

Keyon, David

From: Val Lopez [REDACTED]
Sent: Monday, September 2, 2019 9:15 AM
To: Keyon, David
Subject: Re: Winchester Ranch Residential Project - Draft EIR Available for Public Review (File Nos. GP18-014, PDC18-037, and PD19-019)

This project is outside our traditional tribal territory, we have no comment.

Valentin Lopez, Chair
Amah Mutsun Tribal Band
[REDACTED]

On Fri, Aug 30, 2019 at 9:19 AM Keyon, David <david.keyon@sanjoseca.gov> wrote:

**NOTICE OF AVAILABILITY OF
A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
AND PUBLIC COMMENT PERIOD**

A Draft Environmental Impact Report (DEIR) for the Winchester Ranch Residential Project is available for public review and comment from **August 30, 2019 to October 15, 2019**.

Project Description: The project consists of: 1) a General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram Designation from Residential Neighborhood to Urban Residential; 2) a General Plan Text Amendment to make minor modifications to the Santana Row/Valley Fair Urban Village Plan to remove references to Winchester Mobile Home Park, update the Building Height Diagram, and update transition areas; 3) rezone the site from the A(PD) – Planned Development Zoning District (for a mobile home park) to the R-M(PD) Planned Development Zoning District to allow the development of up to 688 residential units; 4) a Planned Development Permit to allow a mobile home park conversion and the construction of up to 688 residential units and an approximately 2.0-acre public park; and 5) a Tentative Map to subdivide the site from one parcel to 64 parcels; all on an approximately 15.7 acre site.

Location: Winchester Ranch Mobilehome Community, 555 S. Winchester Boulevard. **File Nos.:** GP18-014, GPT19-004, PDC18-037, PD19-019, PT19-023. **Council District:** 1.

The proposed project will have potentially significant environmental effects with regard to air quality, biological resources, cultural resources (historic), hazards and hazardous materials, land use, and noise/vibration. The California Environmental Quality Act (CEQA) requires this notice to disclose whether any listed toxic sites are present at the project location. The project location is not contained in the Cortese List of toxic sites.

The Draft EIR and documents referenced in the Draft EIR are available for review online at the City of San José's "Active EIRs" website at <http://www.sanjoseca.gov/index.aspx?nid=6324> and are also available at the following locations:

Department of Planning, Building, and Code Enforcement

200 East Santa Clara St., 3rd Floor

San José, CA 95113

(408) 535-3555

Bascom Branch Library

1000 S. Bascom Ave.

San José, CA 95128

(408) 808-3077

Dr. MLK Jr. Main Library

150 E. San Fernando St.

San José, CA 95112

(408) 277-4822

The public review period for this Draft EIR begins on **August 30, 2019 and ends on October 15, 2019**. Written comments must be received at the Planning Department by **5:00 p.m. on October 15, 2019**, in order to be addressed as part of the formal EIR review process.

Comments and questions should be referred to David Keyon in the Department of Planning, Building and Code Enforcement at (408) 535-7898, via e-mail: David.Keyon@sanjoseca.gov, or by regular mail at the mailing address listed above. Please reference the above file number in your written comment letters and correspondence.

Following the close of the public review period, the Director of Planning, Building, and Code Enforcement will prepare a Final Environmental Impact Report that will include responses to comments received during the review period. At least

ten days prior to the public hearing on the EIR, the City's responses to comments received during the public review period will be available for review and will be sent to those who have commented in writing on the EIR during the public review period.

Thank you,

David Keyon

City of San Jose PBCE

Principal Planner Environmental Review

(408) 535-7898

September 13, 2019

Mr. David Keyon
 CEQA Manager / **Acting Principal Planner**
 200 E. Santa Clara, 3rd floor
 San Jose, CA 95113
 david.keyon@sanjoseca.gov
 (sent by email)

RE: PDC18-037 & GP18-014

CC: Juliet Arroyo, Historic Preservation Officer

Dear Mr. Keyon,

On p. 33 of the draft Winchester Ranch EIR “Historic Resources Project Assessment,” the following statement appears:

“While the proposed project may not have a direct physical impact on the original fabric of the Winchester House and its historically designed grounds, the loss of setting will irreversibly change the character of this significant historic resource. Without some form of mitigation, this project will create an adverse change in this historic resource which would be a significant impact under CEQA.”

On page 36 of this project assessment, a summary of the Integrity Analysis states:

“The new project would not impact all of the historic integrity of the resource, but, as currently designed, it would impact the setting of the historic resource, it would impact some of the feeling and associations of the historic property, and likely would have an impact on the perceived proportions and significant prominence of the Winchester House design, as well. The construction of this project, as currently designed, could overshadow and crowd out the historical understanding of the adjacent property. Especially if a similarly large, urban project were to be proposed on the site to the west of the Winchester House (the site of the former Century 23 and currently proposed to be part of the Santana West project), the cumulative impact of similar projects could be severe.”

On p. 38, there are five specific Recommendations of the Project Assessment that bear repeating:

- Change the size of the apartment building. Develop landscape solutions in the additional open space that maintain the integrity of the historic resources, including a better balance of open space and added concealment of new construction within the historic setting. Note: Filling the narrow setback, as it is currently dimensioned, with some added planting

materials would not appear to be an adequate step to create a compatible spatial relationship between a seven-story building and a row of one-story to three-story nineteenth-century residential outbuildings. Relocate the podium building into the western portion of the site and relocate a similar square footage of the lower-density housing, with its more-highly landscaped setting and shared open space, into the panhandle.

- Revise the location of the proposed multi-story building to the south, allowing the realignment of Charles Cali Drive along the shared property line, and providing additional open space between the proposed new building and the historic outbuildings on the property line of the resource. In a previous Historic Resource Assessment, related to the *Proposed Fourth Street Parking Structure Project* report by Dill Design Group in 2003, a proposed seven-story building was analyzed for proximity to a historic resource. In that report, a seven-story parking garage was recommended to be set back about 40 feet from an historic residential building.
- Revise the architectural design to break down the visual massing and perceived size of the building on the north side of the panhandle, including stepping down the building into smaller masses. Immediately adjacent to the property line, new building forms could possibly be found compatible at two to maybe three stories (shorter than the water tower).
- Revise the architectural design composition, materials, and elements of the podium building to include more compatible materials and dimensions of the visible elements adjacent to the resource.
- Locate some of the proposed project open space (currently in the northwest area of the site) adjacent to the Winchester House property.

