return to their original home after 3 years of spending all of their earned income on food, rent and utilities with the water being charged higher and higher as it dwindles in supply.
1879. Murals, interesting architecture, tiling in sidewalk, vibrant colors, unique storefronts and sidewalk furniture pieces
1880. I like the fancier street signs and other signage, they and art pieces disbursed will make it look more modern and inviting. I also like the use of designs on the walkways to add color. I also hope there are a couple of performance stages
1881. Farmers Market, Outdoor Movie Nights, Art & Wine Festivals
1882. Probably lights, trees, trees with lights. Occasional sculpture, nice brick, concrete work.
1883. Create central parks with fountains, sculptures, statues, fun and intriguing sidewalk furniture and sidewalk patterns. Concert stages bring vibrant music and dancing and food and festivities.
1884. Have plenty of bike parking, plenty of nice cafes/coffee shops, and in general, trendy retail environments. Street art should not be a top priority.
1885. I like the idea of having any type artistic devices along the streetscape. Public performances are less important.
1886. The images below are all great! I would really enjoy any of those features. Something illuminated for nighttime would be so fun! At first I wasn't very excited about the Winchester redevelopment but these photos give me hope that it could be a nice place to be.
1887. art and public activities need to be near the shopping area or parks
1888. I would take any improvement in artwork with the exception of the giant turd artwork in St James park. Don't move that over here.
1889. Less art and other visually distracting items.
1890. I would demo Winchester and start over.
1891. There needs to be a lot more greenery and a lot LESS tall buildings. Our neighborhood is being ruined by these so called URBAN VILLAGES. I didn't buy a home here to be in an "urban village" and to be honest, since you asked, it really SUCKS. I don't know one person that lives in our area that likes this idea. What a shame that the neighborhood pays the price.
1892. Open plazas surrounded by restaurants
1893. Put the developers' feet to the fire and require modern concepts in their projects. Unique lighting of the area and landscaping could enhance the outcome.
1894. Don't need to waste money on public art. Art from our local schools as acknowledgement to the good works of our students do.
1895. Upgraded sidewalks and landscaping, improvement in existing building facades, improved lighting and cleanliness.

1896. Public art is stupid and a waste of taxpayer money put more cops and firemen on the job.
1897. Sorry. Without addressing the traffic issues (light rail on Stevens Creek), closing down Winchester will just create more gridlock on Stevens Creek. Traffic continues to be the biggest issue. Buses are not the solution unless free zones or residential free passes are provided. Art will not help the problem.
1898. Light sculptures and human scale architecture that looks at other people doing things.
1899. make it CLEAN
1900. I think that encouraging street musicians brings vibrance to any area, even if they can be rather funky. Sidewalk sales (of many stores at special times) also encourages people to walk and interact. Par courses, spread out, are also useful.
1901. Images in the sidewalks or art on the telephone boxes would be nice.
1902. Art along the sidewalks would be nice
1903. Set backs from sidewalks whenever possible. Beautifully designed street furniture, signs, light poles, are a positive as long as there is a commitment to maintaining it.
1904. Live music festival. This could give Santana Row a smidgen of coolness (currently has none)
1905. Art and landscaping with great merchants.... Town like
1906. The road sign at Winchester and Moorpark that uses the Winchester "font" is cool. Might be interesting to carry the Winchester Mystery house motif along Winchester Blvd.
1907. The new, modern buildings. The mystery house. Any reference to the agricultural/ orchard past.
1908. I think it wouldn't have to be large grand art pieces. But more like some nice burroughs of NYC. Tree lights, or small unique art pieces integrated into the sidewalk. Tile designs in the sidewalk or little details could add some feeling of peace and comfort. Painted major crossings is very nice, with a brick ribbon through the street, adds visual safety and luxury to pededstrians and auto traffic.
1909. Most of the images would be more for a downtown location. There is not a lot of foot traffic to be appreciated. Instead of walking , most people take the bus. Other ideas might be a distraction to drivers.
1910. medians, cobblestone sections, farmers market
1911. The Embarcadero in San Francisco is a good example of a memorable urban boulevard. There is convenient rail transit. There is generous accommodation of pedestrians, bicyclists and there is rail and car traffic as well. There are nice street furnishings, good buildings and good public art. The Embarcadero is what Winchester should aspire to emulate.
1912. There could be more artwork on the street by local artists, clean up of some of the areas that are neglected (i.e. the bird excrement on the concrete on the corner of Winchester and Williams.) In pavement designs or interesting lighting.
1913. no grafitti, tasteful art like sculptures
1914. None

1915. more landscaping, sculpture, lighting
1916. Live music, street sculptures/water features
1917. Film premieres and festivals at Century 21 and 22
1918. Parks instead of 13 story buildings.
1919. music, cafes, walk-able space & separate bike lanes
1920. All of these things would make it vibrant. But Winchester Blvd is NOT A DESTINATION area. So what is the incentive to private development to put in art? There is not one building on Winchester Blvd that is a "destination spot" between Moorpark and Hamilton. This is a narrow strip of land on either side of Winchester in a 90% suburban neighborhood. Most people would have to walk a long way just to get to one location on Winchester. It is long and narrow surrounded by residential homes.
1921. Murals on buildings and small sculptures at various locations around the area would enhance the total experience.
1922. I like the idea of access to public performances where there are parks and plazas. Include I think we must be careful with artwork, statues etc that they are cohesive and blend in to the surroundings, rather than a random piece of something sticking out.
1923. Frankly, I do not care about art on Winchester. We do not need to make it more vibrant. We already have too many people here. Maybe if you all just build stuff that looks decent, add some trees, some benches, and we are done?
1924. Public performances and sculptures.
1925. Art could be incorporated into the landscaping separating the north bound and south bound lanes.
1926. Light features plus water. Something playful, plenty of seating, open plaza areas that are filled with color. Sculptures of various sizes. Pet area. Some exercise area...maybe space to run around plaza with water fountains
1927. Movies in the Domes
1928. There is no art on Winchester. Painting some utility boxes would be good. Adding some interesting benches and landscaping would be good. Interesting crosswalks with designs would be fun.
1929. Anything that encourages people in the community to come out. An amphitheater and park similar to Pioneer Park in Mtn View would be nice, places for off the grid style food trucks or shipping container boutique ice cream (like Smitten in SF).
1930. Add greenscape as was done down the center of Winchester.
1931. There are lots of places which could be designated for buskers
1932. The area generally needs to be more pedestrian friendly.
1933. Sidewalk pattern design. Special light polls all down Winchester or colored lights that crisscross across street. Appealing shop fronts and not so plain and repetitively symmetrical in similarity.

1934. Where is it written that a major traffic street needs to be "vibrant and engaging?" The point is to move traffic so that the remaining areas are free from the noise and congestion that results when traffic is at a standstill.
1935. colorful and urban building designs would be more vibrant for people.
1936. Artistic lighting and either painted, or artistic features engraved into the paving or concrete, on pedestrian pathways would help make Winchester more vibrant and interesting.
1937. Urban aesthetics on sidewalks and ped crossings. Banner poles and gateway visual art at northern and south boundaries.
1938. Interesting and varied architecture - limit the use of glass as building material. Think organic and textured. Public events such as musical events and outdoor movie nights during the summer. Spaces with shade/shelter and plentiful, comfortable seating. Interesting artwork installations - permanent and/or rotating displays.
1939. Like the idea of storefronts and office design as art. Also the idea of venues for street performers, though would have to be backset from the traffic noise.
1940. Almost anything would make it better than it is today. Anything engaging, interactive, etc. Until it becomes walkable though, the artwork won't have a place - they go together. More importantly, there has to be something to walk to. Between Payne and Williams for instance, there's absolutely nothing to walk to. All office and residence. The southern most part of Winchester isn't considered safe for walking in the evening until the gang issues are resolved.
1941. Century 21 NEEDS to be retained AS A MOVIE THEATRE.
1942. San Jose should stay FAR AWAY from this field. I offer Captain Thomas Fallon and Quetzalcoatl, need I say more?
1943. San Jose has a long history of getting this wrong. Look at City Hall, San Jose Airport, and Santana (failure) Row. My best advise for the city is to not do it!
1944. Restore Century 21 & 22 as part of a mixed use theater/music/film venue.
1945. lots of trees, bushes and flowers with good lighting and benches.
1946. Buildings themselves take most of the visual space, and should be of the highest standard to be as interesting and creative as possible. Glass-covered rectangles and mock-Tuscan villas have been done to death and would give the appearance of corporate takeover. Sculptures, pavement and building graphics, murals, etc. must not only represent the population, but present west San Jose as a world-class destination.
1947. statues or sculptures
1948. The bridge could use a makeover. And south of 280 could use anything - sidewalk art, lighting etc
1949. At this point, lipstick on a pig. Fix the suburban blight problem first. Redevelop the old, abandoned malls. Make walkable designs mandatory. Get better general landscaping on the street.
1950. None
1951. While I support bringing the arts into communities, I'm skeptical. Art is enjoyed by pedestrians, not motorist. If you want a walking community, then you need to bring in

corporate type business that pay a living wage and affordable housing. Don't bring in min wage jobs.

