

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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calshpo@parks.ca.gov
www.ohp.parks.ca.gov



November 17, 2015

David Keyon
Department of Planning, Building, and Code Enforcement
City of San Jose
200 East Santa Clara Street, 3rd Floor
San Jose, CA 95113
Sent via email on November 17, 2015

Dear Mr. Keyon,

**RE: NOTICE OF PREPERATION FOR A DRAFT ENVIRONMENTAL IMPACT
REPORT FOR THE SANTANA WEST DEVELOPMENT PROJECT AND THE I-
280N/WINCHESTER/MOORPARK TRANSPORTATION DEVELOPMENT POLICY
PROJECT**

Thank you for including the California Office of Historic Preservation (OHP) in the environmental review process for the proposed Santana West Development Project. Pursuant to the National Historic Preservation Act and the California Public Resources Code, the State Historic Preservation Officer (SHPO) and the OHP have broad responsibility for the implementation of federal and state historic preservation programs in California. Our comments are offered with the intent of protecting historic and cultural resources, while allowing the City of San Jose (Lead Agency) to meet its program needs. The following comments are based on the information included in the Notice of Preparation for a Draft Environmental Impact Report for the proposed project.

The OHP has no specific comments at this time but requests the Lead Agency provide the OHP a copy of the environmental document once released for comment.

If you have questions, please contact Sean de Courcy of the Local Government and Environmental Compliance Unit, at (916) 445-7042 or at sean.decourcy@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Julianne Polanco".

Julianne Polanco
State Historic Preservation Officer

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
 P.O. BOX 23660
 OAKLAND, CA 94623-0660
 PHONE (510) 286-5528
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November 18, 2015

SCL280380
 SCL/280/PM 4.6
 SCH# 2015112006

Mr. David Keyon
 Planning Division
 City of San Jose
 200 E. Santa Clara Street
 Tower, 3rd Floor
 San Jose, CA 95113

Dear Mr. Keyon:

Santana West Development Project and the I-280/Winchester/Moorpark Transportation Development Policy – Traffic Impact Analysis Workslope and Notice of Preparation

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Caltrans has reviewed the Traffic Impact Analysis (TIA) Workslope and Notice of Preparation (NOP) to ensure consistency with its mission and state planning priorities of infill, conservationism, and efficient development. Caltrans provides these comments consistent with the State's smart mobility goals to support a vibrant economy and build communities, not sprawl.

Project Understanding

The proposed project is an 11.8-acre project site located at the southwest corner of Winchester Boulevard and Olin Avenue in the northwest quadrant of the Interstate (I-) 280/Winchester Boulevard intersection. The project site is currently developed with three movie theaters (Century 21, 22, and 23), a restaurant, and a large surface parking lot. The movie theaters were closed in March 2014 and have remained vacant since that time. The City Council designated one of the three theater buildings, Century 21, as a City Landmark on June 10, 2014. The buildings has also been determined to be eligible for listing on the National Register of Historic Places and the California Register of Historic Resources. The project site is adjacent to the historic Winchester Mystery House.

Lead Agency

As the lead agency, the City of San Jose (City) is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing,

Mr. David Keyon/City of San Jose
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scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Traffic Impacts

Caltrans recommends using the Caltrans *Guide for the Preparation of Traffic Impact Studies* for determining which scenarios and methodologies to use in the analysis, available at: www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf.

Please ensure that a TIA is prepared providing the information detailed below:

1. A vicinity map, regional location map, and site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. Clearly identify the State right-of-way (ROW). Project driveways, local roads and intersections, car/bike parking, and transit facilities should be mapped.
2. Project-related trip generation, distribution, and assignment including per capita use of transit, rideshare or active transportation modes such as existing bus service; the Stevens Creek Boulevard Bus Rapid Transit (BRT) and other new bus service, such as service to major transit centers like the Diridon Station; and vehicle miles traveled (VMT) reduction factors. The assumptions and methodologies used to develop this information should be detailed in the study, utilize the latest place-based research, and be supported with appropriate documentation.
3. 2035 Cumulative Conditions and 2035 Cumulative Plus Project Conditions.
4. The project site's building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Congestion Management Agency's Congestion Management Plan should be evaluated.
5. A schematic illustration of walking, biking and auto conditions at the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, (i.e., lane configurations, for AM and PM peak periods). Potential safety issues for all road users should be identified and fully mitigated.
6. Mitigation for any roadway sections or intersections with increasing VMT should be identified. Mitigation may include contributions to the regional fee program as applicable (described below), and should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
7. The project's effect on pedestrians, bicyclists, and transit performance should be based on any projected VMT increases and evaluating mitigation measures and tradeoffs. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would be needed as a means of maintaining and improving access to transit facilities and

Mr. David Keyon/City of San Jose
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reducing vehicle trips (described below).

8. Due to the traffic demand of the I-280 and I-880 by this project, the TIA should include analyses of the queuing at:
 - Southbound (SB) I-280/Bird Avenue off-ramp;
 - SB I-280/Race Street off-ramp;
 - Northbound (NB) I-880/Stevens Creek Boulevard loop on-ramp;
 - SB I-880/Stevens Creek Boulevard diagonal on-ramp;
 - NB I-280/Winchester Boulevard diagonal on-ramp; and
 - SB I-280/Moorpark Avenue diagonal on-ramp.
9. Models be based on Demand Volumes rather than output volumes or constrained flow volumes. Caltrans expects to see the impact analysis on all state facilities (freeway segments, ramps, intersections, etc.) using demand volumes.
10. Freeway capacity be based on a range of 2,000 vehicle/lane to 2,100 vehicle/lane for mix flow lanes and 1,650 vehicle/lane for high-occupancy vehicle (HOV) lanes.
11. TIA, Figure 2 (p. 10): Project trip distribution for the I-880 and Stevens Creek Boulevard interchange has recently been reconfigured. Please update this figure to show the correct configuration. The TIA should adopt the new configuration.

Also, Caltrans recommends the NOP's Section on Potential Environmental Impacts of the Project, Item # 17 "Cumulative Impact" include the Santana Row Lot 9 and Lot 17 projects as foreseeable future projects in the development area.

Vehicle Trip Reduction

Caltrans encourages the City to locate future housing, jobs and employee-related services near major mass transit centers with connecting streets configured to facilitate walking and biking. This would promote mass transit and reduce car use, thereby reducing regional VMT and traffic impacts to the State Highway System (SHS). Travel Demand Management (TDM) measures encourage walking, bicycling, and public transportation use, and can reduce car use. TDM programs should be monitored and documented with annual reports by an onsite TDM coordinator to demonstrate effectiveness.

The TDM measures can include lower parking ratios, transit subsidies, and bike racks and storage. Caltrans recommends the project study improvements to pedestrian, bicycle, and transit infrastructure and services as a way to decrease vehicle trips and impacts to the SHS. This smart growth approach is consistent with MTC's Regional Transportation Plan/Sustainable Community Strategy goals of both increasing non-auto mode transportation, and reducing per capita VMT by 10 percent each.

Caltrans encourages the City to reduce the project's proposed parking supply and refer the City to "Reforming Parking Policies to Support Smart Growth," an MTC study funded by the

Mr. David Keyon/City of San Jose

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Caltrans, for sample parking ratios and strategies that support compact growth. Reducing parking supply encourages alternate forms of transportation, reduces regional vehicle miles traveled, and lessens future traffic impacts on I-280, I-880, and the SHS.

Traffic Impact Fees

Given the project's contribution to area traffic and its proximity to I-280, I-880, and State Route 17, the project should contribute fair share traffic impact fees. These contributions would be used to lessen future traffic congestion and improve transit in the project vicinity.

Voluntary Contribution Program

Caltrans encourages the City to participate in the Santa Clara Valley Transportation Authority's (VTA) voluntary contribution program and plan for the impact of future growth on the regional transportation system.

Cultural Resources

Caltrans requires that a project's environmental document include documentation of a current archaeological record search from the Northwest Information Center of the California Historical Resources Information System if construction activities are proposed within State ROW. Current record searches must be no more than five years old. Caltrans requires the records search, and if warranted, a cultural resource study by a qualified, professional archaeologist, and evidence of Native American consultation to ensure compliance with CEQA, Section 5024.5 and 5097 of the California Public Resources Code, and Volume 2 of Caltrans' Standard Environmental Reference (www.dot.ca.gov/ser/vol2/vol2.htm).

These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in State ROW. Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to State ROW.

Traffic Control Plan (TCP)

Since it is anticipated that vehicular, bicycle, and pedestrian traffic along I-280 will be impacted during the construction of the proposed project requiring traffic restrictions and detours, a Caltrans-approved TCP is required to avoid project-related impacts to the SHS. The TCP must also comply with the requirements of corresponding jurisdictions. In addition, pedestrian access through the construction zone must be in accordance with the Americans with Disabilities Act regulations (see Caltrans' *Temporary Pedestrian Facilities Handbook* for maintaining pedestrian access and meeting ADA requirements during construction at: www.dot.ca.gov/hq/construc/safety/Temporary_Pedestrian_Facilities_Handbook.pdf) (see also Caltrans' Traffic Operations Policy Directive 11-01 "Accommodating Bicyclists in Temporary Traffic Control Zones" at: www.dot.ca.gov/hq/traffops/policy/11-01.pdf).

For further TCP assistance, please contact the Caltrans District 4 Office of Traffic Management Operations at (510) 286-4579. Further traffic management information is available at the following website:

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www.dot.ca.gov/hq/traffops/trafingmt/tmp_lcs/index.htm.

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

- c: Scott Morgan, State Clearinghouse
- Robert Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy
- Robert Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy



November 18, 2015

City of San Jose
Department of Planning
200 E. Santa Clara Street
San Jose, CA 95113

Attention: David Keyon

Subject: City File No. PDC14-068 / Santana West and I-280/Winchester/Moorpark
Transportation Development Policy

Dear Mr. Keyon:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the TIA Notification Form and NOP for 970,000 square feet of office and 29,000 square feet of retail at the southwest corner of Winchester Boulevard and Olin Avenue. We have the following comments.

Land Use

VTA supports the proposed land use intensification on this site, strategically located on the regional transportation network and served by the VTA Local Bus Line 23 and Limited Line 323 along Stevens Creek Boulevard, and VTA Local Bus Line 60 along South Winchester Boulevard. VTA is also planning to implement Rapid 523 enhanced bus service as a near term improvement and early deliverable of the Stevens Creek Boulevard Bus Rapid Transit (BRT) Project, with the closest planned stop less than a quarter away from the project site at Stevens Creek Boulevard and South Winchester Boulevard. Additionally, by increasing office and retail uses in close proximity to the mix of uses already built in a pedestrian-friendly design at Santana Row, the project will contribute to the "synergy" of uses in the area that will result in a greater percentage of trips accomplished by walking and fewer driving trips during the day.

Stevens Creek Boulevard and Winchester Boulevard are identified as Corridors in VTA's Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework, which shows VTA and local jurisdiction priorities for supporting concentrated development in the County. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and was endorsed by all 15 Santa Clara County cities and the county.

Transportation Impact Analysis (TIA) Report

The October 2014 version of the VTA TIA Guidelines, which can be found at <http://www.vta.org/cmp/tia-guidelines>, include updated procedures for documenting auto trip reductions, analyzing non-auto modes, and evaluating mitigation measures and improvements to address project impacts and effects on the transportation system. For any questions about the

updated TIA Guidelines, please contact Robert Swierk of the VTA Planning and Program Development Division at 408-321-5949 or Robert.Swierk@vta.org.

Trip Generation Assumptions

The assumptions about the project's trip generation and any trip reductions for the existing use should be clearly documented. The proposed project is described in the NOP and TIA Notification as 970,000 square feet of office space and 29,000 square feet of retail space replacing two existing movie theaters. Please see sections 2.1 (6) and 7.2 of the updated 2014 TIA Guidelines for guidance on trip generation assumptions for project sites with existing development rights.

I-280/Winchester/Moorpark Transportation Development Policy

The NOP notes that, "In addition to the Santana West development, the EIR will evaluate implementation of a Transportation Development Policy (TDP) to fund potential interchange improvements at Interstate 280, Winchester Boulevard, and Moorpark Avenue to address area traffic impacts." (p. 4) VTA supports the City's direction to evaluate the implementation of a TDP for the interchange improvements, but also encourages the City to pursue the implementation of an Area Development Policy (ADP) for the overall Santana Row/Tri-Villages area which could fund a broad range of multimodal improvements. This could include improvements to offset the effects of increased auto congestion on transit travel times on Stevens Creek Boulevard and Winchester Boulevard, such as transit priority measures and/or contributions to VTA's Rapid 523 project (see further comments below).

Potential Congestion Impacts on Transit Travel Times

The Transportation analyses in the TIA and DEIR should address any potential impacts that increased motor vehicle traffic and congestion associated with the project may have on transit travel times, particularly in the Stevens Creek Boulevard corridor. While VTA is supportive of increasing development densities along this corridor, increased congestion could degrade the schedule reliability of transit and increase travel times, making transit a less attractive option for travelers in the corridor. If increased transit delay is found, transit priority measures, such as dedicated transit lanes, queue jump lanes, transit priority signal timing, and/or improvements to transit stops and passenger amenities, would constitute appropriate offsetting measures.

Pedestrian and Bicycle Accommodations

VTA recommends that the DEIR and TIA address Pedestrian and Bicycle Accommodations in its analysis of Transportation/ Circulation impacts of the project. Such analysis should consider the completeness and quality of the pedestrian and bicycle network on roadways and intersections adjacent to and nearby the project site. See sections 6.4 and 9.3 of the VTA *TIA Guidelines* for further details.

The corners of S Winchester Blvd/Olin Ave and S Winchester Blvd/Olsen Dr adjacent to the project site have wide turning radii which encourages higher auto speeds and reduces pedestrian comfort and safety. VTA recommends squaring off these corners or otherwise reducing the speed of right turns at these locations to facilitate pedestrian access to the site. In addition, VTA recommends that the City work with the project applicant to install the missing crosswalks on the north side of S Winchester Blvd/Olin Ave and the south side of S Winchester Blvd/Olsen Dr.

VTA also recommends that the City require bicycle parking consistent with City of San Jose bicycle parking standards as a Condition of Approval for the project. VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking for the project. Bicycle parking facilities can include bicycle lockers or secure indoor parking for all-day storage and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from <http://www.vta.org/projects-and-programs/planning/bikes-bicycle-technical-guidelines-btg>.

Transportation Demand Management/Trip Reduction

In order to reduce the number of single occupant vehicle trips generated by the project, VTA recommends that the City and project sponsor consider a comprehensive Transportation Demand Management (TDM) program for the office portion of this project. VTA notes that such programs can be more effective when they include a vehicle trip reduction target, third-party monitoring of trip generation upon project completion and a Lead Agency enforcement/penalty structure.

Effective TDM programs that may be applicable to the project include:

- * Parking pricing and parking cash-out programs
- * Public-private partnerships or employer contributions to improved transit service to the area
- * Transit fare incentives such as free or discounted transit passes on a continuing basis
- * Bicycle lockers and bicycle racks
- * Showers and clothes lockers for bicycle commuters
- * Preferentially located carpool parking
- * Employee carpool matching services
- * Parking for car-sharing vehicles

Freeway Analysis

Based on the project's location, there may be impacts to one or more freeway segments. If the freeway analysis indicates significant impacts based on CMP criteria, VTA suggests early coordination with the appropriate agencies in identifying potential mitigation measures and opportunities for voluntary contributions to regional transportation improvements in or near the impacted facility in the latest Valley Transportation Plan (VTP).