With the knowledge that the Project Assessment has concluded that “*the construction of this project, as currently designed, could overshadow and crowd out the historical understanding of the adjacent property,*” it is with appreciation that the Draft EIR provides some alternatives that would help protect the priceless treasure that is the Winchester House. The following three alternatives on p. 235 and 237 of the Draft EIR, would provide a basis to maintain the historic quality of the Winchester House:

1. Relocation of Podium Building – West

Under this alternative, the project would relocate the podium building west of its proposed

location to avoid adjacency to the Winchester House. Relocation of the podium building would result in four of the four-story flat buildings being moved between the podium building and Winchester Boulevard as shown in Figure 7.4-1. Under this alternative, the four-story units would have a sufficient setback to provide a landscape buffer between the buildings and the northern property line to lessen impacts to the historic setting, design, feeling, and association. Under this alternative, the four-story units would continue to shade the greenhouse, the outbuildings, and some of the gardens on the adjacent property but would not shade a majority of the Winchester House site. Construction of this alternative would expose sensitive receptors to continuous construction for a period of over 12 months and would result in a significant unavoidable construction noise impact. All other impacts would remain the same.

Based on an assessment of the proposed alternative by the City's Historic Preservation Officer, offsetting the podium building from the Winchester House would make views of the podium building less prominent and would preserve views. In addition, it would lessen impacts related to proximity, massing, and dimensions of the podium building, lack of open space, and lack of landscaping that were found to diminish the sense of space that currently exists. The relocated podium building would no longer significantly impact the sense of historic place, which is part of the views. The associations of Sarah Winchester with the larger surrounding agricultural past would remain mostly intact because there would be less reduction open space and landscaping. Therefore, this alternative would reduce the impact to the Winchester House to less than significant and would be consistent with almost of the project objectives. This alternative does not appear consistent with objective 8.

2. Relocation of the Podium Building - South

Under this alternative, the podium building could be relocated along the southern property line, on the eastern side of the site. This would allow Charles Cali Drive to be realigned along the shared property line, providing additional open space (approximately 25 feet) between the proposed new building and the outbuildings. Under this alternative, shading impacts from the podium building to the Winchester House and the outbuildings would be reduced. By relocating the podium building, sensitive receptors on-site would be closer to I-280 than with the proposed project and would continue to result in a cancer risk and annual PM_{2.5} concentrations exceeding BAAQMD thresholds. Construction would expose sensitive receptors to continuous construction for a period of over 12 months and all other impacts would remain the same. This alternative would be consistent with all project objectives.

3. Reduced Height of Podium Building

As designed, the podium building has six “fingers” along the northern half of the building, where the upper floors are broken up by courtyards beginning on the third level. The southern half of the building has no courtyards and a solid massing. Under the reduced height alternative, the three easternmost fingers of the podium building would be reduced in height to four stories. The remaining fingers, adjacent to the Century 23 Theater site and the southern half of the building would continue to be seven stories. Based on the current building design for the proposed project, this reduction would result in the loss of 54 units. Based on an assessment of the proposed alternative by the City’s Historic Preservation Officer, this alternative would reduce the impact to the Winchester House similar to the Relocation of Podium Building – West Alternative. Therefore, this alternative would reduce the significant impact to the Winchester House to less than significant and would be consistent with almost of the project objectives. All other impacts would be the same as the proposed project.

Recommendation:

I strongly advocate for the protection of the Winchester House’s historic significance. To that point and as noted on p. 38 of the “Historic Resources Project Assessment,” the buildings should be offset from the Winchester Blvd. (east) side of the property, so that the Winchester House would maintain its prominence as viewed from Winchester Blvd. The three preservation alternatives listed in the draft EIR and that I include in this letter would be acceptable if the buildings on the east side of the property were limited to two or at most three stories (so that the project buildings on the east side would be lower than the Winchester House water tower).

Respectfully submitted,

Paul Boehm
HLC Vice Chair

David Keyon

City of San José Department of Planning, Building and Code Enforcement

via e-mail: David.Keyon@sanjoseca.gov, sent Sept. 30, 2019

re: Winchester Ranch Mobilehome Community, 555 S. Winchester Boulevard.

File Nos.: GP18-014, GPT19-004, PDC18-037, PD19-019, PT19-023.

Dear Sir,

I am writing to give comment on the Winchester Ranch proposal Draft EIR

(<http://www.sanjoseca.gov/index.aspx?nid=6324>)

Disclaimers:

- These are my personal comments and not on behalf of any group or organization;
- I don't live in the immediate area; and
- While I have been following the proposal over the years as part of the Urban Village plan and I've attended a couple informational sessions on the topic, I haven't read the entire 244-page report: please accept my apologies if I ask questions or raise concerns that are already addressed within the report.

Referring to the site plan on p. 26:

- I'm glad to see a 2-acre park at the northwest corner of the project. It's good that it has a compact configuration: a rectangle, rather than comprised of arms or narrow strips. Good that it is accessible to the surrounding community: the area bounded by San Tomas, Stevens Creek, Winchester, and I-280 had previously been devoid of parkland. The 2-acres is appropriate for 700 new residents as per the 3 acre/1000 residents ratio, but seems small, given that many of the 700 units may house more than one resident. The park is definitely not large enough to make up for the past total lack of nearby parkland: in any way the city can help enlarge the park to rectify past errors and provide a park that properly serves the entire community?
- This is to be a public park, so it is good that there is public street access (via Olsen on the western side): it might help to have signage showing access to the park and signage indicating that this is indeed a public park.
- I'm glad to see that there is pedestrian/bicycle access to and through the site from the surrounding community. Up to now, this site has been an enclosed enclave, and nearby residents were unable to conveniently walk or bike to Santana Row and other nearby attractions.
- I wish that this project were more closely integrated with the surrounding projects. For example, there appears to be no coordination between the housing on the eastern side of the project and the adjacent "future Santana West development", and no connection between the residential units here and the adjacent historic resources, both the Winchester Mystery House and the Century 21 Dome. This project appears to be self-contained and one that could be located anywhere, whereas it could have, for example, a design that radiates from the focal points and benefits from the proximity to these interesting historic structures.
- What will be the visual impact of having a wall of apartments directly south of the Winchester Mystery House (WMH)? The main approach to the WMH is from the north, and so these

apartments will be directly in the line-of-sight behind them, like an 85-foot-tall wall. Will the apartment complex be appropriately detailed and landscaped to avoid ruining the WMH experience?