1952. Bold, dramatic architectural design would offer the most memorable artistic experience. The architecture should define the most memorable artistic additions. Please, no colorful junk.
1953. Pretty sidewalks with benches and other hardscape-type elements; interesting building facades, creative outdoor lighting.
1954. fancy light posts, similar to the ones just put in place at the Campbell tunnel towards downtown. Love the green dots on the ground, haven't seen that before.
1955. Happy people.
1956. Art. artistic lighting, common gathering areas
1957. Have some sort of interactive art that incorporates usefulness in such places as next to crosswalks. People would be more likely to interact with others if engaging in an activity. Especially useful for kids to connect. Make some of the art work where people can sit. I walk a lot on Winchester from Payne to Campbell Ave and the only place to sit is at some bus stops. No place to just sit and watch.
1958. I'd like to see a Winchester Art Walk, featuring community pieces up and down the street. Drawing inspiration from SF's market street, Lincoln st. in Willow Glen, or Castro St. in Mountain View, I believe natural landscaping and adequate shade to have immense impact. Furthermore, our community is family-centric, and I believe art and sculpture focusing on the achievements of our schools and city college (Like the Westgate displays in the mall prior to renovation), our community commitment to learning, and reflection on our fluid identity between urbanized tech and our agricultural roots (think the santa clara county display in the state capital building in sac) is a message worthy of reinforcing.
1959. I would love to see murals, art crosswalks, cool lighting, sculptures, outdoor stages with benches.
1960. I don't really care a whit about any of the below images. More trees, more garden landscaping and natural elements.
1961. NONE
1962. Colorful lights, trees/plants, designs on the sidewalks. Cool themes from one neighborhood to the other.
1963. All of the above, please! Murals might be an easy way to start, especially on blank commercial or parking structure walls. The South First Art Walk could be a template to follow in part of Winchester ... even periodic a "sidewalk sale" would bring people out of their cars. Take advantage of landmarks like churches or major intersections to create a stronger sense of place. Right now every block resembles the next.
1964. Lighting and landscaping
1965. Vibrant just means too crowded . Don't want this for our area.
1966. If there was a park that allowed for public performances along the route, it would allow it to be more memorable and become a destination.
1967. children / youth attractive scenery family oriented elderly plaza style

- 1968. Trees, other plants and wide sidewalks would make the area more appealing. Buildings not built right against the street. Buildings that are not too tall for area - if too imposing, don't think it makes for engaging and inviting area.
- 1969. Public safety, restaurants with outdoor seating, small neighborhood markets, efficient decorative lighting that doesn't affect Lick Observatory. I like all the images suggested, keeps it modern and neat. Must include anti-tagging materials, no homeless hanging around.
- 1970. Open air restaurants and coffee shops. Plazas with benches, fountain, sculpture
- 1971. artistic streetlamps might be interesting
- 1972. Sidewalk art, artful benches, sculptures, colorful storefronts

## **HEIGHT LIMITS**

- 1973. put the most activity near where transit will be located. building heights don't need to be consistent for the length of the planning area--or else it will feel very squat and uniform.
- 1974. I am opposed to anything higher than 2 stories. The Reserve is WAY too tall!!
- 1975. Building heights should be no more an the current 6 stories of the Santa Row buildings that exist today. NO TOWERS! The Tisch Tower's height was labeled as a mistake immediately after it was built in the early 70's.
- 1976. Let them go as high as air traffic safety allows land is scarce and new development should utilize every inch of land to the max!!
- 1977. You have already approved the minimum height for Winchester and Williams Rd without regard to the single family residences behind the new apartments, so why should we bother to input our preferences when the city will do what it wants anyway. They are more interested in property tax income than families who have lived her for years.
- 1978. Consider the impact to existing homes who will find the privacy they used to have is now gone due to buildings that either block out the sun because they're so tall, or allow people to look right down into their backyards. There is no financial remedy for that.
- 1979. Would like to see the density maximized eg 200ft buildings
- 1980. Building heights should be limited or step back from single family residences. I agree with the need to higher density, but that should be limited to areas that don't affect existing single family residences. I have no problem with tall buildings around Santana Row and Valley Fair as long as they are back from single family residence property lines.
- 1981. 4 stories is plenty everywhere
- 1982. MORE HEIGHT EQUALS MORE PEOPLE. WHICH MEANS MORE TRAFFIC. CONSIDER THE IMPACT TO RESIDENTS.
- 1983. Building heights of 5-6 stories next to one story residential neighborhoods seems very unfair and will probably generate a lot of resentment and pushback in neighborhoods like mine where we already are annoyed that we have to deal with 3 story buildings.
- 1984. 280 height is no issue. But if additional density is needed it should be along Stevens Creek, as it is a commercial route.

1985. Housing costs in SJ are way too high and this hurts everyone including people that already own. We need more housing to bring down the cost for everyone. Build tall buildings along Winchester for housing.
1986. What makes this place wonderful is the views of the mountains! Please don't block our views.
1987. If you want to put 14-15 Story or higher buildings in the North San Jose Planning Area, then you should be consistent with putting higher density in the Winchester/Stevens Creek Blvd area where it really belongs.
1988. Home exist on either of side of Winchester Blvd and the neighborhood feel should be maintained with the max of height of 45 feet for buildings on Winchester Blvd.
1989. Three to four stories would be ideal
1990. Building height should be limited to 3-4 stories in the entire area.
1991. If Tall buildings allow viewing access into existing residential yards then they should be illegal.
1992. Stevens Creek Blvd seems a little 'dead' west of Winchester Blvd, and same with south of 280.
1993. Building heights are parcel specific. Tall building are encouraged where their is low density residential interface. Residential properties, particularly single family residential, should not be significantly impacted from an aesthetic or shading perspective from tall buildings.
1994. I get it that you need to go taller to fit more people into the area. But do you think about the people who lived here prior. A tall building right next door changes their environment - temperature due to lack of sun, parking, safety, etc. I think building should not be tall unless you can support it in a neighborhood area that fits it. The Santana Row area, especially where the old theaters used to be are a great spot as it give you space to support that area.
1995. Tall buildings should not abut residential neighborhoods.
1996. I'm very opposed to increasing building heights. Currently, buildings seem to be about 5-6 stories and lower. That seems sufficient for the growth of the area without turning our suburban center into an ugly urban area. We currently have enough traffic and crowding issues without booming thousands of new apartments and offices.
1997. Buildings should be no higher than 55 ft. max. along all other areas
1998. This is a thorny issue. However, if we feel the urbanization of San Jose is going to take place in the Winchester/Stevens Creek corridors we should plan on buildings that will house offices and living units. The new six story building on Winchester (the Splunk building) gives a person an idea of what a six story building looks like as compared to the other buildings in the area. I guess I would like to see six to eight story buildings up and down these two corridors. Much of this has to do with the developers and what they think will make economic sense. However, I don't think 15-20 story buildings make sense unless they are mixed in with lower level buildings. I would probably vote for a mixed height of buildings in order to make the area as attractive a could be under the circumstances.
1999. Due to the proximity of Santana Row to 280/880 interchange, planners seem to believe that the tallest buildings should be located there. But since the interchange would already have high

traffic volume, even without Santana Row & Valley Fair, it is stuffing too much traffic into a jammed corner area. The density would be better if the tallest buildings were spread out .