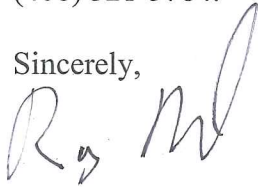
City of San Jose
November 18, 2015
Page 4

Roadway Connectivity

The NOP notes that, "As proposed, the project would vacate the Olsen Drive right-of-way within the project boundary, converting it to a private street, and realign the road. Currently, the roadway is curved and would be realigned to make it straight... Because Olsen Drive would no longer connect through the project site to the residential neighborhood to the west, a new roadway would be constructed along the western property line that would connect Olsen Drive (west of the project site) to Olin Avenue." (p. 4) VTA recommends that the City work with the applicant to improve connectivity for vehicles, pedestrians and bicyclists in the vicinity of the project site, and include an analysis of connectivity in the TIA and DEIR.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Roy Molseed". The signature is written in a cursive style with a large, sweeping "M" and "S".

Roy Molseed
Senior Environmental Planner

cc: Karen Mack, City of San Jose
Patricia Maurice, Caltrans
Brian Brandert, Caltrans

SC1421

Santana West EIR

Bill Zahrt

Fri 11/20/2015 2:30 PM

To: Keyon, David <david.keyon@sanjoseca.gov>;

Cc: Alan Berger

Dear David:

Thank you for chatting with me last evening. It was very helpful. I particularly found your concept of induced traffic intriguing and challenging.

With further time for thought, here are a few follow-ups:

- This area is a traffic destination – a terminus – with a mixture including employment and residential which will occur regardless of congestion. So, as a mixed-profile terminus, rather than a central artery, there may not be as much induced traffic from provisioning an adequate flow (as by vertical grade separation).
- You and I have differing opinions about the aesthetics of the elevated portion of a vertical grade separation, but these are presently just opinions. (The third, sub-surface portion wouldn't be of particular concern, of course.)
- You mentioned that vertical grade separation is used primarily for freeway-style traffic. But that doesn't mean it couldn't be used as well here for local traffic. A nearby example of highly successful vertical grade separation to relieve local destination congestion is at San Francisco International Airport ("SFO"), where arriving and departing vehicular road traffic is vertically separated, thereby greatly facilitating local flow and alleviating congestion in a situation not at all unlike ours here at Valley Fair/Santana Row.
- While vertical grade separation would obviously be costly, it has been considered worth the cost elsewhere (viz: SFO). So while cost is a consideration it cannot be an objection absent a competent and comprehensive cost-benefit analysis.

Which brings me to my final point for now: there is little data about the above points for our Valley Fair/Santana Row area and environs. So, I would ask and urge that as part of your analysis you develop objective data to illuminate the viability of a vertically-grade-separated solution to serve this area over the next 30-60 years and beyond. Given the semi-permanency of such physical infrastructure, a shorter time frame would not be responsible. And I submit that you will find that no other solution will ultimately work for this future "New Downtown" for San José.

Thank you!

Looking forward, I remain

Yours very truly,

Bill Zahrt

President, Villas at Santana Park HOA



Scott Brady
Land Agent

408.282.7543 (Office)
Scott.Brady@pge.com

Land Management

111 Almaden Boulevard
Room 814
San Jose, CA 95113

December 2, 2015

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

Subject: Notice of Preparation of Draft Environmental Impact Report
Santana West Development Project and the I-280/Winchester/Moorpark Transportation
Development Policy, File PDC14-068

Dear Mr. Keyon:

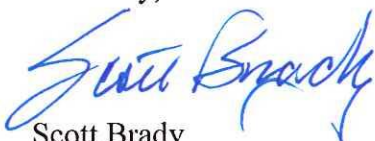
Thank you for the opportunity to review the Preparation of a Draft Environmental Impact Report (DEIR) for the proposed Santana West Development Project and the I-280/Winchester/Moorpark Transportation Development Policy. PG&E has the following comments to offer.

1. PG&E owns and operates gas and electric facilities located within the project area. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access, and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities. Developers should contact PG&E at www.pge.com/en/mybusiness/services/building/index.page or call 877-743-7782.
2. Developers will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because facilities relocations require long lead times and are not always feasible, developers should be encouraged to consult with PG&E as early in their planning stages as possible.
3. Relocations of PG&E's electric transmission and substation facilities (50,000 volts and above) may also require formal approval from the California Public Utilities Commission. If required, this approval process may take up to two years to complete. Proponents with development plans that may affect such electric transmission facilities should be referred to PG&E for additional information and assistance in the development of their project schedules.

4. Please note that continued development consistent with your General Plan will have a cumulative impact on PG&E's gas systems and may require on-site and off-site additions to the facilities that supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.
5. Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substation and transmission line equipment, expanding existing substations to their ultimate buildout capacity, and building new substations and interconnecting transmission lines. Comparable upgrades or additions to accommodate additional load on the gas system may include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines.
6. We recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments, and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.
7. PG&E remains committed to working with the City of San Jose to provide timely, reliable and cost effective gas and electric service to the area. Please contact me at 408-282-7543 if you have any questions regarding PG&E's comments. We would also appreciate being copied on future correspondence regarding this subject as this project develops.
8. The California Constitution vests in the California Public Utilities Commission (CPUC) exclusive power and sole authority with respect to the regulation of privately owned or investor owned public utilities such as PG&E. This exclusive power extends to all aspects of the location, design, construction, maintenance and operation of public utility facilities. Nevertheless, the CPUC has provisions for regulated utilities to work closely with local governments and give due consideration to their concerns. PG&E must balance our commitment to provide due consideration to local concerns with our obligation to provide the public with a safe, reliable, cost-effective energy supply in compliance with the rules and tariffs of the CPUC.

Thank you for the opportunity to provide comment on the preparation of the DEIR.

Sincerely,



Scott Brady
Land Agent

cc (electronically): Anthony Lin, File

County of Santa Clara

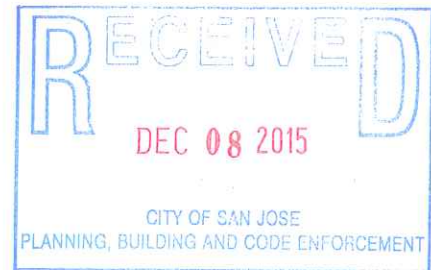
Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
1-408-573-2400



December 4, 2015

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



**SUBJECT: Notice of Preparation of Draft Environmental Impact Report
Santana West Development Project and the I-280/Winchester/Moorpark
Transportation Development Policy**

Dear Mr. Keyon:

The County of Santa Clara Roads and Airports Department is submitting the following comments regarding the preparation of an environmental impact report for the project cited above.

A Transportation Impact Analysis (TIA) should be prepared for the proposed project following the latest adopted Congestion Management Program (CMP) TIA Guidelines to identify significant impacts for the DEIR. County requests, at a minimum, to include the following intersections for level of service and queuing analysis.

- San Tomas Expressway at Moorpark Avenue, Stevens Creek Boulevard, Saratoga Avenue, Homestead Road, El Camino Real
- Lawrence Expressway at Homestead Road

The analysis should be conducted using most recent counts and County signal timing for County study intersections. Please contact Ananth Prasad at (408) 494-1342 or Ananth.Prasad@rda.sccgov.org for this information.

The preliminary *Comprehensive County Expressway Planning Study 2040* project list should be consulted for a list of mitigation measures for significant impacts to the expressways. Should the preliminary *Expressway Plan 2040* project list not include an improvement that would mitigate a significant impact, the TIA should identify mitigation measures that would address the significant impact. Mitigation measures listed in the TIA should be incorporated into the EIR document.

Please provide a copy of the DEIR, TIA and future project related reports for County review.

Santana West & I-280/Winchester/Moorpark TDP Project
December 4, 2015
Page 2 of 2

Thank you for the opportunity to comment on the Notice of Preparation of the DEIR. If you have any questions about these comments, please contact Aruna Bodduna at 408-573-2462 or at aruna.bodduna@rda.sccgov.org.

Sincerely,



Dawn S. Cameron
County Transportation Planner

cc: MA, AP

RE: Federal Realty Refusal to Widen Olin Avenue at Winchester Blvd./Santana West File No. PDC14-068

Shannon George

Fri 12/11/2015 9:08 AM

To: Le, Thai-Chau

Thanks.

From: Le, Thai-Chau [mailto:Thai-Chau.Le@sanjoseca.gov]

Sent: Friday, December 11, 2015 8:59 AM

To: Shannon George

Subject: Fw: Federal Realty Refusal to Widen Olin Avenue at Winchester Blvd./Santana West File No. PDC14-068

From: Doug Handerson

Sent: Thursday, December 10, 2015 5:06 PM

To: Mack, Karen

Cc: Keyon, David; Tu, John; Xavier, Lesley; woolfe.daphna; District1; Ferguson, Jerad

Subject: Federal Realty Refusal to Widen Olin Avenue at Winchester Blvd./Santana West File No. PDC14-068

December 10, 2015

Hello Ms. Mack,

Thank you for our brief conversation at the conclusion of the first Public Scoping Meeting on the proposed Santana West Development. I am writing to request that, given your expertise as the Traffic Manager in San Jose Public Works, you become involved in the resolution of an existing and potentially much more serious traffic movement deficiency from eastbound Olin Avenue at its intersection with Winchester Boulevard. I am cc'ing David Keyon, John Tu, and Lesley Xavier in expectation that this written submittal will also be included in the public input addressed by the Santana West Environmental Impact Report and its alternatives, as well as being reflected in a revised project design for the proposed development.

Currently, Olin Avenue west of Winchester becomes three traffic lanes (one westbound and two eastbound) just easterly of Spar Avenue. When the two eastbound lanes reach Winchester, the left lane is a through-or-left-turn lane, with a left turn signal. The eastbound right lane is, unfortunately, also a through lane, besides being the only lane from which eastbound traffic on Olin can turn right/southbound onto Winchester towards 280. When cars in the right lane queue-up, waiting for the green light to cross Winchester and enter Santana Row, there is no option for those needing to turn right to do so on red if there is a break in the southbound traffic on

Winchester.

Those exiting Santana Row by turning left at Olin onto southbound Winchester have a protected movement. Once the eastbound light turns green, the southbound right-turners from Olin are again delayed by the steady pedestrian movement crossing Winchester on the south side of the intersection. There is no pedestrian cross-walk on the north side of the intersection.

This situation will only be worsened if the Santana West development is approved as now designed. In addition to the existing eastbound traffic on Olin originating from Maplewood, Hanson and Spar Avenues, Federal Realty proposes to shift the Winchester Ranch Mobile Home Park/potential Pulte Homes-redevelopment traffic from Olsen Drive onto Olin. Representing potentially more of an impact on Olin and the adjacent single-family neighborhood to the north is the Santana West development's design, which empties traffic from two private streets and at least one parking garage onto Olin.

When publicly asked at a recent Winchester Orchard Neighborhood Association meeting whether the Santana West development would include widening the south side of eastbound Olin Avenue leading to Winchester, Seth Bland of Federal Realty replied **no**. His explanation was that the west side of the Olin/Winchester intersection is already offset from the Santana Row side of the intersection and widening the west side would only worsen the offset. This justification seems to be based on an assumption that any additional eastbound Olin traffic lanes would be going through to Santana Row, when in reality the deficiency in available traffic movements is onto southbound Winchester.

It is, of course, ironic that Federal Realty is identifying the offset nature of the Olin intersection as a limitation or problem, given that the west side of Olin's street alignment predates Federal Realty's design of the newer Santana Row Olin Avenue location.

Besides the need for at least one, if not two, right-turn lanes from eastbound Olin onto southbound Winchester (and perhaps newly-generated traffic demand warranting two left-turn lanes onto northbound Winchester), how is *westbound* through-traffic on Olin going to be accommodated, given the need for left-turn lanes into at least one parking garage, two private streets, and the Winchester Ranch/Pulte Homes main ingress/egress road? It should also be noted that there is currently no right turn-only lane from southbound Winchester onto either Olin or Olsen.

The City constructed double left-turn lanes from southbound Winchester into Olin and Olsen for Santana Row (currently one of the left-turn lanes at Olsen is blocked off during construction). How will the increased northbound traffic on Winchester needing to turn left into Santana West at Olsen and Olin be accommodated, given the existing single left-turn lanes at both intersections?

Is additional right-of-way needed on the Santana West side of Winchester between Olin and the Winchester Mystery House property?

Perhaps the limited street capacity on Olin and Winchester justifies serious evaluation of a Santana West development alternative of much-reduced density. As you know, the current Federal Realty proposal is for construction at the maximum Floor Area Ratio of 2.0. There is no requirement that the City approve this density of development.

I look forward to your written response, evaluation and suggestions as to how the traffic-capacity deficiencies on Olin Avenue and Winchester Boulevard can be favorably resolved, if favorable

12/15/2015

RE: Federal Realty Refusal to Widen Olin Avenue at Wincheste... - Keyon, David

resolution is possible. Thank you for your attention to these concerns.

Douglas V. Handerson
320 Spar Avenue
San Jose, CA 95117

RE: Santana West EIR

Shannon George ·

Thu 12/3/2015 3:34 PM

To: Le, Thai-Chau

Thank you.

From: Le, Thai-Chau
Sent: Thursday, December 03, 2015 3:33 PM
To: Shannon George
Subject: Fw: Santana West EIR

From: Bill Zahrt
Sent: Thursday, December 3, 2015 3:24 PM
To: Keyon, David
Cc: Alan Berger
Subject: Re: Santana West EIR

Hi again, David.

In view of the long-term traffic impact of the Volar project

<http://www.bizjournals.com/sanjose/news/2015/11/30/exclusive-25-story-mixed-use-tower-proposed-for.html#g1>

Volar, a 25-story mixed-use tower, is proposed for edge of ...

Meet Volar, a 25-story mixed-use tower proposed for 350 S. Winchester Ave., that's definitely outside the proverbial box. (The word means "to fly" in ...

[Read more...](#)

as well as that of the other upcoming developments and traffic consequences mentioned in the article, we

would hope to hear your comments on this as well at the Additional PDC14-068 NOP Community Meeting on December 15th.

I would also request that Volar, etc., be addressed and included in the Draft EIR.

Thank you again for your help and consideration! See you on the 15th.

Best regards,

–Bill Z.

On Nov 20, 2015, at 5:52 PM, Bill Zahrt

Thank you, David.

Best regards,

--Bill

On Nov 20, 2015, at 4:40 PM, Keyon, David <david.keyon@sanjoseca.gov> wrote:

Dear Bill,

Thank you for your comments. I will forward them to our traffic review section and include them in the Draft EIR.

Regards,

David Keyon

Planner, Environmental Review

City of San Jose

(408) 535-7898 david.keyon@sanjoseca.gov

From: Bill Zahrt <bill_zahrt@villas-hoa.org>

Sent: Friday, November 20, 2015 2:29 PM

To: Keyon, David

Cc: Alan Berger

Subject: Santana West EIR

Dear David:

Thank you for chatting with me last evening. It was very helpful. I particularly found your concept of induced traffic intriguing and challenging.