- The current mobile home park has provided affordable housing for elderly residents. I understand that the developer has committed to providing for them: relocating them while part of the site is developed, and then providing them units in the project at an affordable cost: I hope that that is true.
- At a recent meeting, I heard that the proposed project will consist entirely of market-rate units: is that true? Housing is expensive in this valley, and accommodations for affordable housing should be geographically distributed widely rather than segregated in isolated pockets while other areas (like this?) become insular rich enclaves. A main point of Urban Villages was to accommodate growth without increasing vehicular traffic, and to have people be able to live and work nearby. Would the people working at Santana Row or Valley Fair earn enough salary to be able to live here, or will they have to commute to, say, Tracy while everyone here is going to commute off to higher-paying jobs at distant tech campuses?
- What is the vehicular access to the apartment complex? It looks like one might be able to enter directly from southbound Winchester, but the street appears to be too close to the I-280 ramp to accommodate exiting traffic or left-turn entrance from northbound Winchester. Will apartment residents have to drive around and past the row-houses and flats to access Olsen Drive in order to exit? Will that traffic interfere with the traffic accessing Santana Row from Winchester? And what are the impacts of the planned exit ramp from northbound I-280 at Winchester, a ramp that nearly lines up with the apartments?
- Will the planned exit ramp from I-280 affect nearby Santana Park? Can funds for mitigating for the anticipated loss of parkland there be used to enlarge the park here on this project?
- Is there convenient access to public transportation? Are there inviting walkways from the project to the transit stops?

I wish I had more time to go into more detail. This seems like a dense and isolated development, although it is replacing an even more isolated development. I'm glad that there is to be a public park, but I wish it could be larger.

~Larry Ames,
longtime park and community advocate.

cc: PRNS Deputy Dir. Burnham; SJ Parks Advocates; Alex Shoor; Kirk Vartan; Ed Saum, SJ HLC

Keyon, David

From: Roman, Isabella@DTSC <Isabella.Roman@dtsc.ca.gov>
Sent: Wednesday, October 2, 2019 12:09 PM
To: Keyon, David
Subject: Winchester Ranch Residential Project DEIR Comment

Hello,

I represent a responsible agency reviewing the Draft Environmental Impact Report (DEIR) for the Winchester Ranch Residential Project.

The DEIR summarizes sampling activities that occurred as part of the Phase 2 Environmental Site Assessment (ESA). This summary is misleading by stating that 28 samples were taken. It would be more accurate to say that 7 composite samples were taken, each composite sample composed of 4 locations (28 locations total). The text also states that of the 28 samples, 7 samples were analyzed for arsenic and 7 samples were analyzed for organochlorine pesticides (OCPs) (page 124). This implies that the samples were not composite samples, but that there were 28 independent samples submitted to the lab and underwent different analyses (with 7 samples unaccounted for). It would be more clear to state that the 7 composite samples (made up of 4 locations each) were analyzed for OCPs and arsenic.

Additionally, the environmental samples taken as part of the Phase 2 ESA are likely inadequate in completely characterizing the site. For a site of this size with its multiple recognized environmental conditions (RECs) more samples (not just composite samples) should have been collected at varying depths, and with a more comprehensive list of analyses. Due to the nature of the proposed development (residential use with a below grade pool, and below grade parking garage) soil gas samples may also be warranted. It would likely be easier to delineate contamination prior to development rather than having to “chase” the contamination by taking confirmation samples after construction and potentially having to do additional remediation. It is reassuring that a Site Management Plan and Health and Safety Plan are proposed in order to protect workers during construction. However, the site should be fully characterized in order to know what to protect the workers from, and how and in which locations etc. The site also needs to be fully characterized in order to protect future residents. This concern could be addressed by clarifying in Mitigation Measure HAZ-2.1 how the soil will be tested for off-haul and/or reuse, and whether adequate confirmation samples will be collected, ideally with regulatory oversight, before development and inhabitation by residents.

Appendix F is included in the data package. However this doesn't appear to include the full Phase 2 ESA, but only a summary page and lab reports found on pages 364-411. The full Phase 2 ESA should include a discussion of the results, a recommendation from the ENGEO, and tables summarizing the results from the lab reports so that the reader doesn't have to go through all the lab reports to find the results. These lab reports also appear to only include samples taken around the underground storage tank (UST) and incinerator areas shown in the Figure on page 366. These samples are barely discussed within the DEIR itself, and without the full Phase 2 ESA it's difficult or impossible to decipher more information about these samples. In order to find the “28” samples discussed in the DEIR, you then, have to go to pages 345-358 with the corresponding figure on page 30. Please provide a table of contents to easily locate the different Phase 1 ESAs and Phase 2 ESAs in a 1000+ page document.

The DEIR also lists a Phase 1 ESA (August 2013), Phase 2 ESA (March 2014) and an updated Phase 1 ESA (August 2018). Not only can I not find the full Phase 2 (as discussed above), the Phase 1 ESAs included in Appendix F are a Modified Phase 1 ESA (August 2013) and a Phase 1 ESA (August 2018). Which of these is the updated Phase 1? The “Modified” Phase 1 ESA appears to be more updated than the Phase 1 dated August 2018 since the “Modified” Phase 1 includes data found during the Phase 2 ESA Investigation. In addition to providing clarification on this issue, please also provide the original unaltered Phase 1 that included the initial findings before the Phase 2 results were included. My reasoning for this is as stated above, not enough samples were collected (in my opinion) and the site is not adequately

characterized. Therefore, I would like to see what RECs were initially included in the Phase 1 before these were “erased” due to the results of the Phase 2 ESA.

Please feel free to contact me if you have any questions or concerns.

Sincerely,

Isabella Roman
Environmental Scientist
Site Mitigation and Restoration Program
Department of Toxic Substances Control
700 Heinz Avenue Suite 200
Berkeley, CA 94710
(510)-540-3879

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

October 7, 2019

SCH #**2019039074**
GTS #04-SCL-2019-00656
GTS ID:14658
SCL/280/Pm:4.80
SCL/880/Pm:0.039

David Keyon, Environmental Project Manager
City of San Jose
801 North First Street
San Jose, CA 95110-1795

Project – Winchester Ranch Residential Development Draft Environmental Impact Report (DEIR)

Dear David Keyon:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals our continuing approach to evaluate and mitigate impacts to the State's multimodal transportation network. Our comments are based on the August 2019 Draft Environmental Impact Report (DEIR).

Project Understanding

The proposed project includes a General Plan Amendment, a Planned Development Zoning, and a Planned Development Permit to demolish the existing mobile home park structures and construct up to 688 residential units on a 15.7-acre site.