2000. The proposed height limits seem to be OK. The main issue in this area is that the current multi-family housing structures do not provide nearly enough parking for a small family. We need underground parking structures in order to not push more run-off into the single family home neighborhoods surrounding Winchester.
2001. Looks fine to me. We must get used to taller buildings as population increases.
2002. There is currently several tall build there but I would not want to seen anything taller
2003. I dislike building heights beyond about 4 stories. More than that, and there's significant impact on the visibility of the sky. However, I do understand the need for denser housing. I'm happy to support tall buildings in mixed-use zones that are far away from regular residential neighborhoods (i.e. single-family houses).
2004. Stevens creek blvd corridor is good because the road is very wide and there aren't a lot of people living directly behind it. Winchester blvd has a lot of people who live right behind the blvd. They will be affected by these tall buildings.
2005. Building heights about 4 stories should be NO WHERE NEAR RESIDENTIAL HOUSING. plain and simple. We have single family homes with large yards and we don't need these wasteful buildings towering over our neighborhoods. This is not downtown area. What we need is more money invested in our streets, bike lanes, updated street lights, landscaping and signal light cameras to ticket red light runners. Video camera on each corner to aid in criminals doing bad things.
2006. No more than 3 stories, this is not downtown!
2007. Noting should be over 4 stories!
2008. Max 55 feet with adequate parking!! keep in mind parking and how a half a car is really a whole car. don't stick us current residents with a poorly thought out parking disaster. People should not have big buildings shadowing their once private backyards. Make the developer provide more parking not more front doors. We have to live with this long after they have moved onto the next Big Paycheck. Make us want to re-elect you not hold you in contempt. Be proud not greedy
2009. Height = People = Traffic. How can you get more cars onto and off of the freeway without causing even longer waits?
2010. From to 3 to 4 story height to 19 to 20 story height make them all consistent height so there is no up and down with bad back east looking brick-like buildings in ugly colors of brick red. North Bay Area is famous for its green environment started by Stanford, it climate, its free environment where folks can breathe, and think creatively. Do not build it into a dungeon of poor facade buildings that tower over folks who want to walk and have the sun in their sights instead of deep shadows.
2011. No tall buildings please. Even in Santana Row, I do not want to see anything taller than the Hotel Valencia.
2012. Please don't allow more than 3-4 story buildings in neighborhoods that are largely single-level housing. It would be like living in the shadow of a giant. It seems like the plan is to commercialize Winchester Blvd. If this is the plan, please just tell us.



2013. I would not like to see tall buildings all the way down the proposed areas. I feel they should exist if at all at the ends of the plan and leave 3 stories high at the max in the middle
2014. Highest buildings should be away from shorter residential buildings. It is a travesty that our planners have decided to build 72 foot tall buildings like on Federal lot #12 just 30' 9" from 2 story single family residences at the Villas. This will reduce quality of life and discourage others from moving here rather than attract others.
2015. 4-5 Story as you head south on Winchester from 280 5-6 up along the area by Santana Row
2016. Building heights should be limited to blend with the surrounding neighborhoods. That generally means a height limit of 45 feet along Winchester Blvd between 280 and Williamsburg Drive. Taller buildings can be put in the Santana Row area, and maybe around Hamilton, where the out-of-place 12 story building (which certainly doesn't blend with the surroundings) already exists.
2017. I am really concerned about a rumor I heard about a very tall building being proposed for Santana Row. I think the buildings should keep in spirit of what is already there. That being said, I think the buildings along Winchester could be as tall as 5 stories. But please, please, please, don't go too tall. As you are aware, Winchester has a real traffic problem. Building large buildings will bring more people and more cars to an area already choked with traffic. It would destroy the idea of making Winchester an attractive area.
2018. No building above 4/5 stories - otherwise its overwhelming. Keep the character of the area. keep traffic down - less parking issues and better quality of life
2019. South of 280 - 5 story max. If sharing a street with houses, 3 story max Olsen Area (Old Century Theatres) - respect the neighbors - 5 story max North of 280 - 10 story max if no homes are nearby
2020. No buildings over two stories. The area can't handle the traffic now let alone higher density buildings.
2021. Make them as tall as you like, but they better have plazas, walkability, bike friendly streets, otherwise it won't work.
2022. No buildings should be allowed that are over 3 stories. We're losing our sunshine and our gardens amidst all these tall buildings. This is our neighborhood and our homes. This isn't downtown. What a shame. GO AWAY URBAN VILLAGE!!!
2023. In no way should 25 story buildings be considered.
2024. I don't think tall buildings, anything over 3 stories, should be in or near residential neighborhoods.
2025. Building should be 5 stories MAX south of 280. Max height at Santa Row should be 12 Stories. 14-20 story building should be built in downtown San Jose near transit hubs.
2026. Max height 45 feet
2027. Buildings next to residential areas should be stepped to allow for privacy.
2028. Why does the planning keep putting 4-5 stories right against SFH backyards? This makes little sense. The area at David/Winchester seems especially egregious and I will personally fight that. There should be more stepping. It's not hard to find good examples of this in the Bay Area and beyond.

2029. We have had rules about the height of signs in this area because they block our views of the hills. For the same reason, we should also have similar rules about the heights of buildings. In the downtown area, these tall buildings have always created cold canyons with long shadows everywhere. Better one big tall building (such as the Pruneyard Tower-- but with an artistic design) than crowded and congested streets of ugly, oppressive buildings.
2030. The bay area needs more density, the taller the better!
2031. I personally do not want any buildings this tall in any of these areas.
2032. None- this area should not exceed 3 to 4 story buildings period.
2033. No buildings should exceed 4 stories
2034. Very concerned about the effect such drastic height increases will have on the surrounding neighborhoods of single-story homes.
2035. Keep high rises in downtown San Jose
2036. Why limit the building height to 200 feet? I could see a scenario where 200-300' buildings occupy the Stevens Creek Winchester area (particularly Stevens Creek, forming a true urban core. At some point, the owners of Valley Fair may have to monetize their property beyond shopping, as people increasingly will find other ways to shop. Thus, they will probably want higher rise residential and commercial buildings.
2037. The volar building is exciting. More of that-- exciting, forward thinking construction. Besides that, seven stories, receding to three to four in the rear, is totally acceptable and needed along Winchester.
2038. There is a LOT of talk about the height of buildings. I'm a proponent of aesthetic growth based on need/business and housing. Not arbitrarily on "it's too high". I think a 7-9 story building could fit in a lot of places along Winchester, but the tallest should be down by the central 280/Stevens Creek corridor. We could use a couple mid-scale apartment/condo buildings. I like the Penny Lane building in Campbell just off San Tomas. Incorporating retail and residential living. What that replaced and what that will become once 100% finished.
2039. Not sure the plans include enough height. Once 7 buildings are 7 stories tall, going to 10 or 15 seems the same
2040. Not where you are going to build these. The whole street has long time homes, apts, businesses and a church
2041. The tallest should be at the intersection of Winchester and Stevens Creek
2042. Along Winchester Blvd south of 280 the height limit should be 4 stories.
2043. Not at all sure any buildings should go above four stories. This is not Chicago or New York with areas that never see the sun, and because I am dead set against this whole idea of build, build, build driving all but the "haves" out of the valley, I can't be objective. My greatest fear is that with all this building and the loss of the service sector, there will be a major collapse and all these buildings will stand empty because no one can afford them or will want to live in a cement jungle.
2044. Adding height will make traffic worse. Get a clue and stop increasing height.
2045. Limit all new building to 3 stories in all areas

2046. big buildings, big roads, big downtown atmosphere all belong along Stevens Creek and NOT in smaller neighborhoods..smaller neighborhoods need smaller buildings
2047. None, we don't want 4 story buildings never mind 20!
2048. The Century domes should remain the highest points in the area.
2049. The Winchester Ranch Mobile Home Park should remain as manufactured housing. This does not extend to 3-4 stories, and this interactive map should be corrected to reflect this.
2050. Building heights should be no higher than 3 - 4 stories max along the entire corridor. Anything over 6 stories is totally out of character for these neighborhoods. Since Winchester Blvd cannot be widened, traffic will be severely impacted with the proposed construction. City planners have been suckered by developers at the expense of residence and neighborhoods. Tall buildings should be downtown.
2051. this is a commercial area, not near to residential buildings
2052. This is outrageous that you would allow anything over 3 stories up against residential zoning. The height limit on Winchester should be 4 stories.
2053. The heights should be varied throughout the Urban Villages to give some perspective and develop an interesting skyline.
2054. There are neighborhoods just off of Winchester along most of the proposed areas. For that reason I STRONGLY feel buildings should not be over 3/4. WE CAN WORK WITH THE LIFESTYLE THAT IS HERE AND CONNECT IT TO THE LIFESTYLE OF AN URBAN VILLAGE. We should get creative and think how you can incorporate / fuse / blend the existing neighborhoods into an urban village.
2055. Taller buildings are more energy efficient. Traffic is a problem with more people though, so it would have to be addressed as well.
2056. Building heights need to take into account existing single family homes. Apartment buildings can, and will be redeveloped, but single family homes will not be in the next 20-40 years. DO NOT build monstrosities next to these homes. Or, you need to buy out these families. You cannot and should not build density into a neighborhood with SFR.
2057. Height limit should NOT be applied at the higher the building the more efficiencies are obtained
2058. Where does all this new traffic from these high rise go, to not add to all the congestion already present. the higher the building the more congestion we will have to deal with. This seems to be adding fuel to the fire. If we don't limit the height of the buildings to a manageable height, the traffic impact will be disastrous.
2059. Max height in the corridor should be 85ft. Anything taller would be an eyesore.
2060. Tall buildings should not be erected across the street from each other, as this would block sunlight on the street and sidewalks. Building heights should be varied. Ample parking should be provided to avoid overflow onto the streets.
2061. Nothing should block the iconic domes and Winchester house from Winchester traffic
2062. Increasing housing density without major traffic improvements and I'm Forsman should be band until basic city services could be supported