With further time for thought, here are a few follow-ups:

- This area is a traffic destination – a terminus – with a mixture including employment and residential which will occur regardless of congestion. So, as a mixed-profile terminus, rather than a central artery, there may not be as much induced traffic from provisioning an adequate flow (as by vertical grade separation).
- You and I have differing opinions about the aesthetics of the elevated portion of a vertical grade separation, but these are presently just opinions. (The third, sub-surface portion wouldn't be of particular concern, of course.)
- You mentioned that vertical grade separation is used primarily for freeway-style traffic. But that doesn't mean it couldn't be used as well here for local traffic. A nearby example of highly successful vertical grade separation to relieve local destination congestion is at San Francisco International Airport ("SFO"), where arriving and departing vehicular road traffic is vertically separated, thereby greatly facilitating local flow and alleviating congestion in a situation not at all unlike ours here at Valley Fair/Santana Row.
- While vertical grade separation would obviously be costly, it has been considered worth the cost elsewhere (viz: SFO). So while cost is a consideration it cannot be an objection absent a competent and comprehensive cost-benefit analysis.

Which brings me to my final point for now: there is little data about the above points for our Valley Fair/Santana Row area and environs. So, I would ask and urge that as part of your analysis you develop objective data to illuminate the viability of a vertically-grade-separated solution to serve this area over the next 30-60 years and beyond. Given the semi-permanency of such physical infrastructure, a shorter time frame would not be responsible. And I submit that you will find that no other solution will ultimately work for this future "New Downtown" for San José.

Thank you!

Looking forward, I remain

Yours very truly,

Bill Zahrt
President, Villas at Santana Park HOA

RE: PDC14-068

Shannon George

Mon 12/7/2015 8:43 AM

To: Le, Thai-Chau

Thank you.

From: Le, Thai-Chau
Sent: Monday, December 07, 2015 8:43 AM
To: Shannon George
Subject: Fw: PDC14-068

From: RON CANARIO
Sent: Monday, December 7, 2015 8:38 AM
To: Keyon, David; Tu, John;
Subject: PDC14-068

I am concerned about traffic in the area. PDC14-068 proposes approximately 1 million sq. ft. of office and retail space. PDC13-050 proposes a total of approximately 2.3 million sq. ft. of office and retail space, and I don't know what the area is of the project currently under construction at Santana Row, but I will assume 1.5 million sq. ft. just to roughly estimate the impact. The total estimate, then, is 4.8 million sq. ft. of space, and I will assume that that will accommodate about 16,000 working people. These are just rough estimates, of course, but should be in the ball park. I assume that, during the morning commute, these people will be reporting to work between 8:30AM and 10:30AM. What is your plan to handle the traffic along the Winchester Corridor and the adjacent streets?

The proposed height of PDC14-068 is 120 feet, while currently the maximum height in Santana Row, I'm told, is 70 feet. I urge you to limit the height to 70 feet so that the project better blends with the surroundings, and the Winchester corridor does not begin to look like downtown San Jose.

Ron Canario
[991 So. Clover Ave.](#)
[San Jose, 85128](#)



December 4, 2015

City of San Jose
Department of Planning
200 E. Santa Clara Street
San Jose, CA 95113

Attention: David Keyon

Subject: City File No. PDC14-068 / Santana West and I-280/Winchester/Moorpark
Transportation Development Policy

Dear Mr. Keyon:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the TIA Notification Form and NOP for 970,000 square feet of office and 29,000 square feet of retail at the southwest corner of Winchester Boulevard and Olin Avenue. The following comments are supplemental to the ones we submitted on November 18, 2015.

Cumulative Transit Analysis

VTA recommends that the DEIR include a cumulative analysis of the impacts of vehicle traffic congestion on transit travel times and reliability, particularly in the Stevens Creek Boulevard corridor. This analysis should take into account the effects of the proposed project along with other approved and pending projects in the vicinity, such as the Valley Fair Expansion, Santana Row Expansion and 350 Winchester Boulevard Mixed Use projects. This recommendation is based on the updated 2014 VTA *TIA Guidelines*, Section 9.2 (Transit Analysis) and Chapter 11 (Future Year Scenarios).

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

Sincerely,

A handwritten signature in black ink, appearing to read "Roy Molseed", written over a horizontal line.

Roy Molseed
Senior Environmental Planner

cc: Karen Mack, City of San Jose
Patricia Maurice, Caltrans
Brian Brandert, Caltrans

SC1421

Fw: Silicon Valley Weekly News Blast - November 17, 2015

Le, Thai-Chau

Tue 12/15/2015 11:38 AM

To: Keyon, David <david.keyon@sanjoseca.gov>;

From: Tu, John
Sent: Monday, November 23, 2015 3:11 PM
To: District1; Ferguson, Jerad; woolfe.daphna; Doug Handerson
Cc: Xavier, Lesley; Keyon, David; Kirk Vartan
Subject: Re: Silicon Valley Weekly News Blast - November 17, 2015

Doug,

Thank you for the comment and we still discuss with the applicant on how they could potentially incorporate green space in the project. In regards to the amount of open space per district, here is a link to the City's Greenprint to help gauge the amount of open space per district.

<https://www.sanjoseca.gov/index.aspx?NID=560>

Best,
Tong (John) Tu

Planner II | Planning Division | PBCE
City of San José | 200 East Santa Clara Street
Email: john.tu@sanjoseca.gov | Phone: (408)-535-6818
For More Information Please Visit: <http://www.sanjoseca.gov/planning>

From: Doug Handerson
Sent: Saturday, November 21, 2015 3:38 PM
To: Tu, John; District1; Ferguson, Jerad; woolfe.daphna
Cc: Xavier, Lesley; Keyon, David; Kirk Vartan
Subject: Fw: Silicon Valley Weekly News Blast - November 17, 2015

November 21, 2015

Regarding Santana West Development Proposal

Please see attached link to article about Federal Realty's Mountain View development proposal that includes a "latticework of greenways, linear parks and open space." Just because the Century site has a maximum FAR of 2.0 doesn't mean the City has to approve a development at the maximum FAR, maximum height and without any public open space.

Have I heard correctly that District One has the least amount of parks and open space acreage of any district in the City?

Doug Handerson

----- Forwarded Message -----

From: Doug Handerson
To: "doughanderson@yahoo.com"
Sent: Friday, November 20, 2015 8:17 AM
Subject: FW: Silicon Valley Weekly News Blast - November 17, 2015

From: Silicon Valley Investment Properties Group [mailto:jefrey.henderson@cbreemail.com]
Sent: Tuesday, November 17, 2015 2:23 PM
To: Doug Handerson
Subject: Silicon Valley Weekly News Blast - November 17, 2015

[Click here](#) to view with images.

To ensure delivery to your inbox, please add jefrey.henderson@cbre.com to your address book.



CBRE CAPITAL MARKETS

IPG Silicon Valley

A WEEKLY NEWS UPDATE :: November 17, 2015

**FOR MORE
INFORMATION
PLEASE CONTACT:**

:: IPG - Silicon Valley
Contact

Jef Henderson, J.D., CCIM,



MCR, SLCR

Executive Vice President

Lic. 01483399

+1 408.453.7461

jefrey.henderson@cbre.com

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:: Silicon Valley **News****Federal Realty laying groundwork for major Mountain View redevelopment**

Mountain View's San Antonio Center is about as suburban as it gets: There's your Walmart, your Kohl's, your GameStop — and, of course, your ocean of surface parking.

But take a look at a new "master plan" submitted to the city by its new owner, Federal Realty Investment Trust (FRIT). In the drawings, the big-box center is transformed into a network of 10 blocks arranged on a street grid, with a latticework of greenways, linear parks and open space.

Donato Weinstein "Report: Federal Realty laying groundwork for major Mountain View redevelopment" 11.13.15

[Federal Realty laying groundwork for major Mountain View redevelopment \(11.13.2015\)](#)

Kaiser finally moving forward on north San Jose medical offices?

Nearly two years after acquiring a 9.7-acre north San Jose parcel, Kaiser Permanente may actually be close to doing something with the site. The Oakland-based health-management organization in recent weeks submitted a formal development application for the site at 1717 Technology Drive. Kaiser wants to build a 153,000-square-foot medical office building "consisting of 103 provider offices serving three primary care modules and six specialty care modules, as well as support, administration and ancillary services," Kaiser wrote in its planning application. Parking would include 753 spots.

Donato Weinstein "Kaiser finally moving forward on north San Jose medical offices?" 11.13.15

[Kaiser finally moving forward on north San Jose medical offices? \(11.13.2015\)](#)

Federal Realty ditches homes, goes all-office with 1M sq. ft. proposal across from Santana Row

Residential is no longer part of the plans for Federal Realty's proposed mega-development on San Jose's former Century dome theaters across from Santana Row. Instead? Get ready for more office space — a lot of it. The Rockville, Maryland-based REIT turned in a revised proposal several weeks ago that scraps plans for nearly 1,000 apartments, replacing them with six office buildings totaling nearly 1 million square feet, plus a 29,000 square foot grocery store, planning documents show.

Donato Weinstein "Federal Realty ditches homes, goes all-office with 1M

Assessing diversification potential in U.S. commercial real estate market, part II

[Assessing the diversification.pdf](#)

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[>Take a peek at the new designs for the Presidio](#)

[>Exclusive: Dropbox looks to shed China Basin HQ space](#)

[>9,100 housing units next to Google? Mountain View council signals support for sweeping North Bayshore housing plans](#)

[>Sobrato unveils vision for mixed-use project in Redwood City: First look](#)

[>South Bay, Carlyle to start first new Campbell office project in years](#)

[>Before and after: How Dogpatch and Mission Bay have been transformed in a decade](#)

sq. ft. proposal across from Santana Row" 11.12.15

[Federal Realty ditches homes, goes all-office with 1M sq. ft. proposal across from Santana Row \(11.12.2015\)](#)

Take a peek at the new designs for the Presidio

San Franciscans are getting their first look at the New Presidio Parklands Project, after the design and schematics for the revamp of the historic area was released by the James Corner Field Operations, the architects of the project. The new project will encompass the Presidio's 14-acre site, connecting Crissy Field and the San Francisco Bay for the first time since the 1930's. Although its size isn't huge, its location will make it a prime destination for city residents and tourists alike, designers said.

McDermid, Riley "Take a peek at the new designs for the Presidio" 11.12.15

[Take a peek at the new designs for the Presidio \(11.12.2015\)](#)

Exclusive: Dropbox looks to shed China Basin HQ space

Dropbox doesn't need all of the half-million square feet of San Francisco office space it has stockpiled and is starting to shop its headquarters next to AT&T Park to other companies for sublease, several sources said. The cloud storage company, now valued at \$10 billion, wants to ditch about 200,000 square feet of its current China Basin office at 185 Berry St. with years left on the lease. That makes way for the privately held Dropbox to consolidate workers into new office buildings at 345 Brannan and 333 Brannan early next year, four blocks away from its current shop.

Weinberg, Cory "Exclusive: Dropbox looks to shed China Basin HQ space" 11.17.15

[Exclusive: Dropbox looks to shed China Basin HQ space \(11.17.2015\)](#)

9,100 housing units next to Google? Mountain View council signals support for sweeping North Bayshore housing plans

All year, the Mountain View City Council has been preparing to add housing into the city's North Bayshore business district. But the big question has been this: How many homes? On Tuesday, a number finally started to come into focus — up to 9,100 units. The council indicated its preference for a range of 6,700 to 9,100 units, which was the densest option in a slate of four development scenarios presented by city staff. The straw vote came during a study session as officials hashed out what kind of residential community they wanted to see develop in the North Bayshore, home to Google, LinkedIn, Intuit and Microsoft.

Weinstein, Nathan "9,100 housing units next to Google? Mountain View council signals support for sweeping North Bayshore housing plans"

[> Mission Bay hotel plans shape up as project nears groundbreaking](#)

[> Oakland's gameplan: Add, reshuffle debt to make new Raiders stadium work \(11.13.2015\)](#)

[> Will Tishman Speyer help Macy's redevelop Union Square flagship store? \(11.12.15\)](#)

[> Before and after: See how San Francisco's Mission district has changed in the last decade \(11.12.15\)](#)

[>Luxury developer wins bidding war to build Transbay apartment tower \(11.12.15\)](#)

[>West Oakland BART station could see new high-rise office or hundreds of housing units \(11.10.15\)](#)

[>Before and after: See how the Tenderloin's skyline has changed in 8 years \(11.10.15\)](#)

[> Fisherman's Wharf hotel completes \\$17M transformation from big brand to boutique \(11.10.15\)](#)

[>Does this sneak peek live up to all this Pacific Heights condo project's hype? \(11.10.15\)](#)

[>Buyer eyes biotech in expected acquisition of high-](#)

11.11.15

[9,100 housing units next to Google? Mountain View council signals support for sweeping North Bayshore housing plans \(11.11.2015\)](#)

Sobrato unveils vision for mixed-use project in Redwood City: First look

The Sobrato Organization is taking the wraps off plans to redevelop an aging Redwood City shopping center into a mixed-use hub of homes, offices and retail, marking its first development play in the Peninsula city. The Cupertino-based real estate firm is proposing 400 apartment units, 420,000 square feet of offices and 19,000 square feet of retail for what's currently a CVS-anchored shopping center at Broadway and Chestnut streets.

Weinstein, Nathan "Sobrato unveils vision for mixed-use project in Redwood City: First look" 11.10.15

[Sobrato unveils vision for mixed-use project in Redwood City: First look \(11.10.2015\)](#)

South Bay, Carlyle to start first new Campbell office project in years

Despite its strategic West Valley location, the city of Campbell hasn't seen much commercial office development in the last decade, thanks to a slow-growth ethos and lack of building sites. But that's about to change, as the Carlyle Group and South Bay Development Co. kick off construction in the weeks ahead on Creekside @ 17, a 175,000-square-foot, five-story office building next to the Courtyard by Marriott at Highway 17 and Hamilton Avenue.

Weinstein, Nathan "South Bay, Carlyle to start first new Campbell office project in years" 11.09.15

[South Bay, Carlyle to start first new Campbell office project in years \(11.09.2015\)](#)

Before and after: How Dogpatch and Mission Bay have been transformed in a decade

Dogpatch and Mission Bay, two formerly rough-and-tumble neighborhoods in San Francisco, have seen sweeping changes in the last decade as housing and biotech office building booms took hold. Dogpatch has retained its industrial feel but many large warehouses and vacant plots have given way to shiny new condo towers and an influx of microbreweries, wineries, cafes and artisanal food producers. The former working-class neighborhood is now one of San Francisco's most sought-after locations, with median one-bedroom apartment rents in Dogpatch and Mission Bay hovering at \$3,900 as of October — the second-most expensive in the city, just after the Financial District.