Highway Operations

Please provide on-ramp analysis for both on-ramps for our review and comments:

- I-280 NB Diagonal on-ramp from Winchester Boulevard
- I-880 Southbound on-ramp from Stevens Creek Boulevard.

Note that the ramp meters have been activated at the locations listed above.

For the I-880 Northbound off-ramp to Stevens Creek Boulevard, the 95-percentile queue analysis report on page 47 shows that for the background plus project condition, there are approximately 30 vehicles in queue for the AM peak hour. 30 vehicles will occupy approximately 750 feet of storage, which is more than the 550 feet storage capacity of the existing ramp. Moreover, the addition of project trips for the cumulative plus project scenario was not considered in the 95-percentile queue analysis. The impact of the Cumulative plus project condition on the off-ramp will be even greater. These substantial impacts can potentially create backups on both the NB SR 17 and NB I-280 mainlines. As a result, the project shall provide mitigation measures to reduce this impact.

Construction-Related Impacts

Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified in the DEIR. Project work that requires movement of oversized or excessive load vehicles on state roadways requires a transportation permit that is issued by Caltrans. To apply, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>.

Prior to construction, coordination is required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Utilities

Any utilities that are proposed, moved or modified within Caltrans' Right-of-Way (ROW) shall be discussed. If utilities are impacted by the project, provide site plans that show the location of existing and/or proposed utilities. These modifications require a Caltrans-issued encroachment permit.

Lead Agency

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

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires a Caltrans-issued encroachment permit. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, six (6) sets of plans clearly indicating

the State ROW, and six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Zachary Chop at 510-622-1643 or zachary.chop@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mark Leong', with a long horizontal flourish extending to the right.

Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

David Keyon
Environmental Project Manager
City of San Jose
801 North First Street
San Jose, CA 95110-1795

Keyon, David

From: Daphna Woolfe [REDACTED]
Sent: Thursday, October 10, 2019 2:53 PM
To: Keyon, David
Subject: Winchester Ranch EIR

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Keyon,

This letter is in response to the EIR for Winchester Ranch. As was noted in the document the major areas of concern for the community are as follows:

- Increased traffic
- Insufficient parking
- Height and Massing
- Interface with the Winchester House (a historic resource) and potential impact to the Winchester Mystery House

I am sure that the owners of the Winchester Mystery House will respond to the last concern.

Our major concern for the area is mobility for pedestrians, bikes and cars. Currently, only about 8 cars can stack up between Tisch and Olsen in order to get onto 280 N. This traffic often backs up past Olin, which means about a ten minute wait to get on the freeway in the morning. Adding several hundred cars per hour to the mix will make it next to impossible to use this freeway on- ramp. Currently the cars heading north and turning onto the 280 onramp have much longer signals to accommodate their load which stands to increase when the Reserve Apartments open. How can this onramp possibly accommodate all of the new residential traffic leaving for work in the morning and then returning at night?

Recently, it was shown that this area is not equipped for extra traffic. In the Spring, the Winchester Mystery House sponsored an Easter Egg Hunt. This snarled traffic for three hours, leaving a fire truck with its lights and sirens on, in the backup with nowhere to go. We are concerned for our safety. How will emergency services get in or out of our area during peak commute times and during the holiday season?

Bringing more cars to this area, that already has tens of millions of people a year, simply isn't sustainable for the region. If we had strong mass transit, this might work. Is gridlock the only option? Do we have a traffic management plan for the entire area that takes into account, Santana Row, Santana West, The New Winchester Ranch, Volar, and the three new projects on Winchester across from the Volar and Santana Row? One element of a solution to this complex problem is to use the new adaptive signal technology to keep traffic flowing. Can this be added to the area?

In addition, Caltrans and VTA want to put a 280 North freeway offramp at Tisch and Winchester, thus further exacerbating the problem. Cars will come off of the freeway with nowhere to go. The people living and working in the area, would like to know how this off-ramp will ease congestion. We do know that it may help some of the traffic issues on Stevens Creek between Valley Fair and Santana Row, but this will be moving the problem to an equally crowded area that will get considerably worse when all of the projects come online.

With all of these new cars, the safety of pedestrians and bicyclists is of concern as well. The neighbors are thrilled with the concept of the new park, which offers walking and biking routes. How will these be designated

and made safe? Will the walking and biking routes be linked to the new Santana West development and to Winchester Blvd.? How will this happen?

The other issue that has come to the forefront is parking. We do realize that this project is overparked as per city policy. However, if this does not cover the parking needs of the community, what mitigating measures will be taken to ensure that the residents do not park on Rosewood, Henry, Olsen and Kirkwood? I would suggest that the Winchester Residential Parking permit be extended to these areas, if it is deemed necessary after the project is fully built and is in use. Can this be put forth as an option at a later date?

With regard to height and massing, we are most concerned with the shadowing of existing residences and even the Winchester Mystery House.

Everyone looks forward to a new and more vibrant and integrated area, but the mobility issues will make the area unsafe with constant congestion.

Regards,

Daphna Woolfe
WONA President

--

Daphna Woolfe
Third Grade Teacher
Ormondale



October 11, 2019

City of San José
Department of Planning, Building and Code Enforcement
200 East Santa Clara Street, 3rd Floor Tower
San José, CA 95113

Attn: David Keyon
By Email: David.Keyon@sanjoseca.gov

Subject: City File Nos. GP18-014, PDC18-037, and PD19-019, Draft Environmental Impact Report (EIR) for Winchester Ranch Residential Project

Dear David,

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report for the Winchester Ranch Residential Plaza project in the City of San José. VTA has reviewed the report and has the following comments:

Potential Transit Impacts

- Pages 47 and 48 of the document states that there are improvements planned along Stevens Creek Boulevard between Winchester Boulevard and Monroe Street as part of the Valley Fair expansion. The planned roadway improvements include widening the north side of Stevens Creek Boulevard to accommodate right-turning traffic (into Valley Fair driveways) and lengthening of turn pockets along Stevens Creek Boulevard from Winchester Boulevard to Monroe Street by shifting travel lanes and adjusting medians. VTA recommends a meeting to discuss this reconfiguration and the safe and efficient operations of transit. VTA has two bus routes along that roadway and a bus stop in that segment of the roadway that could be impacted.