2063. None of this area should have buildings over 6-7 stories. This is not downtown and should not be turned into one if you want to get people to go downtown.
2064. I don't think height restrictions are needed in an area like this which has no scenic views.
2065. I dont like these tall building at all...but for sure not on winchester where it will close in the street . We are not downtown core , put the tall buidlings there. this is a neighborhood these buildings above 8 stories are horrible for our urban village and we must have housing
2066. In general, high apartment buildings are not attractive. Anything over 55 is wasted planning. Also, if building more living spaces, we will need more schools!
2067. Now that it is too late to have any influence, despite efforts to do so, the height should be consistent and not infringe on any existing neighborhood. It seem futile to even answer his in light of the Williams/Winchester disaster.
2068. All along the north section of 280 behind Santa Row, max height 20 stories along freeway.
2069. Avoiding the residential areas would be key. With gang activity and homeless camps already lining 280, imagine how much worse it would be if the activity could occur in the shadows of monstrously high buildings surrounding the residential zones.
2070. Valleyfair which is not adjacent to any homes could be taller, 150 - 200 feet. Nothing at Santana Row should be over 150 feet. 200 feet is completely inappropriate. The maximum height at Santana West should be 150 feet and only along Winchester frontage. The max height adjacent to homes on Maplewood should be 45 feet.
- At Winchester and Moorpark the max height should be 85 feet, but only at the corner lots. At the corner lots for Payne and Winchester, the max height at 85 feet is ok. Other than at the designated corners, max height should be 65 feet along Winchester and 45 feet if adjacent to single family homes and 50 feet if adjacent to apartments or multifamily residential.
2071. building heights need to be consistent with parking and traffic infrastructure. Planning everything around mass transit is ridiculous, as people do not use it and will not be using it in the near future. Quit selling out the present for "vision 2040"
2072. Building heights should not be more than 2- stories tall in all of these areas. Clearly the city has not learned the lessons from Santana Row. Go visit someplace like Dublin Ireland, they have a height restriction that they placed in their city charter a long time ago, we should be doing the same for everywhere outside of Downtown.
2073. We would like to see the limits kept to one to three stories.
2074. Nothing over 45 ft. We don't need an urban ghetto.
2075. this has already been decided....so why are you asking us?
2076. Unless the city takes out a row of buildings on Winchester to accommodate more traffic for taller buildings I do not see how this will work without more frustrated drivers leading to running red lights, cutting off, and a host of other illegal maneuvers. Also where are new schools located in all these plans?
2077. Downtown building heights are limited by proximity to the airport. If San Jose is to have any taller buildings, this is where they would have to go.

## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans

2078. Stevens Creek should be the high buildings. Winchester 4-6 stories
2079. This area is not designed to have anything over 2 stories. Have you actually tried living in this area. If not then try living here for a week and see how you like it.
2080. My largest concern is with building greater than 4 stories is congestion, parking problems and freeway entrances. The reality with housing today is that young people need to live 3 or 4 to a house/apartment/townhome. Each has their own car. Any tall building will bring more drivers and more needed parking. A rule should be 1 mandatory parking spot for each bedroom. Developers minimize the number of parking spots to maximize their revenues at the cost of residents who live around these high-density buildings.
2081. 65 feet should be the maximum height for any of the buildings in the Santana Row area. With greater height you would lose the sense of a community built for humans. The village would become a concrete jungle. The sample buildings are ugly, impersonal, devoid of grace or artistry. It is not by accident that European cities have strict height limits. And they were introduced not only because of lack of elevators.
2082. I'm all for more urban density, but I'm uncomfortable with building heights over 5-6 stories. It simply doesn't fit within this residential neighborhood, and I'm concerned it could put an undue burden on neighborhood schools.
2083. Afraid of the traffic that so many occupants will bring. We won't be able to get out of our neighborhoods.
2084. Putting tall buildings all along Winchester make it appear unfriendly. Even if they have stores on the ground floor I would drive by as there is never enough parking so I would just go somewhere else.
2085. There should not be buildings higher than 3 or 4 floors . This is not downtown sanJose this a neighborhood with residential houses surrounding . Some older people live here and I can not imagine it getting that big around here. The new building at Santana row has ruined the look of that part of the street . The architecture does not math The Winchedter mystery house , and Santa row
2086. I think they're great!
2087. Please keep other areas down to the min. I think tall buildings are fine near Santana Row and Stevens Creek but anywhere else it would be odd.
2088. Keep tall buildings away from single family housing ares
2089. I would prefer 55 feet as maximum height, but absolutely no more than 65. Buildings should be on human scale. The last thing we want is to create a concrete jungle. Tall buildings dehumanize the place. The attractive idea of a village is that it is small with limited number of residents who could actually get to know each other. There was a reason for the typical European city's height limitation.
2090. I am not able to give you a plan. I think we need to make it flow and not be different architecture every block !
2091. I think Santana Row should be the only block that has tall buildings. The other buildings on Winchester should be shorter in the 5-6ft range
2092. No more then 800 stories lol why even ask you do what you want anyway the City Council does not care

2093. Nothing along Winchester between 280 and Hamilton should be more than 4 stories. It's completely at odds with the surrounding neighborhoods.... and cities (like Campbell) have to bear the brunt of these poor planning decisions. I'm aware we lost that battle with the Reserve Apts., and it stinks. Lucky us to get 1200 more cars in our already-gridlocked intersections, the removal of over 200 mature trees and an ugly eyesore building.
2094. MAX OF 45' (3-4 STORIES) DON'T WANT OUR CITY TO LOOK AND FEEL LIKE DOWN TOWN NYC.
2095. Yes, increase density, especially on major streets and important intersections. LA did this on Wilshire Blvd with good results.
2096. Too many same height building would crowd the area losing the open feeling. Avoid look of San Francisco with tall overcrowded buildings.
2097. The sky is the limit on height. I don't care if anything 100 stories high.
2098. 3-4 stories max. Do not back up to residential single story neighborhoods at all. Don't like the options provided in this survey. Disengueus to us limited options and then say "everybody picked 5 stories". Listen to the existing residents and only approve projects accordingly . Residents opinions should hold more weight than politicians or developers, put urban villages on the ballot.
2099. Anything beyond max 5-6 stories tall would hide the neighborhoods in back and make the Planning Area feel more claustrophobic.
2100. all these buildings are to tall for this area. and what i've seen go. up in sj also to tall. sj did a stuyd (paid by tax payers) sometime back & everyone in the city seems to think no 1 remembers what it said. downtown was no underground parking (or anywhere in area cuz of earthquakes) but the study was d/town & i think they said ideal height was 3/4 story but it could've gone to 5 but like i said d/town. also the "urban" look is to close to st's & to cold & ugly. i.e. best buy on st. crk & winchester - ugly.
2101. In most of the areas the building heights are excessive. Taken collectively, it is appalling!! The impact of this will so negatively impact the surrounding residential areas. With the height proposed, the traffic that will accompany buildings (residential and commercial) will bring overwhelming traffic. Even vastly improved public transportation will not be able to adequately deal with it. Seeing this has me fearing that instead of happily living in my home and enjoying my community for years to come, the disastrous changes that will come with this proposed development will force me to relocate.
2102. If I wanted to live in Los Angeles I would move there. Let's not get crazy with San Francisco style buildings. Where will people live? It's too expensive now and will only get more so with all this development. Keep the buildings to 3-4 stories.
2103. Consideration must be given to the impact of tall buildings on the vista of the Santa Cruz mountains, I don't appreciate having that view blocked by tall buildings. Let the builders go to San Francisco.
2104. I think the integrity of the Neighborhood should be considered and building heights on the street that are already there should inform how tall the new buildings should be to avoid overshadowing those buildings with a very tall building that looks out of place.
2105. It's horrible to build these tall buildings (over 2 stories) directly behind established homes. It blocks light and takes away privacy. How would you like someone looking down on you all

the time or losing the sunlight for your garden and flowers. NO GOOD. Tall buildings belong downtown. People expect that sort of thing when they buy a place there. NOT HERE!

2106. In my opinion there shouldn't be any buildings over 5-6 stories on Winchester Blvd. From Payne to Moorpark Ave is mostly a residential neighborhood with some businesses. High rise buildings change the flavor of the neighborhood & would increase traffic especially if the buildings are residential. The city does not require the developers to have enough parking spaces on site & that forces the residents to park on neighboring streets
2107. Any building over 7 stories would be too high for Stevens Creek or Winchester Blvd., as there is residential housing directly behind them, that would be overshadowed by anything taller and would greatly impact their quality of life.