[profile Peninsula highrise](#)[\(11.9.15\)](#)[>A sneak peak at CPMC's new Van Ness and Geary hospital under construction \(11.9.15\)](#)[>AEW Acquires Bridgeside Shopping Center in Alameda for \\$48.5MM \(11.12.15\)](#)[>SKS and ProspectHill Buy Vacant Property in North San Jose for \\$13MM \(11.12.15\)](#)[>BHV Plans \\$150MM of Apartment Projects in Walnut Creek and Fremont \(11.11.15\)](#)

Romburgh, Marlize "Before and after: How Dogpatch and Mission Bay have been transformed in a decade" 11.13.15

[Before and after: How Dogpatch and Mission Bay have been transformed in a decade \(11.13.2015\)](#)

Mission Bay hotel plans shape up as project nears groundbreaking

After a series of iterations, plans for the 250-room hotel in San Francisco's Mission Bay are shaping up, and the project is now slated to break ground in the second quarter of 2016. At a meeting for the Mission Bay Citizens Advisory Committee Thursday night, members approved the most recent plans for the hotel, which include a proposed art program and exterior night lighting of the hotel. Developer SOMA Hotel LLC revealed that the operator for the hotel will be Marriott (NASDAQ: MAR).

Sciacca, Annie "Mission Bay hotel plans shape up as project nears groundbreaking" 11.13.15

[Mission Bay hotel plans shape up as project nears groundbreaking \(11.13.2015\)](#)

Oakland's gameplan: Add, reshuffle debt to make new Raiders stadium work

Oakland would shuffle O.co Coliseum debt through Alameda County — yet still make payments on the bond obligation — and issue another series of bonds as a possible strategy to pay for a \$1 billion stadium for the [Oakland Raiders](#). Eliminating the old debt is key because the Coliseum would no longer serve as collateral for the old bonds and, as a result, the 49-year-old structure could more quickly be torn down to make way for a new stadium. Yet by potentially saddling the city with payments on new bonds, Mayor [Libby Schaaf](#) would seemingly waffle on her pledge not to use public money to directly subsidize a new facility.

Leuty, Ron "Oakland's gameplan: Add, reshuffle debt to make new Raiders stadium work" 11.13.15

[Oakland's gameplan: Add, reshuffle debt to make new Raiders stadium work \(11.13.2015\)](#)

Will Tishman Speyer help Macy's redevelop Union Square flagship store?

As sales continue to slip for [Macy's](#), the retail giant is examining its options for redeveloping some of its best real estate, including its flagship San Francisco store in Union Square. While the company will be testing new sales initiatives through the holidays, Macy's CEO [Terry Lundgren](#) said the company is also looking into new real estate initiatives at its flagship stores, including San Francisco's Union Square, as well as its stores in New York, Chicago and Minneapolis.

Sciacca, Annie "Will Tishman Speyer help Macy's redevelop Union Square flagship store?" 11.12.15

[Will Tishman Speyer help Macy's redevelop Union Square flagship store?](#)

[\(11.12.15\)](#)

Before and after: See how San Francisco's Mission district has changed in the last decade

Perhaps no San Francisco neighborhood is as much a symbol of the city's changing soul and worsening housing crisis as its historic Mission district. Over the last decade, the Mission's demographic makeup has undergone a seismic shift, with the neighborhood's Latino population falling by 8,000 since 2000— from 50 percent to less than 40 percent. With two BART stations, easy access to the rest of the city, wide bike paths and a rich arts and food culture, it's easy to see why the Mission is appealing to longtime residents and newcomers alike. But even as thousands of new residents have rushed in, woefully little housing has been built. Over the last 15 years, an average of just 100 new units per year— including market-rate and affordable — have been developed in the neighborhood, sending rental prices for the limited housing stock sky-high.

Van Romburgh, Marlize "Before and after: See how San Francisco's Mission district has changed in the last decade" 11.12.15

[Before and after: See how San Francisco's Mission district has changed in the last decade \(11.12.15\)](#)

Luxury developer wins bidding war to build Transbay apartment tower

Luxury apartment builder Crescent Heights, which constructed the glassy residential highrises next to the Twitter headquarters, just bought the rights to develop San Francisco's latest downtown tower. The Miami-based developer beat out three other development teams and agreed to pay at least \$165 million all cash for the site known as Parcel F at 546 Howard St., next to the future Transbay Transit Center, the Transbay Joint Powers Authority said Thursday.

Weinberg, Cory "Luxury developer wins bidding war to build Transbay apartment tower" 11.12.15

[Luxury developer wins bidding war to build Transbay apartment tower \(11.12.15\)](#)

West Oakland BART station could see new high-rise office or hundreds of housing units

A new development plan at the West Oakland BART station could bring around 450 housing units or a high-rise office and retail building to the station's existing parking lots, potentially transforming one of the major transit gateways of the East Bay. China Harbor Engineering Co. Ltd., which won the rights to negotiate with BART to build on the site last year, and local development partner Alan Dones are allowed under zoning to add housing or "a couple hundred thousand square feet" of office space, said Dones. The buildings would be built on both the north and south sides of the station, bounded by Fifth Street to Seventh Street between Chester Street and Mandela Parkway.

Li, Roland "West Oakland BART station could see new high-rise office or hundreds of housing units" 11.10.12

[West Oakland BART station could see new high-rise office or hundreds of housing units \(11.10.15\)](#)

Before and after: See how the Tenderloin's skyline has changed in 8 years

There is no question that if San Francisco had one "forgotten" neighborhood,

it would be the Tenderloin. Perhaps no longer. Although the 31-square-block, predominately low-income neighborhood has long been synonymous with poverty and crime, the tide has begun to turn as tech offices transform nearby Mid-Market and new housing sprouts throughout San Francisco, the country's most competitive housing market.

McDermid, Riley "Before and after: See how the Tenderloin's skyline has changed in 8 years" 11.10.15

[Before and after: See how the Tenderloin's skyline has changed in 8 years \(11.10.15\)](#)

Fisherman's Wharf hotel completes \$17M transformation from big brand to boutique

A Fisherman's Wharf hotel has just completed a multimillion-dollar renovation as part of its transformation from a [Hilton](#) (NYSE: HLT) hotel to a new, hip brand. It's part of a wave of hotels ditching big brands to attract young travelers looking for unique accommodations. The Pier 2620 Hotel wrapped up a \$17 million renovation of its 233 guest rooms, following the purchase of the hotel's operations and management by Fillmore Hospitality LLC.

Sciacca, Annie "Fisherman's Wharf hotel completes \$17M transformation from big brand to boutique" 11.10.15

[Fisherman's Wharf hotel completes \\$17M transformation from big brand to boutique \(11.10.15\)](#)

Does this sneak peek live up to all this Pacific Heights condo project's hype?

One of San Francisco's most-anticipated luxury condominium projects next year – Trumark Urban's The Pacific – will sit in one of the city's ritziest neighborhoods where new projects rarely see the light of day.

Weinberg, Cory "Does this sneak peek live up to all this Pacific Heights condo project's hype?" 11.10.15

[Does this sneak peek live up to all this Pacific Heights condo project's hype? \(11.10.15\)](#)

Buyer eyes biotech in expected acquisition of high-profile Peninsula highrise

A San Diego buyer will purchase the Centennial Towers project along Highway 101, hoping to market the remainder of the current 12-story building and a planned second tower to small and emerging biotech companies.

[Phase 3 Properties](#) Inc. is expected to close later this month on its acquisition of the twin highrise project from [Myers Development](#), a South San Francisco city official said Monday. A purchase price hasn't been disclosed. Phase 3 declined to comment for this story, and Myers Development did not return an email message.

Leuty, Ron "Buyer eyes biotech in expected acquisition of high-profile Peninsula highrise" 11.9.15

[Buyer eyes biotech in expected acquisition of high-profile Peninsula highrise \(11.9.15\)](#)

A sneak peak at CPMC's new Van Ness and Geary hospital under construction

For years, it appeared that [California Pacific Medical Center's](#) new campus at Van Ness and Geary would never become reality, but after many twists

and turns, the new 700,000-square-foot hospital structure is beginning to take final shape. A Lego-like skeleton of steel girders towers over nearby buildings and a small army of construction workers is increasing the structure's size at a rapid pace.

Rauber, Chris "A sneak peak at CPMC's new Van Ness and Geary hospital under construction" 11.9.15

[A sneak peak at CPMC's new Van Ness and Geary hospital under construction \(11.9.15\)](#)

AEW Acquires Bridgeside Shopping Center in Alameda for \$48.5MM

13 suitors sent proposals to Los Angeles-based Cornerstone Real Estate Advisers for the Bridgeside Shopping Center in Alameda, and the 105,000 square foot center went to Boston-based AEW Capital Management for \$48.5 million, or \$462 per square foot, according to sources familiar with the transaction. The transaction underscores the short supply and high demand of Class A grocery-anchored shopping centers, especially in this sub-market. Bridgeside Shopping Center, which is anchored by Nob Hills Foods and Pet Food Express, was purchased in an all-cash transaction on behalf of one of AEW's separate account investors.

Publisher in Commercial, Finance, Industry News "AEW Acquires Bridgeside Shopping Center in Alameda for \$48.5MM" 11.12.15

[AEW Acquires Bridgeside Shopping Center in Alameda for \\$48.5MM \(11.12.15\)](#)

SKS and ProspectHill Buy Vacant Property in North San Jose for \$13MM

Two San Francisco-based firms have paid \$13 million, or \$200 per square foot, to acquire the roughly 65,000 square foot vacant commercial building located at 3901 North First Street in North San Jose, according to sources familiar with the transaction. The buyers of the asset are SKS Partners and ProspectHill Group. SKS declined to comment on the purchase price on the property when contacted for this story.

Peterson, Jon "SKS and ProspectHill Buy Vacant Property in North San Jose for \$13MM" 11.12.15

[SKS and ProspectHill Buy Vacant Property in North San Jose for \\$13MM \(11.12.15\)](#)

BHV Plans \$150MM of Apartment Projects in Walnut Creek and Fremont

Danville-based BHV Centerstreet Properties will be starting soon on two new apartment projects in Walnut Creek and Fremont with a total

development cost of \$150 million. The project in Walnut Creek is the 178-unit The Landing. BHV is acting as a fee developer on this project. The actual owner of the property is Milwaukee, Wis.-based Northwestern Mutual. The life company is providing all of the \$70 million cost for this project through an equity investment.

Peterson, Jon "BHV Plans \$150MM of Apartment Projects in Walnut Creek and Fremont" 11.11.15

[BHV Plans \\$150MM of Apartment Projects in Walnut Creek and Fremont \(11.11.15\)](#)



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Address: 225 West Santa Clara Street, 10th Floor, San Jose CA 95113

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12/16/2015

Fw: Silicon Valley Weekly News Blast - November 17, 2015 - Keyon, David

The information contained in this email may be privileged, confidential and exempt from disclosure under applicable law. The information is intended only for the use of the individual or entity to which it is addressed. If you are not the intended recipient or the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any use, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this message in error, or are not the named recipient(s), please notify the sender immediately by reply email and delete this message from your computer. Thank you

Fw: Did you receive this December 10, 2015 email?

Doug Handerson

Wed 12/16/2015 8:20 AM

To: Keyon, David <david.keyon@sanjoseca.gov>; Xavier, Lesley <Lesley.Xavier@sanjoseca.gov>; Tu, John <john.tu@sanjoseca.gov>;

FYI. Please forward Ms. Mack's reply and my original email to the EIR consultant. Thank you!
Doug Handerson

----- Forwarded Message -----

From: "Mack, Karen"

To: Doug Handerson

Sent: Tuesday, December 15, 2015 6:01 PM

Subject: Re: Did you receive this December 10, 2015 email?

Hi Mr. Handerson,

I am sorry for not responding sooner. I will not be at tonight's meeting. However, you are welcome to contact me anytime.

The traffic report for Santana Row West will evaluate the intersection of Olin and Winchester and will consider all the added traffic from the project and the redirected mobile home park access. The report will also evaluate the existing signal phasing and condition improvements based on the projects impact to the intersection. It would be premature to conclude there would be no improvements at this intersection, it has not been studied yet. I will make sure the traffic consultant thoroughly studies this intersection in the project tie. Thank you for bringing this to our attention.

Karen Mack
Traffic Manager
Development Services
(408)535-6816

From: Doug Handerson

Sent: Tuesday, December 15, 2015 3:25 PM

To: Mack, Karen

Subject: Did you receive this December 10, 2015 email?

December 15, 2015

Hello again Ms. Mack,

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Will you be at the second Santana West Public Scoping Meeting tonight? If so, I look forward to talking to you there. Thank you in advance for a response to this second email.

Doug Handerson

--- Forwarded Message ---

From: Doug Handerson

To: Karen Mack

Cc: David Keyon <david.keyon@sanjoseca.gov>; John Tu <john.tu@sanjoseca.gov>; Lesley Xavier

Sent: Thursday, December 10, 2015 5:06 PM

Subject: Federal Realty Refusal to Widen Olin Avenue at Winchester Blvd./Santana West File No. PDC14-068

December 10, 2015

Hello Ms. Mack,

Thank you for our brief conversation at the conclusion of the first Public Scoping Meeting on the proposed Santana West Development. I am writing to request that, given your expertise as the Traffic Manager in San Jose Public Works, you become involved in the resolution of an existing and potentially much more serious traffic movement deficiency from eastbound Olin Avenue at its intersection with Winchester Boulevard. I am cc'ing David Keyon, John Tu, and Lesley Xavier in expectation that this written submittal will also be included in the public input addressed by the Santana West Environmental Impact Report and its alternatives, as well as being reflected in a revised project design for the proposed development.

Currently, Olin Avenue west of Winchester becomes three traffic lanes (one westbound and two eastbound) just easterly of Spar Avenue. When the two eastbound lanes reach Winchester, the left lane is a through-or-left-turn lane, with a left turn signal. The eastbound right lane is, unfortunately, also a through lane, besides being the only lane from which eastbound traffic on Olin can turn right/southbound onto Winchester towards 280. When cars in the right lane queue-up, waiting for the green light to cross Winchester and enter Santana Row, there is no option for those needing to turn right to do so on red if there is a break in the southbound traffic on Winchester.

Those exiting Santana Row by turning left at Olin onto southbound Winchester have a protected movement. Once the eastbound light turns green, the southbound right-turners from Olin are again delayed by the steady pedestrian movement crossing Winchester on the south side of the intersection. There is no pedestrian cross-walk on the north side of the intersection.

This situation will only be worsened if the Santana West development is approved as now designed. In addition to the existing eastbound traffic on Olin originating from Maplewood, Hanson and Spar Avenues, Federal Realty proposes to shift the Winchester Ranch Mobile Home Park/potential Pulte Homes-redevelopment traffic from Olsen Drive onto Olin. Representing potentially more of an impact on Olin and the adjacent single-family neighborhood to the north is the Santana West development's design, which empties traffic from two private streets and at least one parking garage onto Olin.

When publicly asked at a recent Winchester Orchard Neighborhood Association meeting whether the Santana West development would include widening the south side of eastbound Olin Avenue leading to Winchester, Seth Bland of Federal Realty replied **no**. His explanation was that the west side of the Olin/Winchester intersection is already offset from the Santana Row side of the intersection and widening the west side would only worsen the offset. This justification seems to be based on an assumption that any additional eastbound Olin traffic lanes would be going through to Santana Row, when in reality the deficiency in available traffic movements is onto southbound Winchester.

It is, of course, ironic that Federal Realty is identifying the offset nature of the Olin intersection as a limitation or problem, given that the west side of Olin's street alignment predates Federal Realty's design of the newer Santana Row Olin Avenue location.

