

Re: Questions regarding the EIR for the Century Theater site

Matthew Sutton

Sat 6/25/2016 5:14 AM

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

 2 attachments (562 KB)

ca-sanjose-century21-09scan-syufy-1964-02.1398057423.jpg; marquee1.jpg;

Please excuse this email if it has been sent to you twice, as I had the email address incorrect when I originally sent it

Hello--

My name is Matthew Sutton, and I am one of the people involved in the "Save the Domes" movement regarding the Century Theaters. I was going over the EIR (file number PDC14-068) and I have a couple of questions...

First, regarding the marquee, the report states:

"s. Consistency: The project does not propose to retain the existing roadway sign for the Century Theaters. The sign was not part of the original Century 21 Theater construction. The sign was added during expansion of the site and has been modified over the years. The sign, by itself, is a good example of mid-century roadway signage, but does not appear to be individually significant. As a result, the project is consistent with Policy LU-13.9."

The base marquee is original to the 21. Enclosed is a photo of the original marquee, showcasing the film that was the first shown at the Century 21. If you look at the photo of the "current" marquee, you can see the original was added to in order to reflect the addition of the 22 and 23 domed theaters. Whether or not that helps in keeping the sign I do not know, as it had been altered. But factually the base is original to the 21's opening.

The other question I have is in the wordage about the Century 21's historic status. The wording of the report states "The building has also been determined to be eligible for listing on the National Register of Historic Places and the California Register of Historic Resources." While it was deemed eligible for the National List (and would be on the list, had the property owners not objected) it's my understanding that it is actually on the California Register of Historic Resources. The wordage makes it seem as though it were "eligible" at both National and State levels.

I thank you for your time and appreciate your consideration in the matter.

Matthew Sutton

Century 21

CINERAMA

Presents

STANLEY KRAMER'S

ITS A

MAD. MAD. MAD. WORLD

WITH MILTON BERLE

ETHEL MERMAN

CENTURY
21

THEATRES CLOSING AFTER MARCH 30
THANKS FOR 50 YEARS OF SUPPORT
SUNDAY EVE

LEGO
MOVIE

RAIDERS OF THE LOST ARK

CENTURY
22

300 RISE OF AN EMPIRE R

DIVERGENT PG-13

NEED FOR SPEED

PG-13

CENTURY
23

MR PEABODY PG

MUPPETS PG

WINGS
ON THE
WING

THEATRE PARKING ONLY →

6/27/2016

Re: PDC14-068 - Santana West: Draft EIR available for public... - Keyon, David

Re: PDC14-068 - Santana West: Draft EIR available for public review and comment June 24 - August 8, 2016

D Gordon

Sat 6/25/2016 3:16 PM

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

Hi David, I'm concerned mostly about the air quality, would you say that air quality will be problematic because of its location to an already dense area, or does the EIR mean that no matter where you put the project, it would degrade the air quality significantly?

Thank-you,

Debra Gordon

San Jose Villas/Santana Row Neighborhood Resident

"The proposed project will have potentially significant environmental effects with regard to cultural resources, transportation, air quality, noise, hazardous materials, biological resources, cumulative noise, and cumulative traffic."

THEATER STAYS !!!!!!!!!!!!! "HISTORIC"

Bruce Branan

Tue 6/28/2016 7:27 AM

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

PLEASE FORGET REZONING !!! TRAFFIC IS A PAIN IN THE ASS!

) demolition of the two non-historic theater buildings on-site (Century 22 and 23) and an eligible historic restaurant (Flames); ii) construction of up to 970,000 square feet of office space and 29,000 square feet of retail space; and iii) the demolition of the Century 21 Theater building, a City Landmark, with retention of the underlying metal substructure for use as an outdoor pavilion within publically accessible private outdoor open space; all on a 12.99 gross acre site. The project also includes a study of the potential implementation of a Transportation Development Policy for the I-280 -Winchester/Moorpark interchange. **Location:** 3161, 3162, and 3164 Olsen Drive and 449 S. Winchester Boulevard (APNs 303-40-010, -15, -16, and -21). **File No.:** PDC14-068.
Council District: 1

Bruce Branan.

Santana West mistake

Sat 7/2/2016 10:56 AM

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

Hi David,

Please ask all your coworkers in the planning department to look over the previous failed efforts to build a Downtown in San Jose.

All the failures come from the single decision to build only commercial and retail buildings without any residential. Now San Jose is reversing the policy and I know that a lot of residential buildings are built or planned to be build in SJ Downtown.

Please do not make the same mistake for the Santana West. By excluding residential buildings you will make the area being desolated at evenings. By combing commercial, retail and residential it will assure a very prosperous site.

Please do not hesitate to contact me with any comment.

best regards
marius

Marius Frohlichman
[2824 Hemlock Av.](#)
[San Jose, CA 95128](#)
cell: 1-408-761-0207

7/5/2016

Santana Row West - Keyon, David

Santana Row West

Lovenwork

Fri 7/1/2016 8:44 PM

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

Please save the Flames Restaurant. Please save the whole Century 21 theater, although my first preference would be to tear it down completely and save the Century 23 Theater across the street from it instead, and use it for community theater, live concerts, shows, and conference.

Regards,

Greg Salerno

390 Spar Avenue, Suite 205

San Jose, CA 95117

408-243-4776

Sent from my iPhone

Kabosh on the rezoning !!!

Bruce Branan

Fri 7/1/2016 5:54 PM

Inbox

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

A Draft Environmental Impact Report (DEIR) for the **Santana West Development Project and I-280 - Winchester/Moorpark Transportation Development Policy** is available for public review and comment. The project consists of a Planned Development Rezoning of four parcels from the CG Commercial General to the CP(PD) Planned Development Zone District to allow a phased development that includes the following: i) demolition of the two non-historic theater buildings on-site (Century 22 and 23) and an eligible historic restaurant (Flames); ii) construction of up to 970,000 square feet of office space and 29,000 square feet of retail space; and iii) the demolition of the Century 21 Theater building, a City Landmark, with retention of the underlying metal substructure for use as an outdoor pavilion within publically accessible private outdoor open space; all on a 12.99 gross acre site. The project also includes a study of the potential implementation of a Transportation Development Policy for the I-280 -Winchester/Moorpark interchange. **Location:** 3161, 3162, and 3164 Olsen Drive and 449 S. Winchester Boulevard (APNs 303-40-010, -15, -16, and -21). **File No.:** PDC14-068. **Council District:** 1.

We don't want it, bucco! Leave well enough alone!

**Traffic and immigrants are way out of hand!
Go to Alviso, NOW!!!**

Santana West

Joseph DePage

Tue 7/19/2016 3:56 PM

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

Hello David,

It would be a shame if we tore down every single unique piece of iconic architecture in San Jose just to expand our collection of boring, ultra-safe shopping malls. Please don't allow them to strip the 21 dome.

Thanks!

Joe DePage

D-EIR for Santana West PDC14-068

John Dowling

Tue 7/26/2016 8:42 AM

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

David Keyon

re: Draft EIR for Santana West PDC14-068

Appendix A, page viii and Page 65 last paragraph

New off-ramp from NB I280 to Winchester Blvd.

In the Draft EIR this off-ramp calls for closing Tisch Way [Appendix A, page viii; Page 65 last paragraph]. The same design proposed in the Draft EIR for the "Improvements to SR17/I280/I880 ... " dated Nov 2010, stated that Tisch Way would remain a two way street (without on-street parking). [www.dot.ca.gov/dist4/.../docs/chapter_1.pdf , page 32, 1.3.1.3.c)].

Why the change? The off ramp should allow Tisch Way to remain open in both directions. This leaves the Tisch Way- Monroe Ave. bypass available to take traffic away from the Stevens Creek/Winchester intersection. The choice in the Draft EIR would force all traffic through the Stevens Creek / Winchester intersection.

The traffic study should be re-done with the Tisch Way - Monroe Ave. bypass intact to see what impact the bypass would have for traffic patterns.

Appendix A, Pg 13, VTA Services

Last line in paragraph titled "VTA bus service" the D-EIR says: "However, the nearest route 323 stops are located at Kiely Boulevard and Bascom Avenue." The VTA Limited 323 stops in front of 300 Santana Row (east bound) and in front of the Safeway store (west bound), before Winchester BLVD. These are shown in Fig 3 (page 14), but not in the text. Keily and Bascom are time points, but not the closest stops of the 323 to the project.

D-EIR page 13, Table SUM-1, Alt C, D, E, F and H. Century 21 Theater. The current proposal for the Century 21 Theater building would remove it as a historical landmark at all levels. Preserve the Theater building as the landmark it is and find a new use without destroying its integrity as a building (Alt E and F).

Regards,

--

John R. Dowling

Century 21

Michael S.

Mon 7/25/2016 10:25 PM

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

David, I am writing to express my concern about the proposal to strip the outer layers off the Century 21 building, leaving only a metal skeleton. This proposal is transparently inconsistent with generally accepted principles of preservation and re-use of historic structures. I believe Federal Realty has always wanted to tear all three domes down and this proposal effectively accomplishes this while keeping only a token aspect of the original building in the name of "preservation".

I would personally like to see the Century 21 re-used as a mixed-use entertainment venue - perhaps as a state of the art movie theater with the giant screen that can also host other kinds of entertainment events such as concerts, seminars, comedy, etc. I do not want to see the Century 21 re-used as a storage building or for any other absurd or inappropriate purpose.