Pedestrian and Bicyclist Accommodations

- VTA supports the plans to reconfigure and enhance the intersection of Stevens Creek Boulevard at Santana Row. VTA recommends to also reconfigure and upgrade the intersections of Winchester Boulevard at Olin Avenue, Winchester Boulevard at Olsen Drive, and Winchester Boulevard at Stevens Creek Boulevard as noted in the Santana Row Valley Fair Urban Village Plan. VTA recommends including high-visibility crosswalks, lead pedestrian intervals, and shortening the pedestrian crossing distances as part of all intersection redesigns.
- VTA applauds the decision to open the fencing for bicycle and pedestrian access on the western edge of the site to connect to existing roadways. VTA recommends widening the pathway just north of the apartment complex to provide further access between the site and Winchester Drive.
- VTA recommends sidewalks be installed throughout the site for internal pedestrian circulation. If

sidewalks cannot be installed, VTA agrees with the installation of speed-reducing measures noted in the Transportation Analysis and strongly suggests slotted speed humps be installed to disincentivize speeding especially as pedestrians will be using the roadway.

I-280/Winchester Boulevard Interchange Improvements

- VTA, in cooperation with the City of San Jose and Department of Transportation (Caltrans), proposes to construct improvements in the vicinity of the Interstate 280/Winchester Boulevard interchange. Because of the proximity between the proposed project and I-280/Winchester Boulevard Interchange Improvement, VTA recommends ongoing coordination of the project's development activities with City staff in order to ensure the successful delivery of both projects.

Thank you again for the opportunity to review this project. Please let us know when you would like to schedule a meeting to discuss the widening the north side of Stevens Creek Boulevard between Winchester Boulevard and Monroe Street. If you have any questions, please do not hesitate to contact me at 408-321-5830.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lola Torney', with a long horizontal flourish extending to the right.

Lola Torney
Transportation Planner III

SJ1904

Keyon, David

From: Charlotte Monte [REDACTED]
Sent: Friday, October 11, 2019 12:20 PM
To: Keyon, David
Subject: EIR Winchester Ranch

Dear Mr. Keyon,

This letter is in response to the EIR for Winchester Ranch. As a resident on Spar Ave., I never really gave much thought to the Ranch development, but as traffic has continued to worsen, and as there always seems to be ongoing construction, road & lane blockages associated with that, and traffic lights on for streets that don't exist yet . . . traffic is getting worse and remaining steadily bad. Adding thousands of cars at the Ranch in addition to the Santana West development is only going to add to gridlock.

A large part of this problem, IMO is traffic light regulation. Lack of smart metering or other mitigating lighting factors creates huge backups at each block of Winchester south of Stevens Creek and on both sides of the Hwy 280 N onramp. AND, there is significant blockage east of Cypress through the Winchester/Stevens Crk intersection and up through Valley Fair. The ENTIRE area needs to be seen as a whole if any part of it is slated for this kind of major growth.

Some people have advocated a strong mass transit, but that solution wouldn't be years, possibly decades in coming, and where would a light-rail system (for example) fit on, say Winchester Blvd.? We need to have an immediate solution.

Parking restrictions to neighborhood homes and their guests has helped tremendously over the years.

Lastly, regarding height & massing: This is an old, established, originally agricultural neighborhood area and many homes still bear the "fruits" of this legacy. There are many of us with beautiful, established small fruit orchards and gardens that will be negatively impacted by shading buildings. Our hard work and years of city and county support should not be "overshadowed" by development.

Thank you for your kind attention and respectfulness of the neighborhood's concerns.

Kind regards,

Charlotte Monte, WONA Board Member
Cell & Texting: [REDACTED]
[REDACTED]

Keyon, David

From: Ron Canario [REDACTED]
Sent: Monday, October 14, 2019 5:26 PM
To: Keyon, David
Cc: Farmer, Stefanie
Subject: Winchester Ranch EIR

October 10, 2019

Dear Mr. Keyon:

A letter regarding the Winchester Ranch EIR was recently submitted to you by Daphna Wolfe. I completely agree with the substance of the letter, and would like to add my name in support of the contents. For your reference, a copy of the letter follows:

Regards,
Ron Canario
S. Clover Ave, San Jose

Dear Mr. Keyon,

This letter is in response to the EIR for Winchester Ranch. As was noted in the document the major areas of concern for the community are as follows:

- Increased traffic
- Insufficient parking
- Height and Massing
- Interface with the Winchester House (a historic resource) and potential impact to the Winchester Mystery House

I am sure that the owners of the Winchester Mystery House will respond to the last concern.

Our major concern for the area is mobility for pedestrians, bikes and cars. Currently, only about 8 cars can stack up between Tisch and Olsen in order to get onto 280 N. This traffic often backs up past Olin, which means about a ten minute wait to get on the freeway in the morning. Adding several hundred cars per hour to the mix will make it next to impossible to use this freeway on-ramp. Currently the cars heading north and turning onto the 280 onramp have much longer signals to accommodate their load which stands to increase when the Reserve Apartments open. How can this onramp possibly accommodate all of the new residential traffic leaving for work in the morning and then returning at night?

Recently, it was shown that this area is not equipped for extra traffic. In the Spring, the Winchester Mystery House sponsored an Easter Egg Hunt. This snarled traffic for three hours, leaving a fire truck with its lights and sirens on, in the backup with nowhere to go. We are concerned for our safety. How will emergency services get in or out of our area during peak commute times and during the holiday season?

Bringing more cars to this area, that already has tens of millions of people a year, simply isn't sustainable for the region. If we had strong mass transit, this might work. Is gridlock the only option? Do we have a traffic management plan for the entire area that takes into account, Santana Row, Santana West, The New Winchester Ranch, Volar, and the three new projects on Winchester across from the Volar and Santana Row? One element of a solution to this complex problem is to use the new adaptive signal technology to keep traffic flowing. Can this be added to the area?

In addition, Caltrans and VTA want to put a 280 North freeway offramp at Tisch and Winchester, thus further exacerbating the problem. Cars will come off of the freeway with nowhere to go.

The people living and working in the area, would like to know how this off-ramp will ease congestion. We do know that it may help some of the traffic issues on Stevens Creek between Valley Fair and Santana Row, but this will be moving the problem to an equally crowded area that will get considerably worse when all of the projects come online.

With all of these new cars, the safety of pedestrians and bicyclists is of concern as well. The neighbors are thrilled with the concept of the new park, which offers walking and biking routes. How will these be designated and made safe? Will the walking and biking routes be linked to the new Santana West development and to Winchester Blvd.? How will this happen?

The other issue that has come to the forefront is parking. We do realize that this project is overparked as per city policy. However, if this does not cover the parking needs of the community, what mitigating measures will be taken to ensure that the residents do not park on Rosewood, Henry, Olsen and Kirkwood? I would suggest that the Winchester Residential Parking permit be extended to these areas, if it is deemed necessary after the project is fully built and is in use. Can this be put forth as an option at a later date?