Besides the need for at least one, if not two, right-turn lanes from eastbound Olin onto southbound Winchester (and perhaps newly-generated traffic demand warranting two left-turn lanes onto northbound Winchester), how is *westbound* through-traffic on Olin going to be accommodated, given the need for left-turn lanes into at least one parking garage, two private streets, and the Winchester Ranch/Pulte Homes main ingress/egress road? It should also be noted that there is currently no right turn-only lane from southbound Winchester onto either Olin or Olsen.

The City constructed double left-turn lanes from southbound Winchester into Olin and Olsen for Santana Row (currently one of the left-turn lanes at Olsen is blocked off during construction). How will the increased northbound traffic on Winchester needing to turn left into Santana West at Olsen and Olin be accommodated, given the existing single left-turn lanes at both intersections? Is additional right-of-way needed on the Santana West side of Winchester between Olin and the Winchester Mystery House property?

Perhaps the limited street capacity on Olin and Winchester justifies serious evaluation of a Santana West development alternative of much-reduced density. As you know, the current Federal Realty proposal is for construction at the maximum Floor Area Ratio of 2.0. There is no requirement that the City approve this density of development.

I look forward to your written response, evaluation and suggestions as to how the traffic-capacity deficiencies on Olin Avenue and Winchester Boulevard can be favorably resolved, if favorable resolution is possible. Thank you for your attention to these concerns.

Douglas V. Handerson
320 Spar Avenue
San Jose, CA 95117

December 15, 2015

David Keyon
Environmental Project Manager
Department of Planning, Building and Code Enforcement
200 East Santa Clara Street
San Jose, CA 95113

RE: Notice of Preparation of a Draft Environmental Impact Report for the Santana West Development Project and I-280/Winchester/Moorpark Transportation Development Policy (File # PDC14-068)

Dear Mr. Keyon:

The City of San Jose Historic Landmarks Commission (Commission) is an advisory body to the City Council and City Manager on matters of historic preservation. The subject project site includes the City Landmark Century 21 Theater (Century Theater), and is directly adjacent to the Winchester House City Landmark (Winchester House).

The Commission discussed the Notice of Preparation of a Draft Environmental Impact Report for the Santana West Development Project and I-280/Winchester/Moorpark Transportation Development Policy at its December 2, 2015 meeting. In a 6-0-0 decision, the Commission voted to forward this comment letter to the Director of Planning, Building and Code Enforcement.

The Commission is disappointed by the option to remove the façade and roof of the Century Theater, as the Commission feels this proposal does not honor the spirit and intent of the City Landmark Designation. The Commission offers the following recommendations regarding the scope and content of information related to cultural resources to be included in the Environmental Impact Report:

1. Analyze potential ownership, uses and programming of the Century Theater building. Analyze how different ownership, uses and programming would impact the integrity of the building.
2. Analyze pedestrian circulation patterns as they relate to the pedestrian experience of the Century Theater and Winchester House.
3. Analyze massing and visual impacts of the new buildings on the Century Theater and Winchester House, with special emphasis on the impact to the setting of the Winchester House from new construction.

Thank you for the opportunity to comment on the Notice of Preparation. The Commission looks forward to reviewing the Draft Environmental Impact Report.

Sincerely,



Edward Saum
Chair
City of San Jose Historic Landmarks Commission



Department of Planning, Building and Code Enforcement

HARRY FREITAS, DIRECTOR

“SANTANA WEST”
PLANNED DEVELOPMENT REZONING & ENVIRONMENTAL IMPACT REPORT
FILE NO. PDC14-068

Community and Public Scoping Meeting

~~Thursday, November 19, 2015~~
Tue., Dec. 15, 2015

PUBLIC COMMENT SHEET

To be included in the public record for this project, all comments on the project and scope of the EIR must be made in writing and submitted to the City. Comments on the project only may be submitted at any time up until the public hearing. Please send comments to: David Keyon, City of San Jose, Environmental Review Planner, and John Tu, the Project Manager via one of the following:

By Mail: 200 East Santa Clara Street, 3rd Floor Tower, San José CA 95113-1905

By Email: David.Keyon@sanjoseca.gov and John.Tu@sanjoseca.gov (include “Santana West – File No. PDC14-068” in the subject line)

Verbal Comments received at the community meeting will be summarized by staff and included in the public record.

Name: Betsy Tanner / Frank Gross Email: _____

Address: 626 Villa Centre Way
82, CA 95128

Phone: _____

Comment on (please check one box):

EIR Scope Project Both

Comments: We are concerned about traffic
congestion especially at ~~Trish~~ + Winchester
and B80/Mooyank/Winchester with additional
employees + residents, We feel that the city
should use the latest traffic analysis tools
to determine traffic. We feel the current tools
are inadequate because they don't accurately
flag reasonable measures to flag congestion.
The city should take into account other projects
in the area.
↓

We also think that the city should insist on open space areas even though the project is commercial.

Also despite Federal Recettes Claim that the 20" additional ^{space} is bad urban planning, we feel like it is good planning to have that space.

We also feel that you should consider the air quality taking into consideration additional cars involved going to + from this site + sites in area.

The city should insist that Federal have a shuttle bus to + from Santana Row for employees ~~running~~ ^{having} stops in different cities ie Cupertino, Palo Alto or other locations employees live in.

Lack of parking should be an environmental concern put in the environmental report, because people park illegally.

Please bring back plan to Santana ^{Park} ~~Row~~ extension which we were promised when Santana Row went up.



Department of Planning, Building and Code Enforcement

HARRY FREITAS, DIRECTOR

“SANTANA WEST”
PLANNED DEVELOPMENT REZONING & ENVIRONMENTAL IMPACT REPORT
FILE NO. PDC14-068

Community and Public Scoping Meeting
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Verbal Comments received at the community meeting will be summarized by staff and included in the public record.

Name: TOM MORMAN

Email:

Address: 1242 REDOAKS
SAN JOSE 95128

Phone: 408-666-0581

Comment on (please check one box):

EIR Scope Project Both

Comments: There needs to be more recommendations on how to control traffic flow. Is there any concerted effort to provide more rapid transit? Any thought to provide connections to existing light rail? There needs to be a more realistic acknowledgment of how traffic will impact the community.



"SANTANA WEST"
PLANNED DEVELOPMENT REZONING & ENVIRONMENTAL IMPACT REPORT
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By Email: David.Keyon@sanjoseca.gov and John.Tu@sanjoseca.gov (include "Santana West - File No. PDC14-068" in the subject line)

Verbal Comments received at the community meeting will be summarized by staff and included in the public record.

Name: Brian Darby

Email:

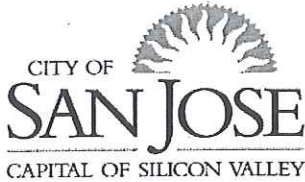
Address: 544 Dry Yrd Dr
San Jose CA 95117

Phone:

Comment on (please check one box):

EIR Scope Project Both

Comments: ① Traffic at Stevas creek / Winchester
② Safety for Pedestrians / Bicycle
③ VTA Usage ④ noise and quality of life issues
⑤ Parking issues and no code enforcement for parking
⑥ water issues ⑦ impact on city services fire/police
⑧ is the urban village concept working as to develop communities.



Department of Planning, Building and Code Enforcement

HARRY FREITAS, DIRECTOR

“SANTANA WEST”
PLANNED DEVELOPMENT REZONING & ENVIRONMENTAL IMPACT REPORT
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Verbal Comments received at the community meeting will be summarized by staff and included in the public record.

Name: Gail Norman

Email: _____

Address: 1242 Redoaks Drive
Sd 95128

Phone: _____

Comment on (please check one box):

EIR Scope Project Both

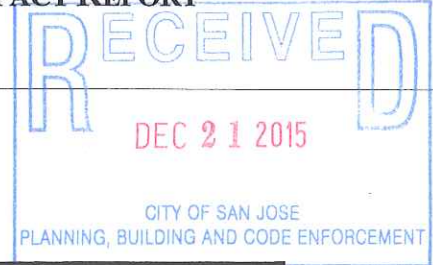
Comments: Public transportation improvements need to part
of any and all building along Stevens Creek and
Winchester! - The traffic is already a problem,
so, please no more development until there is better
transportation - ie more bus service, light rail, or
whatever else is possible.

Thank you

**“SANTANA WEST”
PLANNED DEVELOPMENT REZONING & ENVIRONMENTAL IMPACT REPORT
FILE NO. PDC14-068**

**Community and Public Scoping Meeting
Thursday, November 19, 2015**

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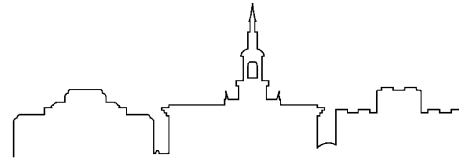
By Mail: 200 East Santa Clara Street, 3rd Floor Tower, San José CA 95113-1905

By Email: David.Keyon@sanjoseca.gov and John.Tu@sanjoseca.gov (include “Santana West – File No. PDC14-068” in the subject line)

Verbal Comments received at the community meeting will be summarized by staff and included in the public record.

Name: James Toal Email: _____
Address: 552 Villa Centre Way Phone: _____
95128 Comment on (please check one box):
 EIR Scope Project Both

Comments: It would be irresponsible for the City of San Jose to approve any further development in this area until the Tsch/Winchester/Woorpark intersection is redesigned. This intersection is unable to handle traffic at an acceptable LOS during commute times, with 500,000 sq.ft of new office space already approved, further approvals should be stayed pending redesign.



PRESERVATION ACTION COUNCIL OF SAN JOSE

Dedicated to Preserving San Jose's Architectural Heritage

December 21, 2015

Via Email – david.keyon@sanjoseca.gov
David Keyon
Department of Planning, Building, and Code Enforcement
200 E Santa Clara Street -- 5th Floor
San Jose CA 95113

Re: File No. PDC14-068

Dear David:

The Preservation Action Council of San Jose (PAC-SJ) was founded in 1990 and is dedicated to preserving and promoting the continued use of historically significant resources in San Jose, and to encouraging quality new design. We appreciate the opportunity to comment on the scope of the Santana West EIR.

A complete historic analysis should be performed for the Century 22 and 23 buildings to determine their eligibility for historic designation. If the buildings do not reach the level of official historic designation, the EIR should include mitigations to commemorate and appropriately document the structures so that a permanent public record is available.

Also, a complete historic analysis should be performed on the Flames Restaurant building, the former Bob's Big Boy Restaurant. This building is a remarkably well-preserved and exceedingly rare example of the prototype that Armet & Davis created for Bob Wian and his Big Boy restaurants in 1958. This may be the only 1958 Bob's prototype building left in Northern California and perhaps the most intact example in all of California. Again, depending on the EIR findings, the document should include mitigations to properly commemorate and document the building.

Although traffic impacts are not a direct part of our mission we do have concerns regarding potential negative impacts to the area. Traffic congestion will make it more difficult for people to get to the site and visit the restored and reused historic Century 21 building. Appropriate traffic levels should be established so that whatever form of transit people use they will be able to comfortably access this site.

Thank you for the opportunity to comment.

Sincerely,

Brian K. Grayson
Executive Director

C: John Tu

Re: Addendum to Concerns Re: Olin & Winchester Intersection (Santana West File No. PDC14-068)

Doug Handerson

Wed 12/23/2015 12:31 PM

To: Mack, Karen

Cc: Keyon, David <david.keyon@sanjoseca.gov>; Tu, John <john.tu@sanjoseca.gov>; Xavier, Lesley <Lesley.Xavier@sanjoseca.gov>;

12/23/15

Hello Ms. Mack,

This email is intended to be a brief addendum to my December 10, 2015 email expressing my concerns about Federal Realty's representative stating that the Santana West development will not involve widening of Olin at Winchester necessary to accommodate additional traffic from the new commercial uses. I have attached my original email to you regarding this issue. Thank you for your December 15 response confirming that the traffic report will evaluate this intersection.

Please also include the new information in this email in the traffic report evaluation of the Olin and Winchester intersection.

I am sorry you were unable to participate in the Second Santana West Scoping Meeting on December 15, 2015. At that meeting, Seth Bland of Federal Realty indicated that the two proposed private streets and parking garage exit onto Olin Avenue will not directly line up with the existing Spar and Hanson Avenues. He attributed this part of the project design to input received from the existing single family neighborhood residents at a prior meeting. I was not notified of any prior public meeting where the newly redesigned project's traffic options and private streets' designs were to be discussed, and so was not provided the opportunity to provide my input as a concerned homeowner within 1,000 feet of the development site.

It is my hope that San Jose Planning staff who were present at the December 15 Scoping Meeting will forward to you their notes on my expression of concern that the lack of linear intersections at Olin/Spar and Olin/Hanson with at least four-way stop signs will make it extremely difficult during Santana West rush-hour traffic times, combined with the new traffic on Olin from the Winchester Ranch/possible Pulte Homes redevelopment, for Winchester Manor Subdivision residents southbound on Spar and Hanson to make the left turn onto eastbound Olin, heading for northbound or southbound Winchester and, ultimately, northbound Highway 280.

Thank you Mr. Keyon for your December 16, 2015 email confirming that Ms. Mack's and my previous Olin/Winchester email communications have been forwarded to the environmental consultant for inclusion in the Draft EIR. Please also forward this December 23, 2015 email to the EIR consultant and have the traffic consultant include it in the traffic study regarding my December 15 Public Hearing comments noted above and the following related information.

New Information: Many of the traffic exiting movements from the existing gas station at the northwest corner of Olin Avenue and Winchester involve cars entering eastbound Olin west of Winchester while trying to join the two traffic lanes on Olin in order to turn left onto northbound Winchester, travel east into Santana Row, or else turn right onto southbound Winchester. Much of this traffic movement is because of the difficulty reaching the southbound Winchester left-turn lane at Olin in order to accomplish either a left turn into Santana Row or else a u-turn so as to head north on Winchester towards Stevens Creek. The Olin traffic exiting from the gas station is also because of the existing stacking at the light by southbound Winchester traffic, especially in the curb lane approaching westbound Olin, westbound Olsen, and northbound Highway 280.

If the stacking in the eastbound Olin lanes increases with the traffic from the Santana West development, the drivers exiting the gas station will find it difficult to enter the eastbound lanes to turn north on Winchester and will be forced instead to turn right out of the gas station driveway, head west on Olin, and then north on Spar or Hanson Avenues (which merge before Hanson intersects with Stevens Creek Boulevard) with the intent of reaching Stevens Creek Boulevard. This new additional traffic movement will, of course, adversely impact the existing single family neighborhood.

It is not possible to close or block-off the gas station's Olin driveway as it also serves as the only entrance to the station for northbound Winchester, westbound Olin and Santana Row drivers.

I will address the existing and potential cumulative traffic movement issues at Hanson Avenue and Stevens Creek Boulevard in a subsequent email to you.

Thank you for forwarding this information to both the traffic consultants and the environmental consultant. I hope your Holidays will be happy ones!

Douglas V. Handerson
320 Spar Avenue
San Jose, CA 95117

From: "Mack, Karen"
To: Doug Handerson ·
Sent: Tuesday, December 15, 2015 6:01 PM
Subject: Re: Did you receive this December 10, 2015 email?