Do you know the current status of plans for the Century 21? I would appreciate any information.

Thank you, Michael Sands

Keyon, David

From:
Sent: Thursday, August 04, 2016 7:19 PM
To: Keyon, David
Subject: file #PDC14-068 comments

Hello,

My comments are in regard to the "Santana West" project, file number PFC14-068,

I strongly object to the idea that the former Century 21 theatre would be stripped-down to its skeleton and left as open space. The residents of San Jose and its government have made it amply clear that this building should be preserved in its historical state as a movie theatre.

In comments leading up to its historical designation, the developers behind "Santana West" also made it amply clear that they would never allow the theatre to be used to show movies, again. Their draft proposal, therefore, is insulting to the people of San Jose. It is essentially the developer, Federal Realty, making an obscene gesture at the people and saying "Fine, you want to keep the structure, here it is...but we're making sure you can never have your theatre back, again. How do you like that?"

This also flies in the face of the goals of historic preservation. Would we be ok with the Winchester Mystery House being stripped down to framework, or Hayes Mansion? Again, the people of San Jose and its council have clearly said that they want the Century 21 building preserved and used as a movie theatre. Tenants are available and willing to move into the location to restore and operate it, but Federal Realty appears to be doing all they can to try and say that the site is not viable as a movie theatre. This notion has been repeatedly de-bunked, yet Federal Realty continues to say it because keeping the theatre does not suit their needs. Federal Realty has not made any good faith efforts to retain the theatre, at all. Rather, they have used every opportunity they can to get rid of it so they can increase their rentable square footage elsewhere.

Further, the fact that Federal Realty has had to use the former Century Theatres' parking lot as overflow parking for the current "Santana Row" (even during non-holiday periods) shows incredibly bad traffic planning for the current location. Parking and transportation plans for that current site are, to be blunt, colossal failures which have only been allowed to compound over time as the site has been allowed to expand. Allowing Federal Realty to build more high-density commercial property at "Santana West" without not only figuring out their parking and traffic issues at "Santana Row", but *amply* planning for transportation and parking needs both in and around the former Century Theatres site would not only be an environmental issue, but would also put undue burden on the people of the City of San Jose (who would then be forced to shoulder the costs of infrastructure upgrades that Federal Realty should have paid for, as we already had to with the 880/Stevens Creek interchange). This transportation & parking planning needs to be more than simply thinking everyone should take the bus, as well. The people who own houses around the complex and those who use the streets gain nothing from the very high rent that Federal Realty will realize from the site. They should not be further penalized by lack of infrastructure investment on the part of the developers. Think this is an overreaction? Try driving down Stevens' Creek from I-880 any evening and see how much congestion there is. Try parking there on any given Friday or Saturday night (and this is *with* this extra parking across the street that will go away with new development)

Without the necessary parking/traffic improvements to both the current Santana Row and the planned Santana West expansion, and without good faith efforts to make the Century 21 Theatre an operating movie theatre again, Federal Realty's Santana West plans should be rejected.

Respectfully submitted,
-Mike Hensley
native & lifelong resident of West San Jose

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov



*Serious Drought.
Help save water!*

August 4, 2016

04-SCL-2016-00004
SCL280380
SCL/280/PM 4.6
SCH# 2015112006

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

Dear Mr. Keyon:

**Santana West and the I-280 Winchester/Moorpark Transportation Development Policy –
Draft Environmental Impact Report**

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans new mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). We aim to reduce vehicle miles traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Draft Environmental Impact Report (DEIR). Please also refer to the previous comment letter, dated November 18, 2015, on this project and incorporated herein. Additional comments may be forthcoming.

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 in a Priority Development Area and 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, and has 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. The project proposes to demolish the other two movie theaters and restaurant and rezone the project site to allow for construction of up to 970,000 square feet of office space and 29,000 square feet of retail space.

In addition to the Santana West development, the DEIR evaluates implementation of a Transportation Development Policy (TDP) to fund potential interchange improvements at I-280, Winchester Boulevard, and Moorpark Avenue to address area traffic impacts. The TDP will include the potential implementation of traffic impact fees that will be applicable to the Santana West project and future developments in the area within San Jose that add trips to the I-280, Winchester Boulevard, and Moorpark Avenue interchange.

Lead Agency

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

Traffic Impacts

1. Mitigation: 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. Mitigation may include contributions to the Santa Clara Valley Transportation Authority's (VTA) voluntary contribution program, and should support the use of transit and active transportation modes.

A. Mixed-Flow Lanes: The DEIR concludes the proposed project would have a significant traffic impact on the mixed-flow lanes of twenty-one freeway segments and high-occupancy vehicle (HOV) lanes of two freeway segments. However, it also states that there is no identified improvement project toward which the proposed project can pay fair share fees as mitigation. The following express lane projects have been identified in the MTC's Regional Transportation Plan (RTP) Plan Bay Area 2013, which should be considered as potential mitigation projects:

- State Route (SR) 17 Express Lanes between I-280 and SR 85 (RTP ID# 240469).
- I-880 Express Lanes: US 101 to I-280 (RTP ID# 240517).
- I-280 Express Lanes: Leland Avenue to Magdalena Avenue (RTP ID# 240513).

B. Winchester Boulevard and I-280 northbound (NB) on-ramp/Tish Way: The Tish Way NB I-280 on-ramp should be widened, in addition to the proposed mitigation measure considered for this intersection. The additional storage capacity on this on-ramp will reduce the demand on mainline NB I-280. The VTA is currently conducting the I-280 Corridor Study and is also conducting a study at Winchester Boulevard, specifically.

C. Southbound (SB) I-280/Winchester Boulevard/Moorpark Avenue Intersection: Please provide mitigation for this intersection. The PM peak hour shows that this off-ramp backs up onto the SB I-280 mainline. The added 124 left turn trips from the proposed project will further impact this ramp. The project should widen the off-ramp to add more storage to contain this queue on the off-ramp.

D. Increasing VMT: Mitigation for increasing VMT should be identified. The project's primary and secondary effects on pedestrians, bicycles, disabled travelers and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained. Please describe any such mitigation and safety countermeasures that would be needed to improve access to transit facilities and reduce traffic impacts to the STN.

2. The TDP

A. Responsible Agencies: The implementation of the TDP will require Caltrans' approval and inclusion in VTA's Envision Silicon Valley Transportation Plan, so the VTA and Caltrans should be identified in the DEIR and TDP as Responsible Agencies. The DEIR (p. 19) states there is no responsible agency for this project and under Section 4.2.2.8 Interstate 280 – Winchester/Moorpark Transportation Development Policy (p. 82) the City won't design or construct the new I-280 off-ramp.

B. I-280/Winchester Boulevard Off-Ramp: The TDP should discuss viable alternatives if the new I-280/Winchester Boulevard off-ramp is deemed infeasible. The two alternatives for the off-ramp developed in Caltrans Project Study Report (2010) were determined to be unviable. Other alternatives should be proposed, since there exists a chance that the new off-ramp will not be approved or built due to design standards, right-of-way (ROW), and circulation concerns. Please confirm all streets are accessible by the public under Local Access (p. 49), as there was concern over streets owned by private entities in the previous effort to identify feasible alternatives for the new off-ramp.

3. I-280 Directional Convention: Please correct the DEIR and TIA to refer to I-280 ramps and freeway segments as NB and SB, instead of eastbound (EB) and westbound (WB) (i.e., the directional convention for I-280 is north/south). For example, in the Executive Summary (p. vii), Intersection #25 is referred to as "Winchester Blvd & I-280 WB on-ramp/Tisch/Tisch Way" and in DEIR Table 4.2-11 (p. 83) "Winchester Blvd and I-280 EB on-ramp."

4. Turning movement traffic per study intersection under Existing, Project Only, Existing + Project, Background, 2035 Cumulative, 2035 Cumulative + Project Conditions. As a Responsible Agency under CEQA for the STN, Caltrans reiterates its recommendation in the previous comment letter that the City use 2035 for the cumulative traffic impact analysis of the STN and mitigation for the impacts be clearly stated in the TIA and DEIR.

5. The project site's building potential as identified in the General Plan. The project must be consistent with the Circulation Element of the General Plan, the Congestion Management Agency's Congestion Management Plan, and the MTC's RTP.

6. The level-of-service (LOS) methodology (p. 53) is “TRAFFIX”, not “TRAFFIC”, so please make this correction.
7. Table 4.-11 (p. 83): Please clarify that nine of the studied intersections show decreases in delay “for at least one peak hour.”
8. Table 6.0-1 (p. 215): Please correct “LOS G” to “LOS F” for intersections #52 and #53, since LOS “G” does not exist.

Vehicle Trip Reduction

Transportation Demand Management (TDM) programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. The project should set trip reduction goals and if the project does not achieve the goals, Caltrans recommends the DEIR also include “next steps” to achieving the goals.

Suggested TDM strategies include incorporating into the project all the possible TDM measures described in the TIA (pp. 97-99). Also, work with the VTA to decrease headway times and improve way-finding on bus lines to provide a better connection between the project, the Diridon Station, and regional destinations and providing:

- Membership in a transportation management association.
- Ten percent vehicle parking reduction.
- Carpool and vanpool ride-matching support.
- Fix-it bicycle repair station(s).
- Kick-off commuter event at full occupancy.
- Emergency Ride Home program.