### **LAND USE PREFERENCES**

2108. Where is Winchester boulevard "north"? Is that between Moorpark and Linden Oaks or is it Winchester north of 280? Not sure if both Winchester and Stephens Creek and be retail. Could there be other uses like daycare?
2109. Reducing impact on traffic congestion is my highest priority. Living in this area for 30 years, I'd really like to keep the nice neighborhood feel. Can't we put the "highrises" and other development downtown with the other highrises?
2110. No high rise buildings.
2111. Your focus on the central part of Winchester seems a great place to start. This area is mostly boring and would improve with a redevelopment facelift.
2112. Development needs to include underground or on site parking that is sufficient for the use. We should not have on street parking on Winchester. We should use the Winchester right of way for cars/buses, bikes and sidewalks. Heights should be stepped back near single family residences, possibly with town houses as a buffer.
2113. City of San Jose need more housing in this area, therefore high density. I believe Santana Row residential units height should be copy thru out Stevens Creek and along the whole stretch of Winchester Blvd. Hotels are more appropriate along Stevens Creek. One Big Urban Village
2114. Keep it simple and in line with the single family residential housing in the area.
2115. I like having green space available to the public (like Manhattan's Central Park), I like businesses at ground floor and residential above, and I think a hotel near the mall could work well.
2116. Difficult question to answer. These geographical designations are too broad. The large lots can accommodate far more than smaller lots immediately adjacent to single family residential.
2117. No more apartments. The area has seen enough high-density growth recently. Maintaining low building height and shops along Steven's Creek keeps the area from feeling too crowded, even as it grows
2118. Again, I feel we need more open spaces in these soon-to-be developed areas. People need a place to go where they can relax and smell the roses. Commercial development along South Stevens Creek makes sense although parking will be a problem. In the Winchester Blvd area shown on the map in black there will have to be a mix of uses. I'm uneasy about lots of retail

on the ground floor in these developments since how many yoga/ice cream/barber/cleaners can the area support???

2119. Build more offices, then restaurants and shops will follow. Build more offices so people can work where they live so they don't have to commute. Offices allow people to make a real income. Retail stores only provide low-wage jobs.
2120. There just isn't any place for cars to park to access the Winchester Blvd Central area. If someone comes to use the retail, where will they put their car?
2121. People cant afford the rental space. Its a waste... look at condos near mcdonalds... empty wasted space.... not useful. Your better off with townhomes that are nice and affordable for the area. With nicer parks for people to use.
2122. I would love to see more parks here and closer to residential homes. Affordable living units should be available within the proposed apartment buildings (such as the first few floors).
2123. Would really like to see the open front wide smooth sidewalks with plenty of shaded seating benches and stationary paired or single seats. Lots of shading greenery and some flower bushes are necessary. There should be specialized drop-off areas for passengers of the small transit autos like uber cars with room for shopping bags and car seats available for family children travel. FOOD: Specialized groceries/meats/fish and fresh farmer produce carts parking area should be provided where residential buildings are prevalent. Some coffee/tea and beverage trucks on a noontime and breakfast schedule with specialized breakfast, lunch and dinner trucks for take out to go home with various meals or to eat at the sidewalk seating areas. BANKING/UTILITY/CLEANERS/DRUGSTORES/ENTERTAINMENT/SPECIALIZED RESTAURANTS/REPAIRS (Bikes, Appliances)/SCHOOLS/TUTORING CENTERS (language, math, science, technology, culture), SECURITY CENTERS with 24/7 patrols for each building or no more than 2 buildings sat a time including fire prevention reports/ with patrolling and alarming system checks. All this area UNDERNEATH resident buildings. Resident buildings should allow for apartments, condos for singles, young couples or no-family marrieds. There should also be Single Floor Levels to rent or purchase as a home for couples with families or ailing/aged relatives care. PICK UP/DELIVERY PARKING AREAS FOR: mobile transportation (bus, Uber, etc.); PROVIDE BIKE RACKS with secure locking systems placed WITH check-in/out staff in between resident buildings with retail stores, and other businesses.

ABOVE ALL, residences/condos/apartments should have sound control built into the walls and floors/ceilings so no one can be noise, footsteps or odor disturbed by other tenants or by the businesses on the ground floor. QUIET PRIVACY!! ELEVATORS by law should be large enough for emergency ambulance litters to carry patients to and from medical aid/hospitals including earthquakes so everyone above the first floor can use them when medical emergencies, earthquakes or severe flooding occurs. WINDOWS: There should be at least two windows for each apartment, condo or floor level residences for outdoor light and view at night. I prefer windows all around the building as wall windows with SHUTTERS (not curtains!) for heat or cold protection, providing sunlight and privacy instead of building those ugly brick walls that do nothing but keep out the sunshine and cool air. This is California with a great climate and buildings with windows all around the building provide an open space feel and look on every floor residence and should be mandatory for the well being of future citizens. Air Conditioning and heating equipment should be warrantied, easily repaired with energy efficient functionality when installed in residences, yet be easy to operate by any multi-cultured or Senior person. On the roof of resident buildings there should be an area where



gardens can be grown, be they flowers or vegetables and fruit. Residents can pay for the privilege of using the gardens and to be responsible for the care of the garden area they are assigned. Part of the roof should be big enough for canine pets to be walked and be taken care of by their licensed owners who pay rent for this area, usually Seniors and their small dogs weighing under 40 pounds.

The thought I have is that for all the advantages one has with a tract home where land use is now too scarce to afford, buildings providing residences for different users, (apartment renters or purchasers of Condos and also floor levels for families) and businesses that really provide services as well as goods in the areas on the ground floor who provide those services for the all the residents and businesses in the building as a substitute for urban living to city living, the transition will be less painful on everyone over time.

Davlyn Jones

2124. it would be nice to have a performance area
2125. I don't have a lot of knowledge about placement of these options. I would, I guess, opt for solutions that would encourage walking/biking while keeping the flow of traffic attainable for the areas.
2126. Should be a nice balance of small businesses, shops and mixed residential areas. Nothing too tall or dominant
2127. Whatever you do, don't short change the parking. If you create vertically stacked units there has to be adequate space for walking and biking around
2128. The entire area should be residential only, no additional high density housing or addition businesses. The infrastructure can't handle the traffic we have now, how can it possibly handle more?
2129. Any expansion of housing density on Winchester will require a complete rethinking of transportation networks. The status quo of cars, cars, cars transportation mantra will fail miserably with these higher density schemes. I love Santana Row because it's so "European" in its thinking. The problem is that it's an island in suburban sprawl. You can't get people out of their cars unless the neighborhoods are entirely redesigned more on a European model with shops below/housing above. Public transit and separated bikeways. In addition, jobs need to be close to where people live.
2130. No more residential on Winchester. It's already way tooooo overcrowded with traffic!!! We're dying over here with the congestion!
2131. Please don't forget to plan adequate parking for all of the uses noted above so that existing residential areas don't become spill over parking.
2132. Almost the entire area marked urban residential show be one level residential or two level in the existing apartment areas. None of the above What is driving the desire to destroy the existing community.
2133. With elementary schools in the area, seems residential for families on school side of street and ground floor retail and offices on opposite side of street would be a good mix.
2134. I'm not sure why you eliminate trees from the 'urban' areas that extend well into neighborhoods. This might be a step down from the current situation.