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Traffic Manager
Development Services

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December 15, 2015

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Doug Handerson

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From: Doug Handerson
To: Karen Mack
Cc: David Keyon <david.keyon@sanjoseca.gov>; John Tu <john.tu@sanjoseca.gov>; Lesley Xavier <lesley.xavier@sanjoseca.gov>; <district1@sanjoseca.gov>; Jerad Ferguson <jerad.ferguson@sanjoseca.gov>
Sent: Thursday, December 10, 2015 5:06 PM
Subject: Federal Realty Refusal to Widen Olin Avenue at Winchester Blvd./Santana West File No. PDC14-068

December 10, 2015

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Those exiting Santana Row by turning left at Olin onto southbound Winchester have a protected movement. Once the eastbound light turns green, the southbound right-turners from Olin are again delayed by the steady pedestrian movement crossing Winchester on the south side of the intersection. There is no pedestrian cross-walk on the north side of the intersection.

This situation will only be worsened if the Santana West development is approved as now designed. In addition to the existing eastbound traffic on Olin originating from Maplewood, Hanson and Spar Avenues, Federal Realty proposes to shift the Winchester Ranch Mobile Home Park/potential Pulte Homes-redevelopment traffic from Olsen Drive onto Olin. Representing potentially more of an impact on Olin and the adjacent single-family neighborhood to the north is the Santana West development's design, which empties traffic from two private streets and at least one parking garage onto Olin.

When publicly asked at a recent Winchester Orchard Neighborhood Association meeting whether the Santana West development would include widening the south side of eastbound Olin Avenue leading to Winchester, Seth Bland of Federal Realty replied **no**. His explanation was that the west side of the Olin/Winchester intersection is already offset from the Santana Row side of the intersection and widening the west side would only worsen the offset. This justification seems to be based on an assumption that any additional eastbound Olin traffic lanes would be going through to Santana Row, when in reality the deficiency in available traffic movements is onto southbound Winchester.

It is, of course, ironic that Federal Realty is identifying the offset nature of the Olin intersection as a limitation or problem, given that the west side of Olin's street alignment predates Federal Realty's design of the newer Santana Row Olin Avenue location.

Besides the need for at least one, if not two, right-turn lanes from eastbound Olin onto southbound Winchester (and perhaps newly-generated traffic demand warranting two left-turn lanes onto northbound Winchester), how is *westbound* through-traffic on Olin going to be accommodated, given the need for left-turn lanes into at least one parking garage, two private streets, and the Winchester Ranch/Pulte Homes main ingress/egress road? It should also be noted that there is currently no right turn-only lane from southbound Winchester onto either Olin or Olsen.

The City constructed double left-turn lanes from southbound Winchester into Olin and Olsen for Santana Row (currently one of the left-turn lanes at Olsen is blocked off during construction). How will the increased northbound traffic on Winchester needing to turn left into Santana West at Olsen and Olin be accommodated, given the existing single left-turn lanes at both intersections?

Is additional right-of-way needed on the Santana West side of Winchester between Olin and the Winchester Mystery House property?

Perhaps the limited street capacity on Olin and Winchester justifies serious evaluation of a Santana West development alternative of much-reduced density. As you know, the current Federal Realty proposal is for construction at the maximum Floor Area Ratio of 2.0. There is no requirement that the City approve this density of development.

I look forward to your written response, evaluation and suggestions as to how the traffic-capacity deficiencies on Olin Avenue and Winchester Boulevard can be favorably resolved, if favorable resolution is possible. Thank you for your attention to these concerns.

Douglas V. Handerson
320 Spar Avenue
San Jose, CA 95117

Fw: Did you receive this December 10, 2015 email?

Doug Handerson

Wed 12/16/2015 8:20 AM

To: Keyon, David <david.keyon@sanjoseca.gov>; Xavier, Lesley <Lesley.Xavier@sanjoseca.gov>; Tu, John <john.tu@sanjoseca.gov>;

FYI. Please forward Ms. Mack's reply and my original email to the EIR consultant. Thank you!
Doug Handerson

----- Forwarded Message -----

From: "Mack, Karen"

To: Doug Handerson

Sent: Tuesday, December 15, 2015 6:01 PM

Subject: Re: Did you receive this December 10, 2015 email?

Hi Mr. Handerson,

I am sorry for not responding sooner. I will not be at tonight's meeting. However, you are welcome to contact me anytime.

The traffic report for Santana Row West will evaluate the intersection of Olin and Winchester and will consider all the added traffic from the project and the redirected mobile home park access. The report will also evaluate the existing signal phasing and condition improvements based on the projects impact to the intersection. It would be premature to conclude there would be no improvements at this intersection, it has not been studied yet. I will make sure the traffic consultant thoroughly studies this intersection in the project tie. Thank you for bringing this to our attention.

Karen Mack
Traffic Manager
Development Services

From: Doug Handerson

Sent: Tuesday, December 15, 2015 3:25 PM

To: Mack, Karen

Subject: Did you receive this December 10, 2015 email?

December 15, 2015

Hello again Ms. Mack,

As I have not received an email from you acknowledging receipt of the following December 10, 2015 email from me, I am writing to inquire whether you had received and read it?

Will you be at the second Santana West Public Scoping Meeting tonight? If so, I look forward to talking to you there. Thank you in advance for a response to this second email.

Doug Handerson

----- Forwarded Message -----

From: Doug Handerson

To: Karen Mack

Cc: David Keyon <david.keyon@sanjoseca.gov>; John Tu <john.tu@sanjoseca.gov>; Lesley Xavier <lesley.xavier@sanjoseca.gov>; Councilmember Chappie Jones <district1@sanjoseca.gov>; Jerad Ferguson

Sent: Thursday, December 10, 2015 5:06 PM

Subject: Federal Realty Refusal to Widen Olin Avenue at Winchester Blvd./Santana West File No. PDC14-068

December 10, 2015

Hello Ms. Mack,

Thank you for our brief conversation at the conclusion of the first Public Scoping Meeting on the proposed Santana West Development. I am writing to request that, given your expertise as the Traffic Manager in San Jose Public Works, you become involved in the resolution of an existing and potentially much more serious traffic movement deficiency from eastbound Olin Avenue at its intersection with Winchester Boulevard. I am cc'ing David Keyon, John Tu, and Lesley Xavier in expectation that this written submittal will also be included in the public input addressed by the Santana West Environmental Impact Report and its alternatives, as well as being reflected in a revised project design for the proposed development.

Currently, Olin Avenue west of Winchester becomes three traffic lanes (one westbound and two eastbound) just easterly of Spar Avenue. When the two eastbound lanes reach Winchester, the left lane is a through-or-left-turn lane, with a left turn signal. The eastbound right lane is, unfortunately, also a through lane, besides being the only lane from which eastbound traffic on Olin can turn right/southbound onto Winchester towards 280. When cars in the right lane queue-up, waiting for the green light to cross Winchester and enter Santana Row, there is no option for those needing to turn right to do so on red if there is a break in the southbound traffic on Winchester.

Those exiting Santana Row by turning left at Olin onto southbound Winchester have a protected movement. Once the eastbound light turns green, the southbound right-turners from Olin are again delayed by the steady pedestrian movement crossing Winchester on the south side of the intersection. There is no pedestrian cross-walk on the north side of the intersection.

This situation will only be worsened if the Santana West development is approved as now designed. In addition to the existing eastbound traffic on Olin originating from Maplewood, Hanson and Spar Avenues, Federal Realty proposes to shift the Winchester Ranch Mobile Home Park/potential Pulte Homes-redevelopment traffic from Olsen Drive onto Olin. Representing potentially more of an impact on Olin and the adjacent single-family neighborhood to the north is the Santana West development's design, which empties traffic from two private streets and at least one parking garage onto Olin.

When publicly asked at a recent Winchester Orchard Neighborhood Association meeting whether the Santana West development would include widening the south side of eastbound Olin Avenue leading to Winchester, Seth Bland of Federal Realty replied **no**. His explanation was that the west side of the Olin/Winchester intersection is already offset from the Santana Row side of the intersection and widening the west side would only worsen the offset. This justification seems to be based on an assumption that any additional eastbound Olin traffic lanes would be going through to Santana Row, when in reality the deficiency in available traffic movements is onto southbound Winchester.

It is, of course, ironic that Federal Realty is identifying the offset nature of the Olin intersection as a limitation or problem, given that the west side of Olin's street alignment predates Federal Realty's design of the newer Santana Row Olin Avenue location.

Besides the need for at least one, if not two, right-turn lanes from eastbound Olin onto southbound Winchester (and perhaps newly-generated traffic demand warranting two left-turn lanes onto northbound Winchester), how is *westbound* through-traffic on Olin going to be accommodated, given the need for left-turn lanes into at least one parking garage, two private streets, and the Winchester Ranch/Pulte Homes main ingress/egress road? It should also be noted that there is currently no right turn-only lane from southbound Winchester onto either Olin or Olsen.

The City constructed double left-turn lanes from southbound Winchester into Olin and Olsen for Santana Row (currently one of the left-turn lanes at Olsen is blocked off during construction). How will the increased northbound traffic on Winchester needing to turn left into Santana West at Olsen and Olin be accommodated, given the existing single left-turn lanes at both intersections? Is additional right-of-way needed on the Santana West side of Winchester between Olin and the Winchester Mystery House property?

Perhaps the limited street capacity on Olin and Winchester justifies serious evaluation of a Santana West development alternative of much-reduced density. As you know, the current Federal Realty proposal is for construction at the maximum Floor Area Ratio of 2.0. There is no requirement that the City approve this density of development.

I look forward to your written response, evaluation and suggestions as to how the traffic-capacity deficiencies on Olin Avenue and Winchester Boulevard can be favorably resolved, if favorable resolution is possible. Thank you for your attention to these concerns.

Douglas V. Handerson
320 Spar Avenue
San Jose, CA 95117

Santana West's Potential Impacts on Hanson & Stevens Creek Intersection (PDC14-068)

Doug Handerson

Sun 12/27/2015 3:27 PM

To: Mack, Karen

Keyon, David <david.keyon@sanjoseca.gov>;

Cc: Tu, John <john.tu@sanjoseca.gov>; Xavier, Lesley <Lesley.Xavier@sanjoseca.gov>; woolfe.daphna ·

12/27/2015

Dear City of San Jose Staff Members,

Given the City of San Jose City Council's intention to not improve the Stevens Creek and Winchester intersection, it is very clear that the Santana West commercial development, if approved at the density now proposed, will shift northbound traffic heading for westbound and eastbound Stevens Creek Boulevard onto the Winchester Manor Subdivision's single family residential streets of Spar and Hanson Avenues. Spar and Hanson merge and only Hanson connects to Stevens Creek.

There are potential alternatives to these adverse traffic impacts on the residential neighborhood northerly of the Santana West site.

Although a new traffic signal is planned for Henry Avenue and Stevens Creek, Henry does not connect to Olsen Drive and the Santana West property. It could be connected to the Winchester Ranch Mobile Home Park, either now or if the redevelopment of the mobile home property by Pulte Homes is approved. This potential redevelopment approval and necessary street connection(s) to Stevens Creek should be considered now in the Santana West EIR. Connecting the Winchester Ranch/Pulte Homes property to Stevens Creek via Henry would reduce the traffic impacts on Olin, Maplewood, Hanson and Spar. These new traffic impacts are caused by Federal Realty's proposed street design plan which ends Olsen Drive west of the mobile home park and proposes the main ingress and egress to the Winchester Ranch property via a new street accessible only from Olin.

Both the EIR and the Planning staff report should include analyses of alternative Santana West development designs that reflect the retention of the existing connection of Olsen to the Winchester Ranch/possible Pulte Homes redevelopment and future connection of Olsen with Henry and the new traffic signal at Stevens Creek. Retention of Olsen westerly of Santana West could retain the potential for future connection with the existing Olsen Drive west of the Winchester Ranch property, if the Pulte Homes redevelopment is approved. This could also provide an additional traffic outlet, ultimately, via Cypress Avenue which already connects to Stevens Creek Boulevard..

Besides the newly proposed primary connection to Winchester Ranch from Olin, the Santana

West proposed design also includes connecting two new private streets and at least one parking garage with Olin near Spar and Hanson Avenues.

If these new traffic connections are to be retained in the development, the development plan should be redesigned to linearly connect these new Olin ingress/egress points to Spar and Hanson, so that, at a minimum, four-way stop signs could be provided and traffic southbound on Hanson and Spar would not be blocked from entering eastbound Olin during rush-hour traffic conditions.

There is currently no traffic signal existing or planned for the Hanson Avenue and Stevens Creek intersection. I assume one would be required to help with the heavy additional traffic movement at that intersection. This is especially the case given the commercial rush-hour employee traffic-generating nature and density of the proposed Santana West development, and limitations at the Olin Avenue and Winchester intersection.

A related potential environmental impact of the project is local air quality impacts on residents living on Spar and Hanson Avenues, especially those living in homes without air conditioning and located immediately adjacent to the corner of Hanson and Spar where Santana West-generated traffic will be stopped and stacked up by the new traffic signal at Stevens Creek.

My home is located at the corner of Hanson and Spar with driveway access only from Hanson. Traffic-wise, how will the residents of my home enter and exit the residential driveway when Santana West traffic is stopped and stacks up on Hanson due to the new Stevens Creek traffic signal? There is currently no such stacking or access problem.

There will also be increased traffic noise impacting the existing single family residential neighborhood.

When conducting the traffic analysis of the Hanson and Stevens Creek intersection, please note the following:

1) Northbound drivers on Hanson attempting to turn west on Stevens Creek are often blocked by back-up of eastbound traffic on Stevens Creek stopped for the Winchester traffic signal. The Winchester Orchard Neighborhood Association has previously requested that San Jose provide cross-hatching and painted signs on the pavement at the Hanson and Stevens Creek intersection instructing stopped eastbound Stevens Creek drivers not to block this intersection. San Jose Public Works staff rejected this request.

When not blocked by eastbound Stevens Creek traffic, these westbound left-turners from Hanson frequently have to go part-way across Stevens Creek, stop and wait in the center lane for westbound Stevens Creek traffic to provide an opening. This movement is made more difficult by the frequent parking of car-carrier trucks in the center lane as they unload vehicles for the existing car dealership in Santa Clara on the north side of Stevens Creek. When complaints have been submitted to City of Santa Clara Planning code enforcement about the illegally-parked car-carrier trucks, the response is that those trucks are unloading for San Jose dealerships.

2) These northbound Spar and Hanson drivers trying to turn left onto westbound Stevens Creek frequently stack-up as they wait for westbound Stevens Creek drivers who are stopped at the Hanson intersection and signaling a left-turn onto Hanson. With increasing frequency, these westbound Stevens Creek drivers signaling a left-turn at Hanson do not complete that turning

movement. Instead they make a u-turn and head back east on Stevens Creek so as to make a right-turn onto southbound Winchester. This is clearly due to the overflow stacking and slow-clearing of the left-turn lane from westbound Stevens Creek onto southbound Winchester. Instead of waiting for additional cycles of that signal, these Stevens Creek drivers proceed westbound through the Winchester intersection and then do the u-turn at Hanson.

3) Those drivers westbound on Stevens Creek who do intend to complete the left-turn onto Hanson are frequently blocked by eastbound Stevens Creek traffic. In my twenty-three years living near this intersection, I have seen frequent accidents by drivers who attempt to turn through moving eastbound traffic, especially when some of the eastbound lanes are stopped but other eastbound lanes are still moving.