In the DEIR Section 4.2.3.3 Parking, the project proposes to provide 2,545 parking spaces, which is 156 spaces below what is required by the City even after applicable parking reduction benefits. Caltrans supports these reductions in parking supply to encourage active transportation and transit, thereby reducing VMT and impacts to the STN. These smart growth approaches are consistent with the MTC’s RTP/SCS goals and would meet Caltrans Strategic Management Plan.

Cultural Resources

The DEIR must 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 a cultural resource study by a qualified, professional archaeologist, to ensure compliance with CEQA, Section 5024.5 of the California Public Resources Code and Volume 2 of Caltrans’ Standard Environmental Reference (<http://ser.dot.ca.gov>). 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.

Assembly Bill (AB) 52 went into effect last year and updated CEQA to clarify requirements for consultation with Native American tribes. Caltrans recommends this project review AB 52 guidelines and consult with interested parties. The DEIR's 1992 study of a different parcel does not comply with requirements of CEQA. Caltrans recommends a record search and survey by a professional archaeologist, as it will rectify this issue and the numerous incorrect statements within the DEIR cultural resource background/prehistory section. Historic-era ranches, ranchos and World War II era sites are also part of the archaeological record and should be included in the archaeological study of the parcel and State ROW.

In reference to the DEIR evaluation of the Cumulative Impacts (p. 222), the "combined loss of structures [is] a less than significant cumulative impact" is not a full consideration of the impacts to the Century 21's setting resulting from the destruction of surrounding buildings. The Historic Evaluation & Assessment's exposition of the alternatives (pp. 34-39), the potential impacts, and the possible mitigation, is a more thorough, complete, and useful evaluation. For consistency, Caltrans recommends that the DEIR and the Historic Evaluation & Assessment be brought into alignment with one another. For the Cumulative Impacts finding, as of June 2016, the two domed theaters in Sacramento and the one in Napa have been demolished. The theater in Newark will most likely be demolished by 2017. Please reevaluate the removal of these theaters within the cumulative impacts analysis, as the listed theater that will be removed for the current project would likely be the last theater of its type in California and likely a significant cumulative impact.

Traffic Control Plan

A Caltrans-approved Traffic Control Plan (TCP) is required to avoid project-related impacts to the STN, if it is anticipated that vehicular, bicycle, and pedestrian traffic will be impacted during the construction of the proposed project requiring traffic restrictions and detours. 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 (ADA) 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). All curb ramps and pedestrian facilities located within the limits of the project are required to be brought up to current ADA standards as part of this project.

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:

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

Mr. David Keyon/City of San Jose
August 4, 2016
Page 6

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

Keyon, David

From: Doug Handerson
Sent: Saturday, August 06, 2016 6:57 PM
To: Keyon, David
Cc: Tu, John; Xavier, Lesley; Mack, Karen; District1; Ferguson, Jerad; Pressman, Christina; woolfe.daphna; Chris Scanlan; Chris Giangrecco; Vanoosten, Matthew; Khattab, Zahi
Subject: Comments on the Draft EIR for Santana West/I-280 - Winchester/Moorpark Transportation Development Policy (File No.: PDC14-068)
Attachments: Concept Closures - Spar Olin Hanson.pdf

August 6, 2016

Dear Mr. Keyon,

The following are my key concerns about the Draft EIR for the proposed Santana West development and the I-280 - Winchester/Moorpark Transportation Development Policy (File No.: PDC14-068), as well as the accompanying Transportation/Traffic Study and related documents:

1) Not-yet Analyzed Additional Traffic Impacts on the Spar/Hanson/Maplewood Single Family Residential Neighborhood

I support the traffic diversion conceptual recommendation from City of San Jose Department of Transportation staff for the Olin Avenue intersections with the existing Spar and Hanson Avenues. For details of that recommendation, please see the end of my email, where I have included part of an August 4, 2016 email to me (and attached graphic of two EIR-proposed cul-de-sac type closures) from Zahi Khattab, P.E., Principal Engineer for the City of San Jose Department of Transportation.

This recommendation is based on the Draft EIR/Transportation/Traffic analysis.

Implementation of this recommendation would limit vehicles on Hanson to traffic from the Winchester Ranch Mobile Home Park (or future redevelopment) and traffic from Maplewood Avenue. Ingress and egress for the Santana West development would be from Winchester Avenue only, primarily via Olsen Avenue and secondarily via Olin Avenue.

However, there remains the potential for additional traffic impacts on Hanson and Maplewood Avenues via the connection of the proposed north/south two-lane (private?) street along the western edge of the Santana West development to Olin Avenue. This north/south (private) street is being represented as only a connection to the Winchester Ranch Mobile Home Park (or future redevelopment on that site).

These additional vehicle traffic impacts not yet studied in the environmental documents could result from the potential for the now-labeled pedestrian/bike/emergency-vehicle-only area south of the historic Century Theater building (at the new western end of Olsen Avenue) being changed to a vehicular street. This vehicular street option is reserved for the Santana West development, according to the Draft documents.

The residents and property owners of the Winchester Ranch Mobile Home Park are directly impacted by the City's decision regarding this pedestrian/bike/emergency-vehicle-only area and whether vehicle traffic is restricted from reaching the Mobile Home Park property (potential future redevelopment) directly from Winchester Boulevard via Olsen Avenue south of the historic Century Theater.

Conversion of this proposed trail/emergency access area to a street would provide direct vehicle access from Olsen Avenue to the new north/south two-lane (private?) street along the western edge of the Santana West development. This connection of the two streets would enable Santana West-generated traffic to use the new north/south street connection to Olin. It would also enable overflow traffic from northbound Winchester Boulevard, including the new overflow northbound traffic from the I-280 off-ramp already identified in the Draft EIR documents, to travel west on Olsen from Winchester, turn right on the new two-lane (private?) street and connect with Olin Avenue. This combined new traffic flow onto Hanson and Maplewood Avenues via Olin has not yet been considered by the EIR nor the related Transportation/Traffic documents.

To avoid this much-more-intensely-significant impact on the single family residential neighborhood north of Santa West, the City should combine the Federal Realty/Santana West-funded two new cul-de-sac improvements on Olin at Spar and Hanson, with a condition of approval on the Santana West development that the now-identified pedestrian/bike path/emergency-vehicle-only area south of the historic Century Theater never be converted to a vehicular street, **unless** the new north/south (private?) street along the western edge of the Santana West development be restricted to emergency vehicles only.

If the new north/south (private?) street along the west edge of Santana West is limited to emergency vehicles only, it should be fenced off with emergency-access-only gates to prevent homeless encampments in this area.

Please note that no sidewalks nor adequate improved right-of-way to accommodate bikeways are proposed along the new north/south (private?) street connection to Olin. Direct pedestrian access from the west side of Santana West and the Winchester Ranch Mobile Home Park property to the existing transit stop on eastbound Stevens Creek Boulevard near Maplewood Avenue would most safely and easily be accomplished via a pedestrian gate at the south end of Maplewood.

2) Draft EIR Traffic Intersection Analyses Does Not Include Intersection of Hanson Avenue with Stevens Creek Boulevard

At a minimum, the currently-identified increased traffic on Hanson Avenue between Olin Avenue and Stevens Creek Boulevard will most probably necessitate some kind of traffic signal/turn-lane/median improvements at the Hanson/Stevens Creek intersection. However, this intersection has not yet been studied nor necessary improvements identified.

Any such Traffic Intersection Analysis for Hanson/Stevens Creek should also include the potential cumulative impacts identified in my Concern #1 discussed above, *if* the option is retained for possible conversion to a vehicular street of the pedestrian/bike/emergency-vehicle-only area south of the historic Century Theater *and* the new north/south (private?) street on the west edge of Santana West is not restricted to emergency vehicle access only.

3) Draft EIR Has Not Identified Nor Address Significant Adverse Impacts on Traffic Circulation and Emergency Vehicle Access Resulting From the Closure of Tisch Way east of Winchester Boulevard, (Closure Assumed by Draft EIR/Traffic Documents to be Necessary to Accommodate new I-280 off-ramp to Winchester)

The Transportation/Traffic Study and related EIR sections do not adequately identify nor propose how to resolve/mitigate the **significant impacts** resulting from closing off the connection of Tisch Way to Winchester Boulevard, in order to accommodate the new I-280 off-ramp to Winchester.

The DEIR includes a stated assumption that, to accomplish the I-280 off-ramp, Tisch will be closed off easterly of Winchester Boulevard. The document states that Tisch will be "a bulb". You have to read the Transportation section very closely as this seems to be mentioned as an assumption in just one paragraph of the document.

Closing the Tisch/Winchester connection will prompt the need to relocate or supplement our closest City of San Jose Fire Station on Monroe at a new location west of Winchester (the station currently has only two connections to the Winchester Orchard Neighborhood and future Santana West development - via Stevens Creek and via Tisch).

Also, important to discuss is that, with the closure of Tisch, to access northbound/westbound I-280 from Winchester, the drivers from Santana Row itself and Santana Row's previously-approved but not-yet-built half million square feet of commercial/office space south of Santana Row near Tisch, as well as the drivers from the existing tall office buildings on Tisch, will have to back-track north on private streets in Santana Row and exit west from Santana Row at Olsen onto southbound Winchester.

This additional traffic southbound on Winchester Boulevard will then try to queue up with the already-backed-up traffic in the single lane in front of the Winchester Mystery House on Winchester leading to the existing I-280 northbound/westbound on-ramp.