With regard to height and massing, we are most concerned with the shadowing of existing residences and even the Winchester Mystery House.

Everyone looks forward to a new and more vibrant and integrated area, but the mobility issues will make the area unsafe with constant congestion.

Regards,

Daphna Woolfe
WONA President

Keyon, David

From: Stephanie Kareht [REDACTED]
Sent: Monday, October 14, 2019 7:17 PM
To: Keyon, David
Cc: Michele Wheeler
Subject: Environmental Impact Report for the Pulte Project (Winchester Ranch)

Dear Mr. Keyon,

This letter is in response to the EIR for Winchester Ranch Residential project.

As a homeowner whose house directly borders the western edge of the project, our primary concerns are,

1. The levels of dirt and noise that will affect us during construction. What provisions will be made for those of who are directly adjacent to the site during construction?
2. How this large project will affect our property, especially with respect to light and noise.
3. What will set backs be, and what kind of landscaping will border the property? What will happen to the trees that are currently at the end of Kirkwood?
4. What kind of fencing will be put in adjacent to our property? There is currently a double fence--ours and the mobile home park fence separating our properties along the property line.
5. There should be at least some dedicated parking for the green space. We don't to have the street in front of our house filled with cars and the traffic that entails. There should be signs on the streets over here saying that!
6. Likewise, once Santana Row is an easy walk from here, we don't want people parking in front of our house to walk there. Are there any plans to address this issue?
7. Given our proximity to the bike overpass, bike traffic down this road could become quite significant. Is the plan to make the end of the street open to bike traffic?

Thank you for your consideration,

David Keyon

Department of Planning, Building and Code Enforcement

(408)535-7898,

David.Keyon@sanjoseca.gov

Winchester Ranch Mobilehome Community

555 S. Winchester Boulevard

File Nos.: GP18-014, GPT19-004, PDC18-037, PD19-019, PT19-023.

In the area of traffic, there are several mitigation items that should have been addressed directly in the Draft EIR, not just saying the City is aware of the problems. There are plausible solutions that have not addressed in this Draft EIR.

1. **East Bound Stevens Creek – Monroe through 880 ramps:** When the ramps were re-designed a few years ago, two flaws occurred in the traffic flow scheme.
 1. Significant “go time” is lost due to the 880 S/B Exit Ramp signal not having split the right and left timings. Most of the time, few cars are turning left onto E/B Stevens Creek compared turning right to W/B Stevens Creek. The lack of separate turn control means that traffic exiting Valley Fair and Santana Row headed east are delayed unnecessarily. This often results in the Monroe intersection being blocked by vehicles that can’t clear the intersection.
 2. The turn onto the N/B 880 On-ramp was a 25mph ramp under the old design. The new design with an approximate 110 degree turn is a 10 mph ramp. Semi Trucks need to use the entire bike lane to make this sharp turn.

Solutions:

1. Provide separately controlled left and right signal lights from S/B 880 Exit Ramp onto Stevens Creek, allowing for more “go time” for E/B Stevens Creek.
2. Re-align the corner of the N/B 880

On-ramp to be a sweeping curve instead of the greater 90 degree turn it currently is. This will additionally improve safety in the bike lane as Semi's can't negotiate that turn without using the entire bike lane as they make that turn.

2. **I280 exit the Moorpark and Winchester:** The EIR states there is too little queuing room. **Solution:** Move the exit ramp intersection with Moorpark 200 west feet to allow for more queuing on Moorpark at Winchester. This state owns this land.
3. **East Bound Stevens Creek from I880 to Winchester:** The best solution would have been a 4th lane, but that thought is now hopeless since Valley Fair was allowed to build out to the street. Most of today's backup is caused by left turning traffic into Santana Row at the Santana Row Light. The solution is to give more left queuing space, even if it means taking some away from Valley Fair at the S Baywood intersection.
4. **Winchester at I280 N/B On-ramp:** This routinely backs up Winchester during the morning commute, often back to Magliocco, because the ramp lanes metering lights do not allow sufficient flow.

I do have to say double cycling of the left turn light during the morning commute that was implemented a few years ago was a good thought, but since the cars cannot enter the already full on-ramp, its usefulness is diminished.

When this backs up, it also impedes W/B traffic on Moorpark, particularly those that want to continue N/B on Winchester past the freeway.

Solution: A third on-ramp lane to minimize the Winchester backup. It could be a car-pool lane to encourage car-pooling. All the land need for this is state already owned.

Al Woodward



Keyon, David

From: Jeff Zitomer [REDACTED]
Sent: Monday, October 14, 2019 8:09 PM
To: Farmer, Stefanie; Keyon, David
Cc: Jeff Zitomer; Hadas Sasson
Subject: Feedback on draft EIR for Winchester Ranch Residential Project

Hadas & Jeffrey Zitomer

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Stefanie Farmer, David Keyon

(408)535-3861

stefanie.farmer@sanjoseca.gov

david.keyon@sanjoseca.gov

Subject: Feedback on draft EIR for Winchester Ranch Residential Project

Dear Stephanie and David,

We have lived in the neighborhood for ~6 years and represent its growing number of families with young children. More importantly, we expect (and the EIR agrees) that many more young families will move into the new development, so acting on our feedback would most likely improve the project's appeal to your future home buyers/renters.

While we are very excited to finally get a park within walking distance (nearest park is a ~.7 mile walk, not .3 as the EIR suggests), we do have several concerns and wishes with regards to the current plan. In order of importance:

- **Big picture:**
 - **Build the park in phase 1. By far, our most important request.** The park is planned for phase 2, so the people of the neighborhood will endure many more years of noise, dust, traffic, and disruption before seeing any kind of benefits in return
 - **Enlarge the park from 2 to 3.5 acres**, which the EIR suggests is the regulation for this size project
 - **Add parking, without eating into the 2 acre park space.** While the park is intended for neighborhood residents who can walk, some families will host toddler/child birthdays/events, inviting out-of-neighborhood guests who will need a place to park. Physically impaired neighborhood residents would likely appreciate parking as well. But in any case, parking shouldn't replace park space
- **Playground wish list:**