4) If the traffic study of the Hanson and Stevens Creek intersection indicates that the proposed maximum density of the Santana West development creates a need for two left-turn lanes from westbound Stevens Creek onto Hanson, the lane capacity does not exist. This is because Santa Clara has not widened the north side of Stevens Creek west of Winchester and there is no curb-side parking lane there that can be eliminated.

5) Also, since the City of Santa Clara has not widened Winchester at Stevens Creek so as to create a separate right-turn lane from southbound Winchester onto westbound Stevens Creek, drivers frequently cut-through the Winchester Shopping Center parking lot at the northwest corner of Stevens Creek and Winchester to access westbound Stevens Creek and also to turn left onto Hanson. These through-traffic exiting movements from the Winchester Shopping Center should be expected to increase due to the Santana West development and impact any new traffic signal and traffic movements at the Hanson and Stevens Creek intersection.

6) Although there is a bus transit stop on the Santa Clara (north) side of Stevens Creek which is located just east of the Hanson intersection, there is no marked cross-walk for pedestrians crossing Stevens Creek between Winchester on the east and Henry on the west. I have seen at least two pedestrians who had been hit while trying to cross Stevens Creek at Hanson. There is also a bus transit stop on the San Jose side of Stevens Creek just east of Maplewood Avenue with no cross-walk there.

7) Finally, the traffic study of the Hanson and Stevens Creek intersection should evaluate the San Jose and Santa Clara-approved new traffic signal at Henry Avenue and all anticipated traffic impacts. Stevens Creek traffic signals at Winchester, Hanson and Henry should be made sequential to avoid additional stacking on Stevens Creek. The City of Santa Clara Traffic Engineer should be asked to comment on employee rush-hour Santana West-generated traffic cutting-through the single family residential neighborhood on North Henry to connect to Stevens Creek, Hanson/Spar Avenues and, ultimately, Santana West.

The Santana West EIR and Planning staff report should include evaluation of the alternative of reduced cumulative Floor Area Ratio if the development is to be approved as only commercial. A reduced FAR alternative would generate less traffic with less adverse air quality and decreased noise impacts. This would cause less of an adverse impact on the existing residential neighborhood northerly of the Century Theater site.

Another alternative that should be evaluated is development consistent with San Jose's Village concept, which would encourage a mixed use development on the Century Theater site that includes residential units. This second alternative would disperse rather than concentrate the

direction and timing of traffic generated by the development.

Douglas V. Handerson
320 Spar Avenue
San Jose, CA 95117

RE: Santana West File No. PDC14-068 (Correction)

The Lindas

Wed 12/30/2015 2:07 PM

To: Keyon, David <david.keyon@sanjoseca.gov>; Tu, John <john.tu@sanjoseca.gov>;

Cc: Linda & Linda

Sorry, I accidentally sent my draft and have updated it appropriately per below. Sorry for the confusion.

Also, we hope you email us the updates from the EIR as they are available rather than for us to wait for a meeting to discuss. Thanks.

Linda Schreiber & Linda Hlavin
458 Maplewood Ave
San Jose, CA 95117

From: The Lindas [mailto:']
Sent: Wednesday, December 30, 2015 1:57 PM
To: 'David.Keyon@sanjoseca.gov'; 'John.Tu@sanjoseca.gov'
Cc: Linda & Linda
Subject: Santana West File No. PDC14-068

David,
Like Daphna Wolfe's comments below, we live next to her on Maplewood and our backyard is on the boundary of the Santana West project. We would like to add some additional feedback for you to consider regarding the EIR and Santana West project:

1. Heavy traffic flow down between Maplewood and Olin. Also, turns made at that intersection is bad now with lack of visibility especially when vehicles are parked on Olin near the corner. Also, our street (Maplewood) is by permit parking only so technically people looking for parking can not do so but this doesn't seem to be enforced plus Maplewood is often used for overflow traffic from Santana Row.
2. For the traffic study, as was suggested in a neighborhood meeting, San Jose should use updated technology to measure real time traffic flow to give a more accurate picture of what is happening today. Also, special events at Santana Row always create heavy traffic volume and parking nightmares in the neighborhood today and this should also be considered in the future.
3. As Daphna mentioned below, the setback distance doesn't seem ample enough and to reiterate there should be a minimum of 60 ft. setback.
4. Currently there are tall trees on the edge of the property behind us to buffer the sight and sound of the Santana West property. We would hope those trees remain there as a buffer to help shield our backyards from the high rise buildings to be erected behind us.
5. Private shuttle services should be considered to get people from the neighborhood to Santana Row

6. We understand the Flames restaurant will be gone. It's been such an establishment of the community, we would hope Santana West would provide them an option to stay or move into a newer bldg. at a discounted rate.
7. Suggestion for a potential grocer is Trader Joes as it fits the neighborhood nicely. Don't know what will happen to Safeway on Stevens Creek and Winchester but it's also a great store for the area.

Linda & Linda

From: Daphna Woolfe
Subject: Santana west

Dear Mr. Keyon,

This letter is in response to the EIR for Santana West. As a homeowner on Maplewood Ave. my neighbors and I have some concerns unique to our proximity to the project, that should be considered.

The first concerns deal with additional traffic on Olin and Winchester. Even though our street is permit protected, the signage is poor and many drivers turn left off of Olin onto Maplewood, not realizing that it is a dead-end with permit parking only. This creates safety hazards, as people speed into and out of the end of the street. This will only increase as people looking for parking or coming in and out of the new lots, look for a back way out of the congestion on Winchester. Another traffic related issue is the congestion on Winchester and our ability to get on and off of Maplewood during peak hours. During high traffic times, this can already be an issue. We had an incident with my son, when he needed to get to an emergency room for asthma and it took 15 minutes just to go 1/4 of a mile. Emergency services could not get to us as well. With thousands of new vehicles coming to the new buildings at Santana Row and Santana West, how can you assure our safety?

The next issue deals with height and set backs of the new building. We do appreciate the stepped back building heights, but the set backs should, at the very least, match the 60 foot set-backs at the Reserve Apartment project. This would allow for a larger green belt to buffer the new development from existing homes and allow for the road for Winchester Ranch. The Reserve Apartment project has a triple layer of trees in order to protect the existing homeowners from the site lines of the project. This seems to be a minimum for a project of this size. The current 44 foot set back is simply not enough for a buffer and a road. Also, the height on Winchester is excessive for the area, creating a "tunnel effect" for pedestrians, which ultimately will not be in keeping with the urban village concept.

With the current 25 million vehicle trips in our area a year, which only promises to rise as more and more buildings come on line and Valley Fair expands by 40%, this will directly affect the air quality in this area. What can or will be done to mitigate the poor air quality created by these additional trips?

We are also concerned with additional noise created by air conditioning units, garbage units pick-up and delivery trucks, maintenance issues, and car noise, such as tires screeching, cars running and auto alarms. This is off particular concern, as the parking garage is directly behind our home.

Sincerely,

Daphna Woolfe

Comprehensive Comments on Santana West - File No. PDC14-068

Doug Handerson

Sun 1/3/2016 1:02 PM

To: Keyon, David <david.keyon@sanjoseca.gov>; Tu, John <john.tu@sanjoseca.gov>;

Cc: Xavier, Lesley <Lesley.Xavier@sanjoseca.gov>; Mack, Karen ; wolfe.daphna

January 3, 2016

Hello Mr. Keyon and Mr. Tu,

I hope that your Holiday break was a happy one.

Please respond to the following general comments and questions in the Draft EIR and the planning staff report for the proposed Santana West commercial development on the former Century Theater site. This email and these comments are in addition to the comments I made in three other emails that I sent to David Keyon, Karen Mack and John Tu about the Santana West development proposal and related potential environmental impacts. Those emails were dated December 10, 2015, December 23, 2015 and December 27, 2015. Please let me know if you don't show receipt and inclusion of those three emails with documents forwarded to Shannon George of David Powers and Associates, and I will be happy to resend them.

Is the footprint of the square footage of the land area occupied by the Century 21 Theater building included when calculating the maximum square footage allowed on the site, given the maximum Floor Area Ratio of 2.0? The zoning would allow commercial use of the theater building, including as a potential restaurant or even reuse as a theater, so the former theater's building square footage should also be reflected when determining net new square footage allowed. The theater building's potential commercial uses and related parking requirements should not be overlooked in the analysis of environmental impacts from the maximum potential development square footage on the overall site.

It is not clear from the written information provided by San Jose staff how many total parking spaces will be provided onsite, besides the parking spaces for the Winchester Mystery House. If the total number of parking spaces required to meet City Zoning Ordinance minimum parking requirements will not be known until the submittal of the proposed uses I at the Development Permit review stage, and the project will be required to meet those minimum requirements, how can the EIR adequately assess the complete extent of related environmental impacts?

At the second Scoping Meeting, San Jose project planner John Tu said that the City assumes there will be one employee onsite for each 300 gross square feet of commercial space or approximately 3,000 employees at Santana West, at a minimum. With today's employers relying more and more on cubicles, one employee actually occupies less than 300 square feet, and, cumulatively, there will be more than 3,000 employees on this site, if the entire development is commercial use, with no residential units mixed in.

If the EIR's scope includes an assumption that parking to be provided will be at a ratio of one per 300 gross square feet of commercial space, how can more intensive uses, with greater Zoning Ordinance parking requirements (such as a grocery store, restaurant, bar, hotel or theater) subsequently be approved by relying on the initial environmental document's analysis? Those uses will include additional traffic and parking from drivers other than onsite employees. What is the parking ratio on which the EIR's analysis will be based?

It's a positive potential mitigation if the property owner is required to provide and maintain regular shuttle bus service to Diridon Station/Santa Clara Station for office workers. However, where on site will shuttle buses queue up, and park (potentially sitting with engines idling)? Where will the buses pick-up and drop-off riders? How will they access the site? Where will they be stored when not in use? None of this activity should occur on the existing single family residential neighborhood streets of Spar and Hanson Avenues in the Winchester Manor Subdivision.

Similarly, if there is a new grocery store onsite, where will that stores' trucks park to unload? Travel patterns for these trucks should not be allowed to impact Spar or Hanson Avenues.

A related potential environmental impact of the project is local air quality impacts on residents living on Spar and Hanson Avenues, especially those living in homes without air conditioning and located immediately adjacent to the corner of Hanson and Spar where Santana West-generated traffic will be stopped and stacked up by any new traffic signal at Stevens Creek.

There will also be increased traffic noise impacting the existing single family residential neighborhood.

To avoid potential overflow parking on evenings and week-ends, the property owner should commit, as a condition of approval, to requiring Santana West tenants to accept that all onsite parking spaces (except those reserved for any onsite grocery store) be accessible to and shared with the public for no-cost parking in the evenings and week-ends.

The existing Santana Row development, owned and operated by this project's applicant, offers shuttle service to certain offsite major events, such as 49ers games for the general public. Will this program continue and will this additional parking demand impact the Santana West parking areas? Has this shuttle service program officially been approved by the City of San Jose?

Currently, during regular week-day hours, employees of Santana Row restaurants routinely have parked in the Century Theater parking lot, including when the theaters were still operating. If there is insufficient parking at Santana Row for existing employees there and they regularly rely on the Santana West site, where will they park after all phases of Santana West are built?

On the evening of November 17, 2015 when Santana Row held its annual Christmas Tree Lighting event, for the first time in the 23 years I've lived at Spar and Hanson Avenues, Spar, Hanson and Maplewood Avenues, which have Resident-Only-Permit-Parking restrictions for on-street parking, were inundated with illegally-parked vehicles and many more vehicles circling the neighborhood in search of parking. Dispatchers for 311-called complaints did not respond, until someone blocked my driveway. When the enforcement person from the City came to ticket that vehicle, I asked why the City was not responding to complaints about Permit-Parking-Only violations. That City employee replied that they had been told to only ticket for situations such as driveway-blocking, not any other violations. Residents with legal parking permits were unable to

find any on-street parking spaces until much later that evening.

This refusal and failure by the City staff to respond to resident-initiated complaints demonstrates why, to prevent similar illegal parking impacts from the Santana West development, Federal Realty and any successors should be required to fund regular City parking enforcement personnel and a drive-by enforcement program (rather than the existing complaint-generated program) for the Century/Winchester (or renamed Santana West/Winchester) Resident Permit Parking area (Spar, Hanson and Maplewood Avenues). Otherwise, there will be adverse public safety impacts on the neighborhood, as multiple unknown non-resident cars from the Santana West development will effectively eliminate the residents' monitoring of potential criminals. There will also be the potential noise impacts on the neighborhood from bar-goers returning late-at-night to their illegally parked cars. Resident with legal parking permits will not be able to park by their homes.

The PD rezoning is intended to allow significantly reduced setbacks along Winchester Avenue. To also have minimal setbacks along Olin Avenue for the proposed tall buildings would not be appropriate, given the narrow width of Olin and the predominantly single story scale and larger setbacks of the single family residences north of Olin.

The Santana West proposed street design includes three private streets and at least one parking garage emptying onto Olin Avenue, which functions as a two-lane street. The limited street capacity on Olin and Winchester, along with potential traffic impacts on the Winchester Manor single family residents along Spar and Hanson Avenues, justifies serious evaluation of a Santana West development alternative of much-reduced density. As you know, the current Federal Realty proposal is for construction at the maximum Floor Area Ratio of 2.0. There is no requirement that the City approve this density of development.

Regarding onsite Santana West parking structures, to reduce potential noise impacts on the residential neighborhood to the north of the site, a solid wall facade should be provided on the Olin Avenue side of any partially submerged or above-grade parking structures.

Similarly, potential noise impacts on the Spar and Hanson Avenue neighborhood should be reduced by Santana West buildings designed to block noise transference from any outdoor areas above-grade, such as outdoor above-grade bars or restaurants, including any areas open to employees or the public on the roofs of the new Olin Avenue-adjacent buildings. This was not done when the existing Santana Row's Hotel Valencia was allowed to have an outdoor bar several stories above the street on the Winchester side of that hotel. Late-night noise from that bar can be heard by residents along Spar and at the intersection of Spar and Hanson Avenues.

There does not appear to be sufficient onsite park or open space proposed at Santana West. The existing neighborhood lacks a park or open space. Where will employees at Santana West who bring their lunches be able to sit outdoors to eat?

Will there be any improved, non-commercial open space areas, either at-grade or above-grade, in Santana West and will Federal Realty or successor(s) be required to maintain these areas as open and accessible for the general public?

The City of San Jose has committed to encouraging more transit use, including along the Stevens Creek Boulevard corridor. This includes pedestrian-friendly designs for new developments. As Santana West is now designed, one north-south street will be the only ingress/egress route to the

Winchester Ranch (potential Pulte Homes) property from Olin Avenue and (ultimately) Stevens Creek. There is no sidewalk proposed along that new private street, even though it will be the closest route for residents of the mobile home park/potential Pulte Homes development to walk to the existing eastbound bus stop at Maplewood Avenue and Stevens Creek Boulevard. Only a fence at the south end of Maplewood prevents those existing or new residents from instead using Maplewood to walk to the bus stop. If this alternative pedestrian connection via Maplewood is not provided as part of the Santana West development, the potential exists for pedestrians to be walking in the auto traffic lanes of the new street along the west border of Santana West.

It was recently publicized that the Valley Transportation Authority is no longer proposing express-bus-only lanes along Stevens Creek Boulevard. Instead a Stevens Creek Express Bus 523 will share traffic lanes in the already heavily-congested Winchester to Monroe area. This lane-sharing will slow bus travel times and reduce potential transit ridership.