The homes and businesses along Monroe south of Stevens Creek Boulevard will have only one primary public street (Monroe) for ingress/egress from Winchester Boulevard and Stevens Creek Boulevard. Existing residents and businesses along Monroe Street south of Stevens Creek Boulevard will add to the already-overloaded Stevens Creek Boulevard traffic in order to head west or north.

4) Support for Retention of Existing Resident-Only-Permit Parking Program and Retention of Existing Rolled Curbs

The residents of Spar, Hanson and Maplewood Avenues appreciate that the Draft EIR and related documents identify the retention and continuation of the long-time, existing Resident-Only-Permit-Parking program on those single family residential streets.

I do not see the necessity nor do I support the replacement of the existing rolled curbs on Spar and Hanson Avenues.

If the rolled curbs are replaced, I respectfully request that street driveway openings along the Hanson Avenue side of my property (320 Spar Avenue at the northeast corner of Hanson and Spar) be retained to match my existing onsite paved driveways connecting to the City's public sidewalk and street.

The Permit-Parking program area ends on Hanson at my north property line, beyond which are located commercial businesses along Stevens Creek Boulevard.

Thank you for your continued support and professional assistance.

Respectfully,

Douglas V. Handerson
Homeowner
320 Spar Avenue
San Jose, CA 95117
(Appointed District One Member of Stevens Creek Urban Village Advisory Group)

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

From: "Khattab, Zahi" <Zahi.Khattab@sanjoseca.gov>

To:

Cc: "Ferguson, Jerad" <Jerad.Ferguson@sanjoseca.gov>; "Pressman, Christina" <Christina.Pressman@sanjoseca.gov>

Sent: Thursday, August 4, 2016 5:44 PM

Subject: Re: Please Preserve My Home's Access to Stevens Creek Blvd. Via Hanson Avenue

Dear Mr. Handerson,

Thank you for your email inquiry and expressed concern about access to Hanson Avenue via Stevens Creek Blvd.

As you mentioned, the draft environmental document for the Santana West development project put forth recommendations to address access/circulation and cut through traffic generated by the proposed project. As part of the private development review process, those recommendations will be reviewed carefully by city staff in the departments of Planning, Public Works, and Transportation, and will be disclosed to the community before conditioned to the developer.

Partial or full closure of Hanson at Stevens Creek is not on the table. Also, your expressed concern of partial or full closure of Hanson at Spar, is not being considered either. Current conceptual recommendation by city staff would be to implement a cul-de-sac type closure at two key locations; 1- the south end of Spar Ave. at Olin, and 2- Olin Ave. at Hanson along the east leg of the intersection (see attached). Both of those permanent closures would be designed to allow pedestrians, bicycles, and emergency vehicle access. This pattern will allow access to the four commercial properties along the north side of Olin Ave., between Winchester and Hanson, as well as to the Santana West development frontage along the south side of Olin, through the intersection of Winchester and Olin. The Hanson/Olin/Maplewood "U" access route with connection up to Stevens Creek Blvd. will remain. See attached diagram. This concept will be shared with the community as part of the development process.

I hope this clarifies the intent of the access/circulation moving forward as relates to the Santana West development.

Thank you for your continued input and support.

Zahi Khattab, P.E.
Principal Engineer
City of San Jose - Transportation
zahi.khattab@sanjoseca.gov
(408) 975-3252

STEVENS CREEK BLVD

MAPLEWOOD AVE

HANSON AVE

SPAR AVE

WINCHESTER BLVD

OLIN AVE

PROPOSED PERMANENT CLOSURE



August 4th, 2016

Dear Mr. Keyon,

This letter is in response to the DEIR for the Santana West project. Our neighborhood, Winchester Orchard (WONA), has several concerns about the project.

First, with regard to the traffic impact and the two protected intersections, it was stated that traffic mitigation fees will be collected to be used as “the project will construct offsetting improvements to other parts of the citywide transportation system to improve system-wide roadway capacity or to enhance non- auto travel modes in furtherance of the General Plan goals and policies.” We find this unacceptable, as all fees should be used within the given area to help the flow of cars, bikes, and pedestrians. A great deal of emphasis has been placed on the new off-ramp from 280 North to Winchester Blvd. via Tisch Ave. We feel that this is an outdated proposal. It would be much better for the area to alleviate the issues at the Saratoga off-ramps, thereby decreasing the need for people to exit at Winchester. Also, the traffic impact money should be used as the beginning investment in a freeway cap for this area, which would ultimately unite the two sides of Winchester Ave. The current overpass is simply too narrow for the current amount of cars and adds to the issues at the adjacent intersections. As this area has become a destination for 25 million people a year, the old plans and policies need to be scrapped in favor of a comprehensive vision that will help move people safely and effectively from one place to another. Simply adding more cars to the protected intersections and bringing more cars into the area with a new off ramp, just does not make sense. Ultimately, this affects the safety of the area, as grid-lock prevents emergency vehicles from reaching people in a timely manner. So, it is imperative that all traffic impact fees collected from development in this area, stay here.

In addition, we are also concerned with the three residential streets most impacted by the development, Spar, Hanson, and Maplewood Ave. While reconfigurations of Spar and Hanson are a part of the DEIR, the impacts to Maplewood Ave. are not mentioned at all. The result of the potential changes to Spar and Hanson will most certainly be a significant amount of traffic on Maplewood Ave. How will this be mitigated, especially in light of VTA declaring that Maplewood is now an alternative bus route? Presently, cars cannot use Maplewood when VTA sends their buses down this narrow street.

Seamless and safe pedestrian access should be established between both sides of Winchester Ave. This can be accomplished with a pedestrian bridge or four-way, diagonal crossing at all intersections.

In order to create a cohesive project that would embrace the two historic structures, the need to close Olsen at the entrance of the Winchester Ranch Mobile Home Park is clearly in order. We support the new entrance with a service road behind the Century 21 Theater, as long as the developers use current noise dampening technologies in the surrounding buildings and pavement structure. This would also encourage more

pedestrian access within the area, which is the ultimate goal in creating a cohesive project.

In the section of the DEIR, which discusses the impacts during demolition and of construction of the site, there is significant attention given to the potential impacts on the two historic buildings on and adjacent to the site. However, no consideration is given to the impacts on the homes adjacent to the site. For example,

MM NOI-3.1: The use of vibration-generating construction equipment, such as impact compactors and larger dozers shall be prohibited within 60 feet of the Winchester Mystery House and Century 21 Theater.

The vibrations created are of concern with regard to these structures. Surely, the same vibrations have the potential to create significant damage to the surrounding residences. The six houses on Maplewood Ave., directly behind the project, have experienced significant vibration effects just from the sound created by the movie theaters. Sound studies were done and can be provided, to show these impacts.

While Federal Realty demonstrated their unique vision with the original buildings in Santana Row, the subsequent structures have not followed this original model. Within Santana Rows' existing footprint they are entitled to build taller commercial buildings which require a different type of building material and thereby the designs may not fit with the original architectural style. With regard to Santana West, the new buildings will be bordered by residential neighborhoods and two historic structures. We therefore ask that they be required to follow the requirements set forth in the 2040 General Plan.

Policy CD-1.1: Require the highest standards of architecture and site design, and apply strong design controls for all development projects, both public and private, for the enhancement and development of community character and for the **proper transition** between areas with different types of land uses.

CD-4.4 In non-growth areas, design new development and subdivisions to reflect the character of predominant existing development of the same type in the surrounding area through the regulation of lot size, street frontage, height, building scale, siting/setbacks, and building orientation.

CD-4.5 For new development in transition areas between identified Growth Areas and non-growth areas, use a combination of building setbacks, building step-backs, materials, building orientation, landscaping, and other design techniques to provide a consistent streetscape that buffers lower-intensity areas from higher-intensity areas and that reduces potential shade, shadow, massing, viewshed, or other land use compatibility concerns.

CD-4.9 For development subject to design review, ensure the design of new or remodeled structures is consistent or complementary with the surrounding

neighborhood fabric (including but not limited to prevalent building scale, building materials, and orientation of structures to the street).

CD-7.1 Support intensive development and uses within Urban Villages, while ensuring an appropriate interface with lower-intensity development in surrounding areas and the protection of appropriate historic resources.

(The following would only be in effect if Federal Realty chooses to switch to residential buildings in phase II of the project)

CD-7.9 Build new residential development within Urban Village areas at a minimum of four stories in height with the exception that a single row of 2-3 story development, such as townhouses, should be used when building new residential development immediately adjacent to single-family residential sites that have a Residential Neighborhood designation.

Our major concern is the shadows cast by the new buildings, especially on the residences on Spar and Hanson. People living on these streets will have the sun blocked from their homes at various times of the year. Not only is this not visually appealing, it undermines the ability of the residences to get or maintain solar panels for their homes. It also, essentially “walls off” the existing neighborhoods from the development, instead of integrating and transitioning the two. Appropriate height, setbacks, and green space should be used to help mitigate these issues.

Thank you for your consideration.

Sincerely,

Daphna Woolfe

President

WONA

Keyon, David

From: Chris Garcia
Sent: Thursday, August 04, 2016 2:10 PM
To: Keyon, David
Subject: The Century 21 - File No.: PDC14-068

The proposal for the de-nuding of the Century 21, as well as the destruction of the Century 22 and the Flames Restaurant that represents one of San Jose's few remaining pieces of Googie architecture, is a terrible slap in the face to anyone who has been steeped in the South Bay Arts community. The Century 21 is not only one of the finest movie theatres ever to grace the City of San Jose, but it is the inspiration for a major art work from the legendary Jeremy Blake that is now in the San Francisco Museum of Modern Art, as well as the former home to the RetroDome, which provided some of the finest screening experiences I have ever witnessed.