- **Serve both young toddlers and older children with two adjacent playgrounds**, including slides, ladders, bridges, large sandboxes... (Everett Alvarez Jr. park as an example, but bigger)
- **At least 8 swings**. 4 for toddlers, and 4 for grown kids, as there's a queue in every park
- **Shade/rain structure shielding the playground** from the elements
- **Child-friendly climbing wall**
- **Park wish list**
 - **Flat grassy area** large enough for kids to play soccer/catch (Thomas Barrett Park for example, but bigger); additional grassy area just for lounging around
 - **Padded walking/running circuit surrounding the park**, ideally of some regulation length (e.g., 400 meters per lap), and as much as possible, shaded
 - Could probably be extended to a half a mile or 1K, using the open strip of land on the west side of the project (marked as "public trail access" in figure 2.2-1)
 - Technology example: <https://www.rubberway.com/rubber-trails>
 - Implementation example: Katy Trail in Dallas (though not a circuit) ([https://en.wikipedia.org/wiki/Katy_Trail_\(Dallas\)](https://en.wikipedia.org/wiki/Katy_Trail_(Dallas)))
 - **A few small shaded picnic areas** with tables to accommodate children's birthday parties
 - **Half-court basketball court** (good for 3x3) with a couple of "spare" baskets on the sides
 - **Public bathrooms**, obviously...
 - **Small dog run**. Besides serving our 4 legged residents, might also reduce dog poop in the rest of the park and neighborhood...
 - **Small coffee shop concession** in the center of the park, with outdoor seating only
 - **Police call-boxes and plenty of lighting**
- **Traffic** (related to the entire project, not just the park):
 - The current road between Stevens Creek and the 280 N on-ramp are already packed during rush hour, and cannot handle several hundred more cars per hour. **Please ensure your plans increase car throughput in the area**
 - Please keep our dead-end streets closed to cars, but open them up for pedestrian and bicycle traffic. Maybe the cul-de-sacs could be expanded a bit to become parking lots

Thank you very much for considering this feedback. **Please confirm you have received it** and feel free to reach out to us for any clarifications.

Best regards,
Hadas and Jeffrey Zitomer



October 15, 2019

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

Re: Winchester Ranch Residential Project Notice of Availability of a Draft
Environmental Impact Report (DEIR) and Public Comment Period

Dear Mr. Keyon:

Thank you for including the City of Santa Clara in the environmental review process for the Winchester Ranch Residential Project (Project). City staff have reviewed the Draft Environmental Impact Report (DEIR) for the General Plan Amendments, Planned Development Zoning, Planned Development Permit, and Tentative Map for the Project. The Project will allow a mobile home park conversion and construction of up to 688 residential units and an approximately 2.0-acre public park on 15.7 acres, is located at 555 S. Winchester Boulevard at the northwest corner of the Winchester Boulevard and Interstate 280 intersection and is within the Santana Row/Valley Fair Urban Village.

On April 8, 2019, the City of Santa Clara (Santa Clara) submitted a letter to the City of San Jose (San Jose) regarding the Notice of Preparation (NOP) for the Project. The letter highlights several areas of concern by Santa Clara, including: (1) San Jose should share with Santa Clara the Project's proposed traffic study scope of work being prepared for the Project, (2) the Local Transportation Analysis (LTA) included with the Project traffic study should include an analysis of the Project's impacts on residential neighborhoods within Santa Clara, (3) any relevant approved and pending projects within Santa Clara should be included in the background and cumulative scenarios within the traffic study, (4) an explanation of how traffic fees are to be calculated and offsetting improvements identified should be included per the terms of the Santana West Settlement Agreement (Agreement) between the City of Santa Clara and the City of San Jose, and (5) significant CEQA transportation impacts in Santa Clara should be identified with clear and specific mitigation obligations with identified funding mechanisms.

Upon review of the DEIR, Santa Clara offers the following comments:

1. **Coordination of Project Traffic Study Work Scope with Santa Clara:** This request was not responded to or completed by San Jose. Although a meeting was held with San Jose on August 16, 2019, to discuss potential transportation improvements within the vicinity of the Project, this meeting was after San Jose had determined that there may be adverse transportation effects at the intersection of Winchester Avenue and Stevens Creek Boulevard.
2. **Local Transportation Analysis (LTA) to include an analysis of the Project's impacts on residential neighborhoods within Santa Clara:** The DEIR does not include any mention of the Project's proximity to Santa Clara or the potential for transportation impacts on residential neighborhoods within Santa Clara. For example, except for the intersection of Winchester Avenue and Stevens Creek Boulevard, the DEIR does not analyze any other intersections in Santa Clara. Please provide an explanation as to how the study intersections were chosen by San Jose and please respond to Santa Clara's request that the traffic study include an analysis of potential impacts on residential neighborhood within Santa Clara.

Additionally, the DEIR fails to mention that Winchester Boulevard north of Stevens Creek Boulevard is within Santa Clara's jurisdiction and that any improvements or changes proposed to this street require the review and approval of Santa Clara.

3. **Any relevant approved and pending projects within Santa Clara be included in the traffic study:** Thank you for including several approved and pending projects in Santa Clara in the Project's background and cumulative scenarios. Please provide a more detailed description of how the specific projects in Santa Clara were chosen to be included within the EIR.
4. **Compliance with Santana West Settlement Agreement:** The DEIR and LTA do not recognize that San Jose and Santa Clara entered into the Santana West Settlement Agreement in January 2018. In addition to providing specific settlement items related to the Santana West project, the Agreement specifies that "San Jose agrees to collect transportation impact funds pursuant to all applicable programs for development in the Stevens Creek Corridor" (Settlement Agreement, ¶ 6), and that "San Jose agrees to collect fees pursuant to its Protected Intersection Policy for intersections that will also impact traffic in the City of Santa Clara." (Settlement Agreement, ¶ 7.) Santa Clara has sent three letters dated, February 14, 2018, March 1, 2018, and November 17, 2018, requesting information as to how San Jose will comply with the terms of the Santana West Settlement Agreement. Santa Clara has received no response on these three letters. Of significant concern to Santa Clara is that in April 2018 San Jose

adopted San Jose Council Policy 5-1 which eliminates the Protected Intersection provisions within San Jose's previous Council policy regarding transportation impacts (5-3) and replaces Level of Service with Vehicle Miles Travelled as the mechanism by which California Environmental Quality Act (CEQA) impacts are identified and mitigated. A key provision of the Santana West Settlement Agreement is San Jose's commitment to continue to administer and collect transportation impact funds which includes the inclusion of Protected Intersections. The DEIR and LTA for the Project make no relevant mention of Protected Intersections and it is unclear to Santa Clara how San Jose will comply with the Santana West Settlement Agreement. To that end, Santa Clara requests that any City Council discussion of the Project be postponed until this matter can be resolved.