The City states it is also committed to encouraging transportation alternatives to autos, such as bicycles. There are existing north-south bike-lanes along Monroe Avenue from the City of Santa Clara on the north, to Forest Avenue and Westfield/Valley Fair Shopping Center. There are also bike-lanes on Monroe south of Stevens Creek Boulevard, connecting to an elevated walkway over State Highway 280. That pedestrian/bike bridge provides access to Moorpark Avenue. Prior to recent City approval of the new Valley Fair parking garage at the east side of that shopping center, it was possible to bicycle along Monroe between Forest Avenue and Stevens Creek and connect with the existing Monroe bike-lanes. This is no longer the case. What alternative bike-route does San Jose plan for north-south bike riders in the Stevens Creek/Winchester and Stevens Creek/Monroe areas?

Winchester is not a natural bike-route alternative as, both north and south of Stevens Creek Boulevard and on the Winchester bridge over 280, Winchester has not been consistently widened, either in San Jose or in the City of Santa Clara.

Commercial business-serving on-street parking and overall insufficient right-of-way exists along San Carlos Street east of Stevens Creek for additional bus/auto lanes or bike lanes serving employees traveling to Santana West in an east-west direction.

Any Santana West development should not be approved with reduced parking requirements, if that approval is based on a justification that employees will ride bikes or take transit, when the reality is that public agency decisions are not supporting significant increased alternate transportation use in the immediate vicinity of this development. The EIR should evaluate the cumulative impacts of actual auto-trips generated to the site, as well as parking onsite necessary to meet the minimum needs of the mix of commercial uses allowed onsite.

When will the potential interchange and local street improvements at Interstate 280, Winchester Boulevard, and Moorpark Avenue be completed? Will the timing of the phasing of the Santana West development be based on the completion of these improvements?

The EIR and related traffic analysis should evaluate the potential improvement of the Stevens Creek and San Tomas Expressway intersection to a grade-separated intersection. Traffic, especially eastbound towards the proposed Santana West development, already queues through more than one traffic signal cycle at that intersection. It is my understanding that Federal Realty will have to contribute funding to improvements at the Saratoga Avenue and Highway 280 interchange. This indicates an expectation of increased traffic to and from Santana Row and

Santana West on both Stevens Creek and Moorpark.

With the potential for a new off-ramp from northbound Highway 280 to Winchester Boulevard resulting in the reduction of Tisch Way to a one-way street, the traffic analysis should evaluate alternative traffic movements from Santana Row and the recently-approved commercial development south of Santana Row impacting the intersection of Olsen Drive and Winchester and Winchester intersections at 280 and Moorpark.

The EIR and planning staff report should include a written response from applicable public safety agencies, especially the Fire Department, regarding converting Tisch into a one-way street. Currently, the City of San Jose fire station closest to Santana West is located on Monroe Street south of Stevens Creek and has ingress and egress access to or from Santana West limited to Tisch and the over-loaded Stevens Creek Boulevard.

The environmental document will evaluate storm-water run-off impacts from Santana West. Already, there is regular flooding at the intersection of Spar and Hanson Avenues, during heavy rains. The existing storm drains at Spar and Hanson cannot accommodate additional storm-water flows. Shouldn't the density of development proposed for Santana West and initial design plans reflect provision of areas for appropriate onsite storm-water retention and treatment, consistent with the Regional C-3 Permitting requirements? How can the EIR assess hydrology and water quality impacts on the existing neighborhood without the development plan demonstrating sufficient areas for treatment and accommodation of storm-water onsite? Wouldn't the provision of these onsite retention and treatment areas result in reduction of the footprints of the new buildings? Wouldn't the reduction in the new buildings' footprints lead to a smaller total square footage of new development, given the City's commitment to not exceeding the existing General Plan and Zoning limits of 120' maximum height?

Any analysis of impacts on San Jose's jobs/housing balance should include the number of jobs to be created by the City's recent approvals of approximately 500,000 square feet of new office and retail commercial development not yet built in place of existing residences south of Santana Row and north of Tisch Way. This is in close proximity to the Santana West commercial proposal. Does the City support the even dispersal of new employment uses throughout the City, more closely connecting with existing and planned residential areas?

The Santana West EIR and Planning staff report should include evaluation of the alternative of reduced cumulative Floor Area Ratio if the development is to be approved as only commercial. A reduced FAR alternative would generate less traffic with less adverse air quality and decreased noise impacts. This would cause less of an adverse impact on the existing residential neighborhoods southerly and westerly of the Century Theater site.

The limited street width and capacity on Olin Avenue along the project site (westerly of Winchester), justifies serious evaluation of a Santana West development alternative of much-reduced density. The current Federal Realty proposal is for construction at the maximum Floor Area Ratio of 2.0. There is no requirement that the City approve this density of development. Similarly, Spar and Hanson Avenues have limited capacity and only Hanson connects with Stevens Creek Boulevard.

Another alternative that should be evaluated is development consistent with San Jose's existing Urban Village Overlay on the project site, which would encourage a mixed use development on the Century Theater site that includes residential units. This second alternative would disperse

rather than concentrate the direction and timing of traffic generated by the development. Mixed Use development with residential units would also be more consistent with the existing residential neighborhood and the Winchester Ranch/potential Pulte Homes residential property.

The "No Project" development alternative could reflect the City not proceeding at this time with the scheduling of any public hearing consideration of redevelopment of the Century site, until related decisions on the Stevens Creek and Winchester Urban Village Area are made and until the City resolves whether the Winchester Ranch Mobile Home Park can be redeveloped. Both of these decisions are pending.

This would allow, on an interim basis, for the continuation of overflow parking of Santana Row employees and customers on the Century Theater parking lot.

If the mobile home park property is available for redevelopment, the design of Santana West could reflect retention of Olsen Avenue to the mobile home property and a continuation of Olsen through the redeveloped mobile home park property so as to connect with the existing Olsen Avenue west of the mobile home park. This would provide alternative traffic routes connecting Santana West to Stevens Creek, utilizing Olsen to Cypress Avenue and the existing traffic signal at Cypress and Stevens Creek, as well as providing connection via Henry Avenue to the approved signalized intersection at Henry and Stevens Creek. The EIR should include evaluation of these potential additional street connections, which could be accomplished if Santana West street design (and related vacating of Olsen Drive) and development approvals of Santana West are consistently timed with any City consideration of redevelopment of the Winchester Ranch property.

It should be noted that Federal Realty cannot be required by the City to provide a grocery store in Santana West, and there is no guarantee that a grocery store will be included in this development, even if the development approval process is expedited.

Thank you for providing two Public Scoping meetings regarding the Santana West development proposal and for responding to the comments and questions in this email, as well as my previous emails sent December 10, 2015, December 23, 2015, and December 27, 2015.

Respectfully submitted,

Douglas V. Handerson
320 Spar Avenue
San Jose, CA 95117

cc: Lesley Xavier, Meenaxi Pannakkal, Karen Mack, Daphna Woolfe

Dear Mr. Keyon,

1/3/16

This letter is in response to the EIR for Santana West. As a homeowner on Maplewood Ave. my neighbors and I have some concerns unique to our proximity to the project, that should be considered.

The first concerns deal with additional traffic on Olin and Winchester. Even though our street is permit protected, the signage is poor and many drivers turn left off of Olin onto Maplewood, not realizing that it is a dead-end with permit parking only. This creates safety hazards, as people speed into and out of the end of the street. This will only increase as people looking for parking or coming in and out of the new lots, look for a back way out of the congestion on Winchester. Another traffic related issue is the congestion on Winchester and our ability to get on and off of Maplewood during peak hours. During high traffic times, this can already be an issue. We had an incident with my son, when he needed to get to an emergency room for asthma and it took 15 minutes just to go 1/4 of a mile. Emergency services could not get to us as well. With thousands of new vehicles coming to the new buildings at Santana Row and Santana West, how can you assure the safety of the neighborhood? As more and more office buildings, retail and residential come on line in this immediate area, with 25 million people coming here a year at present, how will the city and developers think far enough into the future to plan for the massive increase in vehicles trips through the Winchester and Stevens Creek intersection, while at the same time making this pedestrian and bike friendly? Currently the surrounding neighborhoods are not connected to the larger malls and developments, as Stevens Creek is not hospitable to walk down, nor is it safe to cross. Public transportation simply cannot and will not be able to handle the current traffic, nor the dramatic increase in traffic created by all of the expansion.

The next issue deals with height and set backs of the new building. We do appreciate the stepped back building heights, but the set backs should, at the very least, match the 60 foot set-backs at the Reserve Apartment project. This would allow for a larger green belt to buffer the new development from existing homes and allow for the road for Winchester Ranch. The Reserve Apartment project has a triple layer of trees in order to protect the existing homeowners from the site lines of the project. This seems to be a minimum for a project of this size. The current 44 foot set back is simply not enough for a buffer and a road. Also, the height on Winchester is excessive for the area, creating a "tunnel effect" for pedestrians, which ultimately will not be in keeping with the urban village concept.

With the current 25 million vehicle trips in our area a year, which only promises to rise as more and more buildings come on line and Valley Fair expands by 40%, this will directly affect the air quality in this area. What can or will be done to mitigate the poor air quality created by these additional trips?

We are also concerned with additional noise created by air conditioning units, garbage units pick-up and delivery trucks, maintenance issues, and car noise, such as tires screeching, cars running and auto alarms. This is off particular concern, as the parking garage is directly behind our home.

Sincerely,
Daphna Woolfe

Santana West Development Project - File No. PDC14-068

Kirk Vartan

Mon 1/4/2016 12:45 PM

To: Keyon, David <david.keyon@sanjoseca.gov>;

Cc: Kirk Vartan

To: David Keyon, SJ Planner II

Hello,

I would like to submit my comments and requests for an EIR scope of any project developed on Santana West.

First off, while this project is targeted at almost 1M sqft of office space, it is very possible that a significant percentage of this site will be used for residential. I would ask that a couple versions of the EIR look at not just what the applicant submitted, but also what the applicant submitted in that past as a "signature project" last year. I think it is very important to see what the area issues are when there is commercial, housing, or a mix of the two. Spending time to do both now will help us all in the future.

Please make sure the EIR looks at:

- Validating traffic assumptions from the past, specifically the Valley Fair expansion, the BAREC development, the Santana Row development (over 10 years old now), the Magliocco development, and any other projects that have impacted the area in the past ten years. My reason for asking for this is based on the quality of the data. The city looks at all of the projects and gives an estimate. Is this estimate ever validated? How does this track over time? Are the conditions better or worse than projected?
- The background traffic data has been in place for decades, and much of the new construction has happened over the past 15 years. We need to validate this. And not validate this during the Tues, Wed, Thurs two hours of rush hour time. We need to validate this in a more holistic way. We need to get car counts for weeks at a time and look at the sustained volume as well as peak volume.
- How is the new 880/Stevens Creek interchange affecting the flow of traffic?
- Where is green space and park land that will service this area?
- Can you look at Santana Park being "operated" by Federal Realty?
- How is circulation being evaluated?
- What new technologies are being envisioned in this area?
- How will current technology, much developed in this region, be utilized to help circulation, mobility, and quality of life?
- What strategies are being looked at for mobility in the area?
- What are the thresholds for acceptable congestion?

- What alternative transportation solutions are being looked at?
- How will a transit hub integrate with the area?
- What is the expected growth for the Winchester/Stevens Creek area?
- What is the maximum allowable throughput of the Winchester/Stevens Creek area?
- How is traffic being monitored and efficiently managed?
- What sensor technology can help manage traffic flow in the area?
- Measure traffic at all times of the day (not just three days a week for two hours)
- How can urban ag be integrated into any development?
- How are we addressing noise pollution in more progressive ways?
- How are we addressing air pollution in more progressive ways?
- Look at how above ground walk-ways might ease congestion.
- How is quality of life addressed in any project?
- How will next generation services like Uber and Lyft be accommodated in a new project?
- How is the automobile be de-incentivized?

Please confirm that you received this message.

Thank you,

Kirk Vartan
District 6

Santana West Planned Development Rezoning Inputs

Leung

Mon 1/4/2016 4:35 PM

To: Tu, John <john.tu@sanjoseca.gov>; Keyon, David <david.keyon@sanjoseca.gov>;

Dear Project Managers,

Regarding Santana West Planned Development Rezoning (PDC14-068), I would like to offer the following inputs.

Commercial building not complementing existing historical buildings :

Since we have designated the Winchester House and the Century 21 Theater as historical buildings, it makes the most sense to designate the surrounding area as a park. It is so odd to have low to mid rise square office buildings with lots of glass windows right next to these historical buildings. It just doesn't look right.

A Neighborhood Park is in need :

The only park for 95117 zip code is the Starbird Park which is on the other sides of Williams St and San Tomas Expwy. A neighborhood park would also make sense.

Conformance to the neighborhood :

South of Stevens Creeks Blvd and along the west side of Winchester Blvd all the way to Olin Ave are all one story commercial buildings with greeneries around the buildings and trees along the walk path. It would be odd to have low or mid rise buildings that have 15 ft set-back after Olin and the absence of trees and shrubs. These multi-story buildings also block the Winter suns from reaching the residences along the north side of Olin Ave. It would be more conforming if only one story buildings are allowed.

Contrasting yet complementing :

A park with lots of greens will complement the neighborhood and make a stark contrast to the busy business district of Santana Row across Winchester Blvd. If any commercial buildings are allowed South of Olin, it should be one story with underground car park. I believe a more relaxed atmosphere for this development with perhaps an indoor/outdoor cafe, an amphitheater, and may be a neighborhood grocery store such as Trader Joe's would complement the overly busy Santana Row very well. It would also avoid the traffic problem that will be created by housing office buildings.

Increasing the employment to residence ratio necessary here?

Would 3,000 to 4,000 jobs created here help San Jose's employment to residence ratio and by how much? Does it have to happen in this small pocket of land? What kind of jobs they are thinking about bringing here where First Street, Moorpark Ave and other designated industrial and commercial area cannot take? Creating commercial space don't always equate to creating jobs.

I hope you would consider the above suggestions seriously in your approval process.

Sincerely,
HC Leung
Owner of 33 years, 321 Spar Ave, SJ, 95117.

Public Comment on Santana West-File No. PDC14-068

Comments on EIR Scoping of Santana West Project

In regards to Century 21 and the “Santana West” project, I am extremely disappointed and incredulous that removing the façade and roof of Century 21 is even being considered. This is disrespectful to one of our newest designated landmarks, the Century 21 Theater. The unique architecture and fond history of this building is designated as a city landmark because it needs to be saved for the public. Removing the façade and roof is a travesty. If the present developer can't afford or is not interested in creating a new re-purposing of this structure, then they should not be developing this site. I look forward to reviewing alternatives that make more sense for this community and that respect the historic nature of the former Century 21 building.

I am also very concerned about the traffic congestion and parking availability for this project, along with the needs for parking for Santana Row and the Winchester Mystery House. I hope the EIR will address plans to reduce congestion and propose enough parking for the site. Since I live nearby I often drive down Winchester Blvd. and will avoid it and all local businesses in this area when the traffic becomes even more congested than it already is.

1/3/2016

Gayle Frank

1117 Norstad St.

San Jose, CA

408-275-6889