2135. Have inclusive neighborhoods that provide continuation of existing affordable housing units along Winchester Blvd. These units must be protected to avoid the "Manhattan effect" on this city.
2136. Shopping center along Stevens Creek should not be the only choice. Single stores should be fine also.
2137. I think more high-density residential overall would be a good thing for this area. More density would help to drive the transit and walkability improvements that we all want to see. I think the area around the 280 intersection (Winchester Blvd North) in particular could use higher density residential and commercial, which could potentially help to make that intersection feel safer at night.
2138. LOW INCOME HOUSING
2139. You don't list single residential homes. This survey is obviously biased against this option. This is not acceptable.
2140. I support whatever causes the least amount of traffic
2141. There should be as much flexibility as possible, as no one really knows how the economy will develop. Additionally, sufficient density should be added along this corridor to make it easier for people to not need a car for their mobility solution.
2142. Urban village areas bring people out of their homes and cars and onto the street. Like SF or some other places. Makes people meet their neighbors, creates jobs and beautifies the area.
2143. Around Stevens Creek , shopping and offices should not be an option. We have plenty of both. All that brings is more traffic.
2144. The residential above retail mixed use works well in San Francisco and Santana Row proves that it can also be successful in the south bay.
2145. I don't mind the increased retail and residential prospects but the city should ensure more than adequate parking, environmental impacts, increased green space and account for increased traffic both on the streets and at freeway ingress and egress.
2146. Retail is dying, and it requires parking which is not in the plan. People are lazy and will not walk more than 100 yards. Bikes and electric cars, buses are not going to augment driving in the near future. Build high density developments near transportation hubs with rail access. Do not ruin my neighborhood to increase sales tax to a city that does not spend it responsibly. Get out of bed with developers.
2147. Drop the entire Idea of "Urban Villages" in all areas.
2148. grand stuff along grand stevens creek, toning it down along winchester and south
2149. Keep and re-open Century 21 and 22! Adding anything in the area is fine as long as these theaters re-open and are NOT demolished! If they are demolished, I will boycott ALL businesses in the area!
2150. The Winchester Boulevard and Valley Fair/Santana Row Urban Villages contain about 3,770 multi-family housing units and 111 manufactured housing spaces (Winchester Ranch Mobile Home Park). Much of this housing is rent stabilized and affordable to low-income households. The Urban Village plan drafts contemplate that the multi-family housing could be razed and redeveloped without discussion of the loss of or impact on our affordable housing

stock. The UV's planning guidelines must prioritize preservation of affordable housing units, especially the Winchester Ranch Mobile Home Park. They must also seek to avoid displacement, generally, and, if displacement cannot be avoided, this loss mitigated through robust relocation assistance so that that residents can relocate to comparable areas. Finally, these guidelines must stress the importance of maintaining these areas as places that are diverse and inclusive.

2151. I don't see the open space and parks!
2152. I vote for a diverse/mixed use
2153. It is a LONG NARROW strip of land surrounded by 90% residential. It is not an URBAN neighborhood that has 4 blocks of high rises on either side of Winchester to support that Urban feeling. You have one parcel deep of land on average down 1 plus miles of Winchester. Then if it is a long distance to walk, there would have to be parking. What Winchester needs is a grocery store, that 90% of the residential home owners would like to have back.
2154. Winchester Ranch Mobilehome Community should remain an island of affordable housing for seniors.
2155. Against high rise over 4 stories. We don't need ground floor retail the length of Winchester. We don't want to see vacant buildings like we already have. I don't think there is a demand.. Connect the present communities and neighborhood to "urban" villages through, open spaces, parks, walkways, bike trails and keep the multi stories down to 4 stories.. Do not have inadequate parking for new building such as the Reserve Project that affects its own community being unable to park where they live, AND affects community around it.
2156. We need more affordable housing.
2157. I think that people need to live in areas where they can know their neighbors. When you put housing into this type of area, busy street, commercial all around, AND A REALLY BUSY street, don't put housing that only faces Winchester. Yes, people will buy it, but they will not be part of a community.
2158. Maintaining the theatres as theatres, the Flames as a local restaurant, and Winchester house as a tourist location. bthese are the only uses of the area that should be allowed
2159. I don't want to see large commercial areas jammed together with residential because families need some space to play and relax and where there is commercial there is no play space. There may be a park, but there is no place for children and dogs, which is quality of life issue. How about emergency services? How will they be able to get around quickly?
2160. Mixed use is best. Low-income housing should be a priority in this area where so many jobs are low-wage. People need to be able to walk/bike to work and grocery shopping.
2161. Keep Central and South Winchester a quiet neighborhood for those who still living in that area. Offices and Shopping Centers designated for these two areas are most appropriate!
2162. You show many different types of use and then when the response is requested the choice is limited to unacceptable responses. Thus my response to all of the questions is NONE OF THESE!!!
2163. Max density, provide space for adequate Complete Streets profile.
2164. No area is all one thing. Winchester North absolutely should not be all Urban Commercial. This will make it absolutely uninteresting to walk. Any large areas that are all of one type go

completely against the Urban Village concept. The only exception is the North side of Moorpark.

2165. I like Winchester South of 280 just the way it is, thank you very much! I would leave the mess at Santana Row alone as well, as the city will only screw it up more. We are not Europe or San Francisco, why are we trying to emulate them, do we not have our own identity? Have we no pride in our own heritage? Residential should all be single family dwellings, the city has enough parking problems as it is. And no you are never going to get everyone, especially the low income people out of their cars so stop \_\_\_\_\_ trying. It is NOT the government's job to do so. Greener, cleaner cars absolutely but not out of cars and other personal vehicles. Many studies have shown that personal vehicles are 10x - 20x more efficient on mass than mass transit, which the city and county fail at consistently anyway.
2166. The newish buildings along Winchester all the way down to Campbell with retail below residential are still empty and not filled so why would we need more retail space?
2167. Everything ought to have active ground level uses, whatever is going on above.
2168. This area needs more access to walkable services like grocery and specialty shops.
2169. We have mixed use commercial / residential on Winchester at Loma Verde and it's underwhelming. I'm not convinced that adding more mixed use will help.
2170. Higher density commercial should be clustered around 280/Stevens Creek area; residential should be emphasized in Winchester Central and Winchester South.
2171. Again parking is a problem in this area. The apartment buildings do not have enough parking for tenants so they spread to adjacent areas. How can you have stores that require parking for customers? I know that if I go to a store and there is limited parking I never return as it is not worth my time driving around trying to find a spot.
2172. Having enough attractive housing and commercial areas is crucial to inviting the return of talented graduates that grew up in our area. I don't believe Stevens Creek would benefit from more office space, unless we wanted employed persons to spend money in Santana Row - it would increase traffic congestion. Rather, I'd like to see more apartment complexes and inviting businesses spring up to help retain and invigorate a talented student and professional community.
2173. if you can provide parking for the business .
2174. Again, nothing over 4 stories on Winchester between 280 and Hamilton. The roads WILL. NOT. SUPPORT. IT. You are dreaming if you think public transit is an option. I'm OK with residential over retail, if it's kept shorter -- 4 stories or less.
2175. Winchester appears to be uniform now, or just random. If you are planning to designate certain parts as more residential, and other parts more office or mixed use, I would have no objection. I don't have a strong preference regarding what goes where. Stevens Creek is already highly commercial so continued dense mixed-use development makes sense there.
2176. Worried about additional traffic flow
2177. I would put the tallest multi story condos backing up to 280, some office space would be okay with no major developer, retail on ground level with one or two hotels would be great
2178. I have no land use preferences. Market forces and city decide land uses.

2179. I think the Winchester Blvd central area would do best to be a break between the shopping
2180. NONE - there are many other areas in san jose that need face lifts & would be able to handle the traffic cuz they aren't highly developed & sj wants to jam it all here - NO!!!areas.
2181. Adequate parking (realistic needs, not the ridiculously low code requirements) MUST accompany all residential and retail.
2182. Why not expand Winchester South to include Eden, Cadillac, Williamsburg, Impala and get rid of the gang neighborhood.
2183. Ground floor retail is often not viable. In fact there appears to be too many ground floor retail. Not good planning policy to build the retail space and then try to fit something into it. Better to work with business and developers to customize commercial only if market data supports it. The idea of putting something in and they will come is out of date
2184. New development that borders a neighborhood should be no more than 2 stories.

### **ADDITIONAL COMMENTS**

2185. I am not opposed to development but would like to see the infrastructure in place BEFORE the area is developed. You don't build a house and then add the plumbing. Similarly, make sure the roads and interchanges are in place first and then add the retail/housing. This is how planners in the 50, 60's and 70's did it. Now its a rush to get the \$\$ and the quality of life/impact on residents is a secondary consideration.
2186. Traffic is the #1 issue. I believe that local traffic remediation should be borne by the developers. If the project can't support say a 10% traffic fee, then the project does not deserve to go forward. If the city collected that kind of money, it could afford to buy land adjacent to the city streets to enlarge them. Santana Row and Valley Fair have spent billions, and have only funded a couple of 10's of millions towards city traffic. I'll wager that Santana Row spent more dollars on their internal streets than what was spent on city street improvements.
2187. Regarding your test site on Winchester at Walgrove and Greentree. Seems smarter to move the park to the back closer to Eden. If park is built close to busy Winchester then people won't like the park very much.
2188. When will you bring Light Rail here? To become vertical (like New York) we MUST reliable public transportation (like New York).
2189. Please don't destroy the nice residential neighborhoods by pushing traffic into them.
2190. Guest parking on our street is nonexistent due to the overflow of vehicles from the apartments in our neighborhood. People in San Jose will never give up their automobiles. We need more parking. I'm proposing Permit Parking in front of our Oaktree Gardens Townhouse complex on Loma Verde Dr.
2191. Rather than worry about housing first, mass transit should be your concern. Without mass transit in place prior to considering any changes the mix uses on Winchester Blvd will cause traffic to just increase. Mass transit is critical in handling the growth projected for this area.
2192. I have been to many meetings regarding these issues. These questions have been asked over and over again. The issues of traffic, safety, water, and over population of the area have not

been adequately addressed. Why are these new proposed residential/commercial buildings not made to include adequate parking garages? Why 1.3 parking spaces per unit and not at least 2? Why does the environmental impact report on The Reserve Apartment development say traffic is not an issue? The only real answer I ever heard was from a council member who said these concerns were only looked at years after construction. As disheartening as that comment, are comments from various members of Urban Village committees that tell me "the City is going to do what the City wants to do." I have lived in the community of Winchester and Moorpark all my life, and am saddened that the City will not address the concerns of the citizens before moving ahead with their plans.