I've spent much of the last seventeen years working with artists in San Jose, as a part of the Cinequest Film Festival shorts programming team, producing a documentary about the former Cactus Club and the music scene that grew around it, and assisting with events in the science fiction arts community that brought San Jose its first Hugo Award winner ever. Every artist of the area I've spoken to, no matter how long they've been here, have all said the same thing - They wished there were more local arts spaces.

The Century 21 in particular, especially if a deal could be secured with the Retrodome to return to the space, would provide a signature San Jose experience space, with theatre and cinema mingling. If the Flames were preserved, the idea of a Historic district would be another mark for the city. Santana Row, across the street, provides the sort of spaces that this proposal seems to be interesting in fulfilling, while any use that preserves these buildings, and puts them to good public use, would provide experiences unavailable in any other part of the city.

I've been priced out of San Jose for several years, but lived in the city many times. My Mother worked for the library system for 20+ years; my uncle ran several branches over the years. My San Jose roots are deep, and it always pains me to see more and more of what once made San Jose a unique city slip away. Preserving these structures would be a step in the right direction, a sign that the City of San Jose recognises it has a history and that history should be preserved while allowing for change and respectful growth.

I hope any proposal that does not preserve the Century 21, AS A PERFORMING/CINEMA space, and the Flames restaurant, is rejected outright. I would hope the City of San Jose would show its commitment to both its own history and its arts communities by requiring these spaces to remain.

Thanks
Christopher J Garcia
13700 Bear Creek Rd.
Boulder Creek, CA
408 203 2778

August 8, 2016

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

Subject: Santana West - Draft Environmental Impact Report (DEIR) and
Planned Development Rezoning (File No. PDC14-068)

Dear Mr. Keyon:

I'm writing to you on behalf of Winchester Mystery House, as the General Manager for the facility and representing one of the area's foremost tourist attractions and historic landmarks.

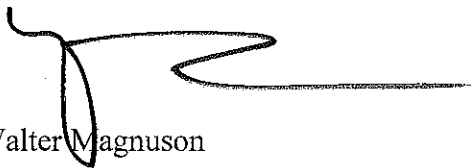
In summary, we have reviewed the Draft Environmental Impact Report (DEIR) for the Santana West Project and are supportive of Federal Realty's proposed master plan to allow up to 970,000 square feet of office space and 29,000 square feet of commercial/retail use.

We are also supportive of the proposed re-alignment ("straightening") of Olsen Drive as shown in the conceptual site plan, which would, in turn, allow the existing parking area for Winchester Mystery House to be expanded and efficiently reconfigured immediately south of the roadway. These revisions will be very beneficial to the continued successful operation of Winchester Mystery House.

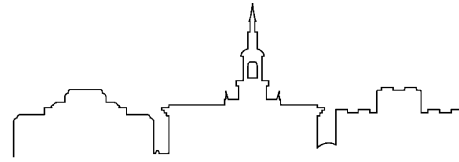
In addition, the potential building massing and setbacks of the commercial buildings as conceptually proposed by Federal Realty do not, in our opinion, have any negative effect on the view of the Winchester Mystery House from either Winchester Boulevard or Olsen Drive. We feel that the proposed development will enhance the existing area, providing critical daytime jobs and result in a more-pedestrian-oriented Winchester Boulevard in further keeping with the area's evolving Urban Village Plans.

Thank you for the opportunity to submit our Santana West Project DEIR comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Walter Magnuson', with a long horizontal line extending to the right.

Walter Magnuson
General Manager
Winchester Mystery House, LLC



PRESERVATION ACTION COUNCIL OF SAN JOSE

Dedicated to Preserving San Jose's Architectural Heritage

August 2, 2016

Via Email – david.keyon@sanjoseca.gov, john.tu@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 Santana West DEIR.

This site offers a unique setting of three historic structures in close proximity – the Winchester Mystery House, Flames/Bob's Big Boy Restaurant, and Century 21. A collection of historic resources like this does not exist anywhere else in this part of San Jose and there are very few places in the entire city that have the distinction of having several historic buildings in a setting like this. The opportunity to incorporate this "historic village" into a development that will provide jobs and hopefully entertainment options should not be missed.

The Flames Restaurant building, the former Bob's Big Boy Restaurant, 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. Creative solutions for restoring and reusing this building should be explored.

The Century 21 Theater must be retained in a manner that will guarantee retention of its historic designation. While the open-space proposal is creative, a proposal that causes the building to lose its historic designation should not be further explored. If open space is desired it should be accommodated elsewhere on site and not compromise the integrity of a historic landmark.

Although traffic impacts are not 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 must be maintained 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

August 8, 2016

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

Subject: Santana West - Draft Environmental Impact Report (DEIR) and
Planned Development Rezoning (File No. PDC14-068)

Dear Mr. Keyon:

I am writing to you on behalf of my family, the Raney's and the Farris's, as longtime property owners of both the Santana West (former Century Theaters) and Winchester Mystery House sites.

In summary, we have reviewed the Draft Environmental Impact Report (DEIR) for the Santana West Project and are supportive of Federal Realty's proposed master plan to allow up to 970,000 square feet of office space and 29,000 square feet of commercial/retail use.

We are also supportive of the proposed re-alignment ("straightening") of Olsen Drive as shown in the conceptual site plan, which would in turn allow the existing Winchester Mystery House parking area to be expanded and efficiently reconfigured immediately south of the roadway. These revisions will be very beneficial to the continued success of Winchester Mystery House operations and in support of San Jose's most significant historic resource.

In addition, the potential building massing and setbacks of the commercial buildings as conceptually proposed by Federal Realty do not, in our opinion, have any negative effect on the view of the Winchester Mystery House from either Winchester Boulevard or Olsen Drive. We feel that the proposed development will enhance the existing area, providing critical daytime jobs and a more-pedestrian-oriented Winchester Boulevard in further keeping with the area's evolving Urban Village Plans.

Mr. David Keyon
Page 2
August 8, 2016

Last, as you may recall, the public record indicates that our families (which, to be clear, includes the family of the architect) disagreed with efforts to place landmark historic status on the vacated Century 21 Theater and, as our position on this matter has not changed, we have withheld our consent to list the structure in the National Register of Historic Places after the structure was determined to be eligible. We mention this here merely to emphasize that we believe there to be greater community benefit available, as in the form of new public open space, than will likely ever result from retention of an uneconomic, windowless structure situated far from Winchester Boulevard.

Thank you for the opportunity to submit our Santana West Project DEIR comments.

Sincerely,

A handwritten signature in black ink that reads "Ray K. Farris II". The signature is written in a cursive, flowing style.

Ray K. Farris II

CEO

Westwind Enterprises, Ltd.

Keyon, David

From: Elizabeth Canavese
Sent: Monday, August 08, 2016 1:22 PM
To: Keyon, David
Subject: PDC14-068 Santana West public comment submission Re: Century 21

Dear Mr. Keyon,

There are many possibilities for re-using the Century 21 dome. A single large auditorium is tough to make work in today's movie theater market. That's why a company like The Alamo Drafthouse could thrive in a venue like the 21. In an era when movie theaters are moving back towards "experience" film watching to compete with improving home theater systems--with reserved seating, dining & drinks in the theater, and zero cell phone tolerance (with higher ticket prices), the dome could be (like it once was) a destination movie house in the heart of Silicon Valley.

If the exterior was once again clad in its original retro-futuristic starburst pattern, shone with its now-missing glowing lights running up the dome, and luxuriated in the center of a beautifully-landscaped open green space next door to the Winchester Mystery House, it wouldn't be difficult to imagine wedding couples eager to rent the space for receptions or to use it as a backdrop for wedding photos. Patrons attending a theater performance in the dome might peruse an art show in the lobby-turned-gallery.

If Federal Realty really can't imagine a financially solvent use for this uniquely-designed structure, perhaps it should turn to the artists, writers, musicians, Burning Man builders, technology innovators, or so many other creative people who call the South Bay home. We've got talent here, and we should use it.

Sincerely,
Richard Canavese

Keyon, David

From: Warren Gannon
Sent: Monday, August 08, 2016 2:46 PM
To: Keyon, David
Subject: Santa West Development Project: PDC14-068

Hello David. I wish to express my support for the planned expansion of Santana Row to the West side of Winchester Boulevard known as Santana West.

This appears to me to be the best use for the property. Moreover, the planned office buildings can be built in keeping with the quality appearance and construction of other Federal Realty buildings in the neighborhood.

There are two items I hope the Housing department will consider: I would prefer a greater setback from Winchester Blvd. than proposed at the present time.

The impact of office buildings fronting on a major street, with little setback, seems to give the structure less character and does not provide for "walkability" for pedestrians. The Splunk Building, nearing completion on the East side of Winchester, seems to have design characteristics that are more in keeping with what I would like to see on the East side of Winchester Blvd.

The other item I would hope would get more attention is the inclusion of a greater "green footprint" within the confines of the acreage being developed. I'm not clear from the plans provided how much green space is planned but it would be helpful to have greater attention paid to this portion of the project. As you know, the city would like to see one acre of "parkland" for every 3,000 residents/employees which is certainly not practical. However, I would think it possible to position the buildings, access and egress in such a way as to provide for greater "walkability" on the site.