2193. I prefer more businesses near the Santana Row/Valley Fair area because high-density residential could easily end up looking like it does east of 280, i.e. too many people & cars crammed into too small an area, eventually making the whole place run-down.
2194. Parkland should be a primary consideration. If you look at the map there is no parkland between Winchester and San Tomas Express over the entire length of the two urban villages. We also need provide pedestrian and bike access through the mobile home park so that Cypress can be used as an alternative north/ south corridor.
2195. Do you really care what we think? I feel that you've already made your decisions and are just floating these ideas by us as if we had a voice (ie, I'm still upset about The Reserve)
2196. Please preserve / increase the public open spaces! We are seeing too much traffic, too many apartments, and too much crowded, towering, urbanization, and not enough improvement in quality of life.
2197. The density issues are not addressed. Mobile home park, needs to stay. Assumptions of future transportation uses may or may not be realistic but they do not address the here and now. In 10 or 15 years things may be different, but people live here NOW.
2198. If you accept the premise that the area is going to be urbanized over the next 25 years I think we can expect a commercial/residential mix along the two corridors. Valley Fair has set the tone for the Stevens Creek corridor and we an plan on more commercial development in this area. Winchester Blvd on the other hand is going to be a mix of commercial and residential. I would hope there will be some affordable housing in the mix much as we enjoy at Winchester Ranch. However, if that's not possible we then have to look to the city (planners and housing) to consider how the area can be developed and still provide a sense of urban mixed use buildings, stand-alone office buildings and commercial (shopping centers, restaurants, etc) development. I would hope we can also include "pocket parks", widening of the sidewalks and other elements that will make the area walkable and attractive.
2199. Please don't overwhelm us with so much development that the area is not livable anymore. Also, why isn't this going closer to the light rail? Seems to be the area near Bascom and the light rail tracks would be another good location, with light rail access.
2200. Urban villages is wasted space, money and housing.
2201. The vast majority of residence know that the City will do what ever they want and support the developers, not their constituents. No one who lives in this area want what the City is allowing to happen. A sad state of affairs...
2202. This looks wonderful, but I hope the traffic situation will be better and not worse. Also this has gentrification written all over it. I hope that San Jose steps up and does all it can not to displace people that have lived here for decades.

2203. You better have a very well thought out plan of where all these people are going to park and should not include our city streets. They should be able to walk to basic services like a grocery store and a dry cleaner. So when they get home it doesn't require more car trips or parking on my street.
2204. The emphasis on bikes is premature and socially inoperable for a large portion of the population. Transition is difficult and even when you may agree on a future vision, you will NOT vote for it because basically you do not wish to change anything from what it is today for yourself.
2205. The map is very difficult to use. It enlarged and I now can't see the area you need me to see. No pinching, scrolling is bringing it back.
2206. i can only feel that traffic is already bad, we need to address this and safety for walkers and bikers. I have already had too many close calls
2207. Make Quality of Life a priority over density. It is how people lives that matters not how many you can cram into a space.
2208. Parking Parking Parking. You need to plan a minimum of 2 spaces per bedroom the way people are doubling up now.
2209. Limit building heights so that they blend with the surroundings. Many tall buildings will destroy the character of the area.
2210. Santana Row/Valley Fair need thousand of cars to move in and out and not walking people. Cars shall have the priority, not the walking or bicycling people.
2211. Please control the amount of traffic and keep the height of buildings to 4/5 stories and we need more parks for sport/recreation.
2212. Very concerned about traffic. If you add 5-10,000 cars to the area, what is the impact to the roads? How are you tying in with mass transit? Where will all these cars park ... huge negative if retail and restaurant patrons start parking in the neighborhoods or speed through neighborhood streets to avoid Winchester.
2213. Drop this entire project. The area can't handle the traffic. It would take offramps from the freeway directly into these areas which we can't afford. We how have lived here most of our lives do not want urban villages. We would rather have a nice quiet neighborhood.
2214. I'm not aware of any developments at Williams/Winchester other than tall condos. Not impressed. Valley Fair/Santana Row is a disaster during the holidays, with cars jamming freeway exits. We need light rail down Stevens Creek Blvd/San Carlos. Also light rail down Winchester. We had that in the 19th Century!
2215. There has been such an increase of traffic in our poor little area. People use our street as a cut through and speed like demons. No one will listen to us or do anything to help us. No one asked us if we wanted an Urban Village and frankly, we don't. I always thought we would stay in San Jose forever but not like this. It's not the place I want to be retired in anymore. How sad. This has been my home for my whole life and it's just a shame to see what's happening here now. So much traffic that we dread a trip to the grocery store or the movies now. Homelessness and the accompanying problems in the area has skyrocketed. When will it end. I'm watching my 6th grade teacher live in fear every day about whether he will lose his long time home in Winchester Orchard. What is happening to us. The mass eviction at the Reserve???? What kind of city is this anymore? I'm ashamed to say I live in the area now. The housing that is

proposed is a sham. Affordable???? Ya right. How sad. I'm grateful to own my home but I still care about my neighbors that are being displaced by this "urban village."

2216. Traffic and Parking are not adequately addressed. Schools and City Services are not addressed. Police, Fire, Water Usage etc. This amount of building where they is no connection to viable mass transit systems make little sense. (Sorry, Company Buses and Existing Bus routes don't count.)
2217. When I have used the buses takes to long and ineffective. one example a 12 minute drive to Kaiser took one hour and 4 bus changes. Fix the roads and make Santana row and Valley Fair add parking and freeway access. Apple should be paying for the freeway work at Wolfe and if not taxpayers money is being wasted.
2218. I live on Rosewood Avenue. I feel strongly that the traffic issues are not being dealt with...as in the past years. Building continues, traffic gets worse.
2219. loma verde/Winchester
2220. Near Century Theatres
2221. The distinctive characteristic that makes Santana Row unique is the faux European design, which is fun. There is very little new architecture in this valley that is beautiful. I would hope that the design of these new projects might have some artistry and quality (or even a fun retro look). Santana Row is already renowned; I hope the new buildings will not be mediocre in comparison.
2222. I am excited to see the proposals for new development in these areas. While the descriptions of the study areas did not include (or I could not find) information on number of units or jobs being added, I am hopeful (and would like to see) at \*least\* housing/job parity, and would be even happier to see more housing than jobs. I am also hopeful that these new buildings will spur further interest in public transit improvements in our area.
2223. Now that school grounds are closed to dog walkers, parks that allow dogs are in desperate need. Especially ones people can walk to with their dogs safely, versus drive to.
2224. Ultimately I am concerned that the high density developments will result in water and energy demands that are unsustainable and traffic congestion that is unworkable.
2225. The whole area is a nightmare
2226. Please refer to <https://winchesterurbanvillage.wordpress.com/2016/02/22/some-ideas-for-policy-makers/>
2227. Thanks for asking! I'm excited about the potential. What can we do to get mass transit. I work in Sunnyvale. Ideally their would be transit along Winchester, Stevens Creek, and El Camino for starters.
2228. This is a GREAT tool, and you have wonderful ideas. There are a lot of naysayers who've been here since this 70's and want to return to a quiet orchard type of town. Those days, albeit nice when they happened, are Gone for this area. So, build smart. Build for the growth of the future. Use mid/up scale ideas, and incorporate public space/parks. It'll all work out. We want to continue to attract young families, to stay relevant. If some older retired folks, want quiet, there are many other areas close by (Saratoga/Almaden) where they could go.
2229. Near Santana Row



2230. Stop the insanity. Quit blowing wind about the need for housing in 2040. Get away from greedy developers, listen to residents who appreciate quality of life.
2231. Drop the entire concept. I don't support it and disagree with the ridiculous logic being used in implementing it.
2232. Will fwy on and off ramps be part of this project? What about public transit? Are you assuming everyone will walk or bike? What about handicapped or elderly? Are you forcing them out by only focusing on young urban professionals? How will workers supporting these new businesses get to and from work and where would they park much less live?
2233. I would like to see better pedestrian access to amenities that are safe with kids, more greenery along the roads, and access to parks for our kids!
2234. Don't ruin the chance to make Century 21 AND 22 Northern CA's PREMIERE movie venues! They have the LARGEST screens in the area and could be something incredible in the right hands. If they are torn down, it's likely theaters like these will NEVER be built again. They should be protected and cherished by all of San Jose and Northern CA!
2235. Far too much development is being proposed without adequate concern for traffic and local residences and neighborhoods. City Planners are not listening to residents. Note, I have attended some WAG meetings but most of those attending are developers and business folks, not residents. Residence are NOT being represented or heard.
2236. We moved here because we liked the Mediterranean flair of Santana Row. This should be conserved and not overshadowed by high buildings!
2237. Winchester does not currently support with width for buses when cars are parked along Winchester. Please look at removing cars and give us safe bike lanes to go to the store or shopping at Santana/Westfield. Too many cars on Winchester now.
2238. Make it bicycle friendly so people will be comfortable and safe using bikes or walking. If more people live here can you bring in light rail to BART?
2239. How many so called "Urban Villages" are there in San Jose? Why are there 2 right next to each other? And, from what I can see, the City has never said No to any development. You guys need to grow balls. The growth that you are encouraging, is too much. I have lived in this valley for 40+ years, my Dad was a founder of the so called "Silicon Valley", and I am ready to leave. Right now, I would love to live in some other area that is not an "Urban Village". How is that?
2240. Just how congested is this area going to get? I never thought I would want to leave my home of 43 years, now I'm not so sure.
2241. Ample parking should be provided for all construction. Otherwise, the overflow goes onto the streets. We already have a terrible parking problem in high density neighborhoods. On Loma Verde Dr. the owners of Oaktree Gardens Townhomes can't have guests because there is no available street parking. People in San Jose will never give up their automobiles.
2242. The theatres are historic and important, could become major cultural assets if they are allowed to be used as they were intended. It would also be nice if what is now Flames could be restored, perhaps returned to a Bobs any Boy. Local color and history matter to my family and I and there is none of that in Santana Row

2243. Plans to sneak in larger buildings and grow the population without existing infrastructure ( buses don't count) is irresponsible. More commercial and housing should be placed along existing transportation corridors like light rail or Cal Train.
2244. I am concerned about the houses on Eden between Lindenoaks and Riddle. I have concerns about traffic along Moorpark to 280 (which is already bad on weeknight evenings) as well as traffic getting off 280 at Winchester. All that said, I don't feel safe walking around Winchester, and there certainly isn't much to walk to anyway. It would be nice to have more of a hip neighborhood feel there to bring in more kids, families, and family focused activities (play gyms, restaurants, etc.)
2245. We would like to see light rail from the Campbell station and Hamilton station down Winchester to Valley Fair. It would be great to have it down Stevens Creek to downtown.
2246. Winchester Blvd Urban Billages need less office space and more higher end residential and pedestrian friendly common areas that promote walkable neighborhoods. Rivermark in Ssnta Clara and Downtown Mountain view are goid examples to follow. Taller buildings like 4-5 stories and Townhome/Single family dwellings are better than condos/apartments.
2247. Height is a major issue NO ROAD DIET add more housing
2248. In need now is permit parking in residential neighborhoods surrounding these planned Villages. Especially, East of Winchester at Payne Ave to Monica Lane. Also if more homes, apartments, condos, townhouses are built, we will need more schools!
2249. around payne av and Winchester blvd looks not clean. so I want to see a clean street.
2250. Do not put a park along Winchester Blvd in the Case Study zoning, that's a horrible place, wrap with with the uses and make it protected from the noise and dangerous street.
2251. There is increasing amounts of HDH going into the Santana Row and Winchester area with decreasing amounts of open space. Would like to see a neighborhood pool/cabana club to service these neighborhoods while there is still space available.
2252. Urban villages are a mistake. Again, have we learned nothing from Cabrini-Green? Also, betting the farm on public transportation is a huge mistake in this valley. The infrastructure is not there and will not be there anytime soon. BART has already said they can't handle the growth and they're not even in San Jose, yet. Government needs to quit selling out the present for future transportation that will take decades to bring online.
2253. Oh no, I'm not about to highlight my business. I know how the city works, I do not need any undue attention on me or my business, because I disagree with the city.
2254. With Santana Row being such a failure, I hope and given the chance to vote on, we would vote down any Urban Village in the Winchester Area
2255. Number one concern is schools for the condensed living families. Number two concern is traffic...people do not use public transportation when it is not convenient and slow...still slower than taking own car in traffic. Number three what about all those who can not afford the fancy NEW expensive urban concept?
2256. Stevens Creek should have height and density. North Winchester the same. South of 280 Winchester should be more livable.
2257. Please don't tear down any more theaters.

## Santana Row/Valley Fair and Winchester Boulevard Urban Village Master Plans

2258. How this development is handled will dictate on whether we stay at our current home or move away to another city in the Bay Area. If I want more congestion or living on top of each other, I'd move to San Francisco or Daly City.
2259. I'm excited to see this neighborhood develop. Let's please accommodate the need for affordable housing!!!
2260. Thank you.
2261. I grew up in this area, and spent my youth growing up on Winchester and Santana Row. As a recent college graduate, I had little interest to stay in the area, mainly because I wanted independence to move out of my parent's home to Oakland (where housing is cheaper and businesses are more attractive). Seeing these plans realized would absolutely change my mind. I'm an avid bike rider that strives for sustainable living, and I do take pride in my upbringing here. With San Jose perpetually growing, this is an opportunity to create a new "downtown" that professionals of my generation can be proud to call home.
2262. Daniel Way off Williams
2263. Just west of the Santa Row village
2264. I like the area but I think if we don't do thid planning we will have a location fewer will visit.
2265. This survey is a joke because it will mean nothing to City Leaders they do what they want and only follow MONEY
2266. I left San Jose to get away from this kind of development and density. Might have to start fleeing again. :( I would encourage you to reach out to Campbell more -- the two cities are intermixed in this zone and we rarely get a say in anything.
2267. The traffic there now renders Winchester virtually impassable today. We've stopped doing business in Santana row and Valley fair because of the traffic!
2268. Really terrific survey ... thanks for asking for input! San Jose has the potential to transform itself into a more urban environment while still maintaining the quality of life found here. Keep up the good work!
2269. I love Santa Rowe, I am happy with the Valley Fair Improvements, and want to see extremely high density housing backing up to commercial or the free ways. I think we should have high multi story condos if we can get at least 10% low to Moderate housing for local workers.
2270. none of your business - it should make no difference! i couldn't find a place for feedback when you said choose areas for the look of certain st scapes - i think if your go. to do it do all of it - bike lanes can't just stop!
2271. The previous screen, where I indicated I don't know to all of the questions, did not show any information for the area when I clicked on it so I could not respond properly.
2272. My biggest concern is that with more people living in the area traffic will increase. At peak times the cars traveling East on Morepark Ave to get to highway 280 Southbound near Leigh Street inundate Morepark Ave. Residents of Monroe and neighboring streets traveling west who are attempting to make an unprotected left turn onto Monroe Street can't turn into Monroe on a green light. They often miss the green light because the flow of traffic is saturated with cars and they have to wait for a new green light, and on some occasions one lucky car gets

to turn on a green light. People get mad because many drivers here won't take that turn on a changing green to red light and the waiting game begins again. This is a traffic problem area for residents who use this intersection. I have heard that the city is thinking about adding an on ramp to 280 South at Winchester and Moorpark Ave but the survey here does not address this. More cars on Moorpark Ave to get to highway 280 South means residents who are already struggling to make the unprotected left turn onto Monroe will struggle even more than they are currently struggling. I hope you address this concern in the planning for these new projects on Winchester and near Santana Row. Add a new on ramp to 280 South at Winchester and Moorpark and/or turn the light on Monroe Street and Moorpark so that people can make a protected left hand turn onto Monroe street. Thank you.  
Concerned Resident

2273. No one seems to be considering the overwhelming amount of traffic we already have in this area. For years we've begged and pleaded to get some type of traffic control on our street because so many people use our neighborhood as a cut through between Bascom and Moorpark. This has led to speeding and an substantial increase in traffic. I can't even imagine how the proposed development is going to impact our neighborhood and Winchester area. It just doesn't make any sense???
2274. Traffic increases & parking are my biggest concerns. I understand the need for more housing but in building high density housing the city must insist that the developers provide sufficient parking. Due to the high rents in our area, a 2 bedroom apartment or condo will not have just 2 people living in it. The lack of parking will force the tenants to park farther away in neighborhoods
2275. This area is already so congested, especially Stevens Creek, Winchester and Monroe. Further housing, office buildings, and stores will only make it worse, especially since the public transit doesn't exist to support it.