Other than those minor comments I support the plans put forth by Federal Realty for access, egress and use of the property. I feel Federal's attempt to provide a solution for the use of the Century 21 site is admirable but I would judge will not ever be implemented (the skeleton approach). In my judgement we will have a "White Elephant" on our hands as long as Century 21 stands and there will be no economically feasible transition of the building into a useful site.

I would also like to express my support for the planned access road behind the project for entrance into Winchester Ranch Mobilehome Community. It seems to me this is a good solution for access and allows Federal to use the current access road property in a more meaningful manner.

Warren Gannon
c/o Winchester Ranch Mobilehome Community,
504 Charles Cali Dr.,
San Jose Ca., 95117

August 8, 2016

David Keyon
Department of Planning, Building and Code Enforcement
200 East Santa Clara Street
San Jose, CA 95112

RE: 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) discussed the Santana West Development Project and I-280/Winchester/Moorpark Transportation Development Policy and associated Draft Environmental Impact Report (File # PDC14-068) at its August 3, 2016 meeting. In a 5-0-1 decision (Hirst absent), the Commission voted to forward this comment letter, signed by the Chair, to the Director of Planning, Building and Code Enforcement.

The Commission offers the following comments regarding the Santana West Development Project:

1. The Commission emphatically opposes the proposal to remove the exterior walls of the Century 21 Theater and reuse the frame as open space. Reuse of the Century 21 building frame as open space would destroy the integrity of the building and is contrary to the Historic Preservation Goals and Policies of the Envision San Jose 2040 General Plan that emphasize the importance of preservation of the City's irreplaceable historic resources. The Commission notes that the community at large has demonstrated great affection for the Century 21 Theater, as evidenced by the members of the public who attended the Commission's meeting to testify in support of full preservation of the building.
2. It is most appropriate to reuse the Century 21 Theater building in a manner similar to its historic use to protect the integrity of the historic resource. The building should be rehabilitated and reused as an entertainment venue, ideally one for film. The Commission notes that a number of members of the public who spoke before the Commission identified a need for a performing arts venue in the area. Partnerships with performing arts organizations should be explored for rehabilitation and reuse of the building.
3. The Commission is concerned regarding the potential loss of the perception of open space surrounding the Winchester House after the construction of the proposed large buildings within its immediate vicinity. The project should be designed to maintain the

perception of open space surrounding the Mystery House, including retention of the mature trees on the project site that add to the perception of open space.

4. All efforts must be taken to preserve the Flames Restaurant/Bob's Big Boy. Additional analysis is necessary to determine if the building can either be incorporated into the project in its current location, relocated on-site, or relocated elsewhere it so that it is not demolished. As part of project implementation an appropriate alternative to demolition that preserves the historic integrity of the building should be taken.

Thank you for the opportunity to comment on the Santana West Development Project.

Sincerely



Edward Saum

Chair

City of San Jose Historic Landmarks Commission City of San Jose Historic Landmark's
Commission

Keyon, David

From:
Sent: Monday, August 08, 2016 3:59 PM
To: Keyon, David
Cc: Winchesternac Info
Subject: Santana West Draft EIR feedback - PDC14-068

Dear Mr. Keyon,

The following are additional comments about the EIR and the general approach to this property.

I read on page 16 under Project Objectives:

“Create a flexible long-term masterplan strategy that will allow for commercial uses during the project’s initial phases, and potentially allow for complementary land uses in later phases should favorable policy and market conditions exist.”

How is a Signature Project that was presented in the past on this site being reviewed? What examination is being done for more than just an office park? Analyzing only one million sqft of office and a supermarket is very short sighted in this process. Since it is very possible that a residential and even neighborhood retail solution should be considered long term, what is being done now to look at this? Will Federal Realty need to initiate another EIR to add residential? Retail?

On page 40 of the Draft EIR, the document states: “The concentration of development in the Urban Villages is intended to 1) support and encourage increased transit use, 2) protect open space and hillsides, 3) reduce greenhouse gases, 4) promote economic development, and 5) build more healthy communities.”

Since this is the largest open piece of land in the area, it is important to look at the impact it can have long term. Approving and analyzing an office only project or a reduced sized project seems inappropriate given where the City wants to go and the priorities it has. Focusing on “jobs only” at the expense of the long term vision for the area is a mistake (in my opinion) and one I hope you can be looked at in the context of the long term vision for the area.

My main comment is one of reviewing a mixed use for this site. Originally, Federal Realty proposed a “Signature Project” on this site, but there were not any meetings about this nor was there any real City attention placed on it. It sat for a year and finally the developer, Federal Realty, decided to abandon this idea, and instead, propose a commercial only plan that is allowed. While I am sure this is a great thing for San Jose to see due to the jobs opportunities, it does not look like the best use for this site long term for the area. Santana Row/Valley Fair are a regional draw for the county. People come from all over the country to visit this area when they are in town, as well as millions of local visitor visits a year. I asked that this EIR review a mixed use solution for this site and allow the area to embrace what is possible, but I am disappointed to see a lack of enthusiasm in supporting this. I would really like to see how a vision for this area can happen and developers like Federal Realty can help implement these things.

This area has been identified but the VTA as the County’s second largest downtown and businesses like Federal Realty can help create a destination that is pedestrian friendly given the latitude to envision the area.

There is a really big disconnect between reality today vs. the data being used in the analysis of documents like this. This EIR attempts to provide “background” and “existing” conditions on traffic at intersections, but it is not based on current data. It is very frustrating to review a document that cites data from 2010, when we were in the middle of a recession. This project is in the middle of an area that has upwards of 25 million visitors a day, not including residents and workers. How can this document analysis be accurate with traffic data that is over six years old? How are we, the general public, supposed to have any faith in the local agencies that are providing guidance and estimations and assuring us that the number crunching and reviews that are being done are even close to accurate? Or valid?

For example, of page 63, the following explanation is listed:

“LOS for key freeway segments in the AM and PM Peak Hours was calculated based on the traffic volumes obtained from VTA’s 2010 Monitoring and Conformance Report.”

How can we insure that the fees generated here stay in the area, since the impacts are happening here. Rather than invest in an exit ramp for 280N only, why not invest part of the monies focused on an exit ramp and invest them in a feasibility study for a freeway cap. The exit ramp can be incorporated into a freeway cap and would help pay for the funding for something of this magnitude. What many in the community feel is the VTA and the City of San Jose are not really looking at the long term visions for the area. This area has a lot of growth and is a destination for 25-30 million people visits a year. What is the City of San Jose doing to invest in this asset? How are they investing in the success that is already proven? Westfield is investing \$900Million over the next 24-36 months in their property and Federal Realty will probably be investing even more than that. That is over \$2Billion in private investments. What is the City of San Jose doing to help support this investment in the City? How is San Jose helping support these massive investments? I would suggest you can support them by allowing and supporting and even encouraging Federal Realty to explore a real mixed use solution on Santana West. Federal Realty tried this before and it fell of deaf ears. Now, everyone is listening and paying attention. Maybe now is the time to explore what the EIR impact would be for a mixed use solution.

On page 42, “This district is also intended to support intensive pedestrian-oriented commercial activity and development consistent with general plan urban design policies.” How is this accomplished with 1Million sqft of office space? Federal Realty is already entitled for 750,000sqft of Class-A commercial space across the street. Why is the only solution for this new area commercial? How is that balancing the needs of the area? Why isn’t residential being looked at here, blended with commercial?

Section 4.2 talks about traffic and impacts (and 6.1.2.2 talks about cumulative LOS impacts and traffic data). Can you please provide the data and the dates that this data was gathered? Please provide the exact details as to:

1. What was the methodology for the base data

- What data was used
- When was the data originally collected
- What exact dates/times were used to gather and validate the data (please list all dates and times)
- Was any of the base data derived from prior assumptions (meaning not actual data but assumed to be valid)
- Of the past projections, have they ever been verified? How accurate were the projections?
 - Santana Row is now over 14 years old. Valley Fair (with its many expansions) is over 30 years old. We have lots of data (or should have lots of data). Can the City please take some time to actually review the original entitlements and the EIR traffic studies to determine how accurate the numbers are? Did the entitlements expect that 25 million visitors would come through the area every year? If so, can you please point it out to me?
 - One of my biggest concerns is we are basing all future projections on traffic patterns and volumes on data that I don’t have a lot of faith is valid. Maybe it is. If it is, I’d like to know how 25 million visitors is accounted for.

2. What part of the analysis is assumption

- how much of the projections are assumptions
- what assumptions are being used

Can you please verify all past “assumptions” as I mentioned in the request above. There is lots of data and lots of pages of information, but I would like to understand the data assumptions and when they were validated.

On page 91, the report states: "If a new off-ramp is constructed at I-280 and Winchester Boulevard, the queues under background plus project conditions would change. The northbound AM Peak Hour queue would decrease from 600 feet

to 350 feet and the PM Peak Hour queue would decrease from 575 feet to 375 feet. As a result, the queue would no longer exceed the capacity of the lane in the peak hours.”

My main comment is: “If”. What is the point of stating what might be if the solution is not tied to the necessary result? If there is an issue with a part of the design or a traffic concern, you can’t expect a mitigation to be based on a “if this is done, then it will be fine.” What if it doesn’t get done?

One of the biggest opportunities we have in this area is to continue to build it up as a regional destination. Everything we do going forward should support that effort. I hope you will incorporate the goal and desire to provide a more balanced approach to the area and to allow Federal Realty to explore additional uses on the site, maybe in the later phases of the development. Please allow for the opportunity to expand the concept put forth to build what is needed as the years progress.

Thank you,

Kirk Vartan
District 6

Keyon, David

From: David Canavese
Sent: Monday, August 08, 2016 4:38 PM
To: Keyon, David
Subject: PDC14-068 Santana West Draft EIR public comment (Century 21)

Dear Mr. Keyon,

I'd like to tell the Department of Planning and the City Council that as a lifelong San Jose resident, I strongly believe that the Century 21 (and the nearby Flames Restaurant (formerly Bob's Big Boy) should be preserved and re-used creatively.

The historic Century 21 is the first and most iconic of 23 domed theaters built in the western U.S. by Vincent Raney -- and someday likely the last standing (20 have either already been demolished or are in danger, including the other two theaters on this lot). Stripping it of its character, or putting it to use as something that doesn't serve its distinct character would do a disservice both to the residents of the area and the Santana Row West project.

Federal Realty met with the operators of the Stargazers Theater in Colorado Springs, and claims that their business model (bringing in touring musical acts and renting out for events) is barely solvent. I'd counter that not only is San Jose is an entirely different market -- one with a recently-booming live music scene -- but the success of such a venture is completely dependent on execution and flexibility. If the Century 21 were remodeled with an eye towards restoring and enhancing its original beauty, it could be a destination and an anchor business for the area. When the San Jose Rep closed (a failure of creativity and flexibility in arts management), restaurants and businesses surrounding it began to shutter as well.

Small arts and culture venues aren't always financial losers, but they may not be the richest renters, either. Does that mean it's not worth it to a city (or a shopping district) to have them? Look at the cycle repeated in cities like San Francisco, Austin, and even beginning in downtown San Jose: artists, musicians, and culture creators colonize an area and foster a funky-cool boho vibe. Wealthy citizens patronize and move to the area because there are cool things to do and see. Rents rise, and the creative types are priced out and flushed into other areas to restart the pattern elsewhere.

If San Francisco didn't have its culture, tech workers wouldn't be clamoring to live there instead of Silicon Valley, where they work. San Francisco is currently in the midst of part three of the cycle, losing its culture creators due to lack of affordable housing. San Jose has an opportunity in two parts -- find creative solutions for artists, musicians, writers, dancers, filmmakers and other creatives to afford housing in our city, and preserve performance venues -- as performance venues -- like the Century 21 and the former Rep's Hammer Theater.

Respectfully,
David Canavese



August 8, 2016

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

Attention: David Keyon

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

Dear Mr. Keyon:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR (DEIR) for 970,000 square feet of office space and 29,000 square feet of retail space, on the west side of Winchester Boulevard and potential implementation of a Transportation Development Policy for the I-280 –Winchester/Moorpark interchange. 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. As part of the current Next Network Program, VTA will implement near-term transit network improvements in 2017 coinciding with the opening of Berryessa BART, including the Rapid 523 enhanced bus service (an early deliverable of the Stevens Creek Boulevard Bus Rapid Transit (BRT) Project), with the closest planned stop less than a quarter mile away from the project site at Stevens Creek Boulevard and South Winchester Boulevard. Additionally, early Next Network concepts developed in Spring 2016 suggest that Local Bus Line 60 could be extended to provide additional connections, in response to growing transportation demand along the Winchester Corridor.

VTA supports 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 a lower percentage of 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.

I-280/Winchester/Moorpark Transportation Development Policy

The DEIR/TIA notes that the “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. 22) VTA supports the City’s evaluation of a TDP for the interchange improvements, and supports the City’s intent to develop a potential City of San Jose Area Development Policy that could identify a broad range of improvements for the Santana Row/Valley Fair/Winchester Boulevard Urban Village areas. 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).

Congestion Impacts on Transit Travel Times

In VTA’s comments on the project’s Notice of Preparation (NOP) and Transportation Impact Analysis (TIA) Form, VTA requested that the DEIR/TIA address any potential impacts from increased motor vehicle traffic and congestion associated with the project on transit travel times, particularly in the Stevens Creek Boulevard corridor. VTA recommended a cumulative analysis, taking 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. Such an analysis was not included in the DEIR/TIA. An analysis of the effects of the project on transit vehicle delay is required per the 2014 *VTA Transportation Impact Analysis (TIA) Guidelines* (Section 9.2 – Transit), and thus should be addressed in the EIR Transportation analysis and discussion on consistency with the applicable Congestion Management Program.

Although the DEIR/TIA does not include an analysis of congestion impacts on transit vehicle delay, the DEIR/TIA finds that increasing congestion will result in significant Auto Level of Service impacts at the intersections of Stevens Creek Boulevard with Winchester Boulevard and Monroe Street, based on City standards. At the Stevens Creek/Winchester intersection, the project would increase the average delay on all approaches by nearly 24 seconds compared to background conditions (DEIR p. 76). Since both of these intersections are frequently used by transit vehicles (the Stevens Creek/Winchester intersection sees 24 buses per hour in the peak period, between VTA Routes 23, 323 and 60), it can be deduced that transit vehicles will also be impacted by project-induced congestion at these intersections.

Both the Stevens Creek/Winchester and Stevens Creek/Monroe intersections are currently Protected Intersections, per City policy. The DEIR notes that, “If a development project has

significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided to other parts of the Citywide transportation system or that enhance non-auto modes of travel in the community near the Protected Intersection in furtherance of the General Plan goals and policies.” (p. 67) The DEIR notes “potential improvements within the project area and adjacent neighborhoods” including traffic calming, and streetscape/pedestrian/transit operations improvements. (p. 68)

VTA supports the idea of designating Protected Intersections to encourage development in locations conducive to walking, bicycling and transit in order to reduce vehicle miles traveled and greenhouse gas emissions. However, increased congestion at this intersection could result in delay to transit vehicles on Stevens Creek Boulevard, including the Local 23, Limited 323 and future Bus Rapid Transit (BRT) service, which could degrade schedule reliability and increase operating costs. As noted above, VTA is planning to implement Rapid 523 enhanced bus service as a near term improvement and early deliverable of the Stevens Creek Boulevard BRT Project. VTA recommends that the City include improvements to transit access and circulation among the Transportation System Improvements identified per the Protected Intersection Policy, such as Transit Signal Priority (TSP) for Local Line 23 along Stevens Creek Boulevard, transit stop improvements along Stevens Creek Boulevard and Winchester Boulevard in the project vicinity, pedestrian circulation improvements to transit stops, and wayfinding signage to direct pedestrians to transit stops. VTA requests to be involved as the City works with the developer and neighborhood residents through the Protected Intersection process to identify Transportation System Improvements following the approval of the project.

CMP Intersection Impacts and Multimodal Improvement Plan

The DEIR and TIA indicate the proposed project would have a significant impact on two CMP intersections (DEIR p. 24). One of these impacted CMP intersections is Stevens Creek/Winchester Boulevard intersection, where the “cumulative volumes would cause the intersection to degrade from LOS D under background conditions to LOS F under cumulative plus project conditions” (DEIR p. 216), which would exceed the CMP Auto Level of Service standard. The DEIR does not identify any mitigation measures for this impact, stating that “Pursuant to the City’s Transportation Impact Policy, in lieu of physical improvements to the Winchester Boulevard/Stevens Creek Boulevard and Monroe Street/Stevens Creek Boulevard intersections, the project applicant shall construct offsetting improvements to other parts of the Citywide transportation system in the vicinity of the project site” (DEIR p. 218).

VTA notes that the designation of Stevens Creek/Winchester as a Protected Intersection affects how this impact is considered according to City policy, but it does not change the fact that this would be considered an impact per the CMP Auto Level of Service Standard. As a result, VTA requests that the City prepare an area-wide Multimodal Improvement Plan to address the project’s impacts on CMP transportation facilities, which serve the broader area and region. The

California CMP statute requires Member Agencies to prepare Multimodal Improvement Plans for CMP facilities located within their jurisdictions that exceed, or are expected to exceed, the CMP traffic.

The preparation of a Multimodal Improvement Plan (MIP) can be an opportunity to implement multimodal (non-automotive) transportation improvements as offsetting measures, when mitigations to meet the LOS standard are either infeasible or undesirable. The Multimodal Improvement Plan contains a list of actions to help offset the vehicular LOS impacts, and an implementation plan with specific responsibilities and a schedule. These off-setting improvements can include improvements to transit, bicycle, and/or pedestrian facilities, as well as Transportation Demand Management (TDM) Programs. A MIP is well-aligned with the City and Project Developer's proposal to create the I-280/Winchester Boulevard Interchange Area Transportation Development Policy, as well as the City's intent to develop a potential City of San Jose Area Development Policy that could identify a broad range of improvements for the Santana Row/Valley Fair/Winchester Boulevard Urban Village areas.

VTA can assist the City in identifying off-setting improvements and would be happy to discuss alternatives to physical improvements at CMP intersections in the City of San Jose. For further information on Multimodal Improvement Plans (previously "Deficiency Plans"), please see VTA's Deficiency Plan Requirements located online at: <http://www.vta.org/cmp/technical-guidelines>.

Freeway Impacts and Voluntary Contributions to Regional Improvements

The TIA identifies 21 freeway segment impacts but does not identify a mitigation measure (pg. 58). VTA acknowledges that the City and VTA are working on the planning and project development for improvements at I-280/Winchester Boulevard. Other regional transportation improvement initiatives within the vicinity have also begun, such as the I-280 Corridor Study and I-280/Wolfe Interchange Improvement Project. VTA recommends that the City require the project to contribute toward future project development phases (e.g., environmental clearance, design and/or construction).

Pedestrian and Bicycle Accommodations

Given the increased pedestrian volumes associated with the project, VTA recommends that the City work with the Project Developer to provide exceptional pedestrian accommodations on all project roadways, particularly on Winchester Boulevard, Olin Avenue, and Olsen Drive. The existing project frontages contain attached sidewalks with no landscaped buffer between the sidewalk and the street. VTA recommends buffer strips with tree wells at consistent intervals along the Winchester Boulevard and Olin Avenue project frontages, and on the south side of Olsen Drive. Resources on pedestrian quality of service, such as the Highway Capacity Manual

2010 Pedestrian Level of Service methodology, indicate that such accommodations improve pedestrian perceptions of comfort and safety on a roadway.

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 notes that the DEIR/TIA states that the development will provided 253 bicycle parking spaces per the City of San Jose bicycle parking standards, as well as five showers for employees. VTA recommends that these amounts be included as Conditions 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

The DEIR notes that the project "would include a transportation demand management (TDM) plan to reduce overall traffic trips to and from the site" and provides a list of TDM examples that could be utilized (pp. 22-23). However, the DEIR and TIA do not identify the specific TDM measures to be implemented, a trip reduction goal, or how trips would be monitored. VTA recommends that the TDM program specify the TDM measures that will be required, include a vehicle trip reduction target, and third-party monitoring of trip generation upon project completion and a Lead Agency enforcement/penalty structure.

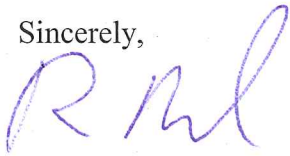
Roadway Connectivity

The DEIR notes that, "As proposed, the project would vacate the Olsen Drive and reconfigure internal roadways, thereby modifying the existing access to the adjacent Winchester Ranch Mobile Home Park" (p. 229) but also includes project alternative described as Redesign Alternative No. 1, which would create a new connection to Cali Drive from the reconfigured Olsen Drive. VTA supports this alternative because it preserves connectivity for vehicles, pedestrians and bicyclists in the vicinity of the project site. VTA also encourages the City and Project Developer to preserve connectivity to Prune Way.

City of San Jose
August 8, 2016
Page 6

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

Sincerely,



Roy Molseed
Senior Environmental Planner

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

SJ1421

Keyon, David

From: Haley Goodlett
Sent: Monday, August 08, 2016 4:46 PM
To: Keyon, David
Subject: Santana West DEIR - PDC14-068 Comments

Dear Department of Planning,

I ask that you please send a message to the City Council that it's vital to the citizens of San Jose that we keep historic buildings like the Century 21 and the Flames Restaurant. Not every old building is worth saving, but in a valley and an area that has so relatively few iconic old buildings, if we don't preserve the ones that are interesting and eye-catching, with something to say about San Jose's past, then in a hundred years, or two hundred, we'll still be saying the same thing. The last thing San Jose should try to be is nondescript.

Culture is another way to keep that from happening. The arts aren't usually the first sector to be funded when we work to improve a city, but they have a crucial role to play--they inspire; they foster new ideas, they provide fun things for people to do besides shopping and eating. When you have a giant outdoor mall like Santana Row (that's about to get a lot bigger), across the street from a giant indoor mall, how is it NOT a no-brainer to include a neat-looking cultural hub that makes it feel more like a comprehensive place to live, work and play? If our Urban Villages don't include enough art to see or culture to explore, we'll constantly be driving elsewhere to experience those.

Small arts groups like The Retro Dome, the San Jose Chamber Orchestra, sjDanceCo, The California Academy for the Creative and Performing Arts, ComedySportz, Bay Area Rocks, and the College of Adaptive Arts have been interested in using the venue for a long time. They're not the only groups looking for space, either. There is a severe shortage of performance spaces in the South Bay.

I keep hoping that Federal Realty will come to understand that a creatively preserved Century 21 dome could be an opportunity to them, rather than a liability. When they offer ideas like demolishing the building just to keep its metal ribs, I realize that they probably never will.

Thanks for your time,
Haley Goodlett

Keyon, David

From: Ken Pyle
Sent: Monday, August 08, 2016 4:56 PM
To: Keyon, David
Cc: info@WinchesterNAC.com
Subject: Santana West Draft EIR feedback - PDC14-068

Dear Mr. Keyon,

Please allow this email to serve as my input supporting the comments made by Mr. Kirk Vartan (via email at 3:58 pm today) and the Winchester Orchard Neighborhood Association (submitted August 4th, 2016).

Adding to Mr. Vartan's comments and WONA's comments, a project of this magnitude should include some consideration for how it could advance the idea of a "cap" over 280 to reunite the north and south sides of that freeway, potentially opening up new airspace for development and/or parking lots.

<http://winchesternac.com/2016/05/06/put-a-lid-on-it-lets-reunite-the-neighborhoods-on-both-sides-of-i-280/>

Given the changes we are seeing in transportation technology, with the rise of ridesharing to complement public transit and autonomous, shared shuttles, there will soon be an opportunity to decouple parking from buildings. This provides an opportunity to improve walkability, while opening up the potential for open spaces; as what Barcelona is doing with "superblocks".

<http://www.vox.com/2016/8/4/12342806/barcelona-superblocks>

Again, if this were integrated with a proposal to cap 280, removing cars/parking from the Santana West project might be a way to mitigate traffic impacts, while improving the project.

Sincerely,

Ken Pyle

--

Ken Pyle
Managing Editor,

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Keyon, David

From: Davlyn Jones
Sent: Tuesday, August 09, 2016 12:10 AM
To: Keyon, David
Cc: Kirk Vartan
Subject: Santana West Draft EIR Feedback

You have received a response to the Santana West EIR from Kirk Vartan and I agree and support his statements and questions.

I am a member of the Winchester Neighborhood Action Coalition (WNAC), a San Jose City Housing Community Development Commissioner (HCDC), and a Community member of the Winchester Ranch Community Mobile Home Park which is considered to be part of the Winchester Urban Village currently being planned by the City of San Jose.

Federal Realty is developing a plan for office buildings, a hotel, a supermarket, a park and as of last week at the Heritage Meeting at San Jose City Hall, they will be restoring the Century 23 Theater, a heritage sight.

At least that is what we residents at the mobile home park have been told by Federal Realty since the property was leased from the Owner of the Winchester Mystery House by them.

They have also told us that they consider our park and its Senior residents to be neighbors for their planned Santana West development.

The EIR does not mention our park of course, and it does not actually mention how the urban village plan is to be a part of their plan for the site where we would all be incorporated.

Land use and our living environment is of primary concern to all the residents of the area as we see development based on office buildings,

hotels and other retail buildings, stark, tall and extremely business-oriented, where neighboring residences, the Winchester Mystery House and our secluded Community Senior park are over-whelmed culturally and environmentally. Cannot Federal Realty plan on having a melding of both business and a green environment we need for the air we breathe? I would like to see that mentioned in the Federal Realty plan.

Hopefully, San Jose and the VTA can establish monitored, easy and efficient transportation solutions to traffic streets for the areas of Winchester and Stevens Creek boulevard. I would like to see in the Plan how residents of Santana West, our park and the homes surrounding this area can live in the best of both worlds - an urban village that is planned, environmentally and culturally integrated with safe, reliable, and controlled transportation for our joint community population's use.

Thank you, Davlyn Jones

Davlyn Jones
San Jose, CA

August 7, 2016

Dear Mr. Kenyon,

This letter is in response to the DEIR for the Santana West Project (File No. : PDC14-068). As a resident that resides in the direct affected area of this Project I have several concerns that need to be addressed.

- 1) It wasn't mentioned about additional traffic impacts that will be made in the direct surrounding neighborhoods i.e. Hanson, Spar, and Maplewood, which are all single family residential homes.
- 2) I did not see any mention of retaining the permit parking that is in place on these streets.
- 3) The DEIR did not include the intersections of Hanson Ave. and Stevens Creek nor did it include Maplewood and Stevens Creek.

There are also policies that are out lined in the general plan that need to be addressed with this project as well.

CD-4.4 In non-growth areas, design new development and subdivisions to reflect the character of predominant existing development of the same type in the surrounding area through the regulation of lot size, street frontage, height, building scale, siting/setbacks, and building orientation.

CD-4.5 For new development in transition areas between identified Growth Areas and non-growth areas, use a combination of building setbacks, building step-backs, materials, building orientation, landscaping, and other design techniques to provide a consistent streetscape that buffers lower-intensity areas from higher- intensity areas and that reduces potential shade, shadow, massing, viewshed, or other land use compatibility concerns.

CD-4.9 For development subject to design review, ensure the design of new or remodeled structures is consistent or complementary with the surrounding neighborhood fabric (including but not limited to prevalent building scale, building materials, and orientation of structures to the street).

CD-7.1 Support intensive development and uses within Urban Villages, while ensuring an appropriate interface with lower-intensity development in surrounding areas and the protection of appropriate historic resources.

Lastly I am writing in support Of the private Drive that is proposed that runs north to south along the western edge of the Santana West Project. That Drive is needed to give the residents at the Winchester Ranch their own private access that is un inhibited by the massive traffic that will be caused the development in Santana West.

Thank you for your time,

Chris Scanlan

Homeowner 414 Maplewood Ave.