5. **Impacts and Mitigations:** While the DEIR does include an analysis of VMT impacts and summarizes that there are no CEQA VMT impacts, Santa Clara contends that impacts to any intersections within Santa Clara do not fall under that criteria for VMT. To that end, Santa Clara requests additional information as highlighted in comment 3 (listed above) to properly determine if there are impacts to Santa Clara intersections

The City of Santa Clara looks forward to receiving a response to this letter prior to any San Jose City Council hearing on the Project. Should you have any questions regarding this letter, please contact Reena Brilliot, Planning Manager via email at rbrilliot@santaclaraca.gov or phone 408-615-2452.

Best Regards,



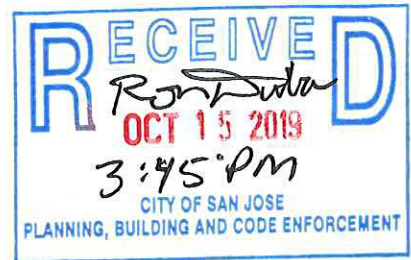
Andrew Crabtree
Director of Community Development

cc: Rosalynn Hughey, Director of Planning, Building and Code Enforcement, City of San Jose
John Ristow, Director of Transportation, City of San Jose
Manuel Pineda, Assistant City Manager, City of Santa Clara
Brian Doyle, City Attorney, City of Santa Clara
Craig Mobeck, Director of Public Works, City of Santa Clara

Attachments: Thomas Law Group's letters to Rosalynn Hughey, Planning Director of the City of San Jose dated February 14, 2018, March 1, 2018, and November 7, 2018

15 OCT 2019

Mr. Kenyon, here is my response to the Pulte / Wincher Ranch DEIR



It must be stated at the beginning of this response that it is based on the presumption that none of our neighborhood streets will be opened to vehicular traffic from the development once the development is completed. It also must be stated that there were two main reasons for the formation of our Winchester Orchard Neighborhood Association several years ago:

1. To preserve and protect the historic quiet nature and character of our neighborhood dead-end streets, by not permitting them to become through streets to vehicular traffic from the future Ranch development.
2. To do as a community what ever we could to help our senior neighbors at the Ranch preserve their homes and way of life within our neighborhood.

From the beginning and throughout the community engagement process, we have heard many different times from Pulte, City staff and the D1 office that there is absolutely no intention from any of them to have any of our neighborhood streets opened to vehicular traffic once the project is complete. This response is based upon my presumption that the City and Pulte will hold true to their word and keep our streets closed.

At the top of page 187 is: **Policy TR-8.9 Consider adjacent on-street and City-owned off-street parking spaces in assessing need for additional parking required for a given land use or new development.**

Parking generated by the development on the existing residential streets is of huge concern for the residents of Maplewood, Rosewood, Henry, Olsen, Fenley & Kirkwood. Residents on these streets who live closest to the project should not have to worry about parking from the development impacting their historic ability to park in front of their own residences. Should this end up being a problem for those residences, the City should mitigate by implementing a permit parking program, with the entire cost of which to be paid by the development in perpetuity and not by the impacted residents of the streets listed above.

Bottom of page 192 & top of page 193 contain **3.17.2 Transportation/Traffic Impacts & 3.17.3 Impact Discussion**. In serious question by our impacted community is the last discussion item, **4) Result in inadequate emergency access?** The immense concern of this question by the Winchester Orchard Neighborhood Association and those who reside within its boundaries can not be understated. The concern is not only for our own public safety, but that of all residences, businesses and customers within the response zone of our Monroe Firehouse. The impact this development will bring to police and ambulance response must also be accounted for. Discussion item 4 raises the following questions:

1. What are the metrics used by the City to determine whether the development will result in an inadequate emergency access condition?
2. Does an inadequate emergency access condition presently exist during normal, heavy, holiday or any other traffic conditions?

3. If additional traffic from the Winchester Ranch project alone is not enough to generate such a condition, will the completion of Valley Fair, Santana West and / or any other any other currently entitled area projects be enough to do so?
4. Once such a condition exists, what can and will the City do to mitigate it?

The two main routes our Monroe firefighters can take to access our neighborhood are Monroe to westbound Stevens Creek, and Tisch to northbound Winchester. Both routes can be heavily laden with traffic and severely impede emergency vehicle travel / response times. Factor in construction of the proposed NB 280 / Winchester offramp and it is possible Tisch to Winchester north might often be an unviable emergency route.

In her EIR response, Daphna Woolfe, President of the Winchester Orchard Neighborhood Association gave the example of the Mystery House Easter egg hunt event which occurred the day before Easter Sunday this year. That event led to horrific and unmanageable traffic conditions on Winchester that had a Monroe fire engine stuck in traffic unable to respond. That and other local scheduled area events like the Santana Row Christmas Tree lighting should be required to submit an event specific traffic management plan, hire off duty police and utilize traffic operations center staff to manage traffic flows on location and remotely.

The terrible nature of Holiday traffic is legendary, and it must be a nightmare for emergency responders to get through in front of the mall.

Even with the Emergency Vehicle Preemption System functioning properly at all response zone intersections, it is hard to imagine adequate response times being the norm once all entitled area projects are completed. Once an inadequate emergency access condition exists, how will the City mitigate? The only way I can imagine the City being able to do so would to do as follows:

1. Deploy and fine tune the best adaptive signal technologies available to keep traffic moving as best possible under most conditions.
2. Use the data collected from the system to determine when the threshold for an inadequate emergency access condition has been exceeded.
3. Once exceeded, automatically notify traffic control operations staff when the Monroe firehouse receives a call-out.
4. Require the traffic control operations center staff to manually control and clear intersections progressively along the emergency vehicle route well ahead of the responders.

One of the concerns the community has with this project it's lack of affordable housing. All dwelling units constructed by Pulte will be sold, including the apartment building. They will be sold for market rate in one of, if not the most expensive housing markets in the country. Lack of affordable housing is one factor in driving up our increasing homeless numbers. It is also a factor in forcing workers to rent or purchase farther away from the job centers in the heart of Silicon Valley, thus driving up Vehicle Miles Traveled and associated greenhouse gas emissions.

Project-Level VMT Analysis can be found at the top of page 194, which contains only seven sentences. That analysis references use of the City developed **VMT Evaluation "Sketch" Tool**. Sentence six states, "the project site is in proximity to jobs and services within the Santana Row/Valley Fair Urban Village". In my estimation, the vast majority of jobs within the Santana Row/Valley Fair Urban Village are relatively low paying retail and service worker jobs with little to no career path. In order to bring higher paying, more "tech" oriented jobs to the area, we must rely on construction of more office space and occupancy of the new spaces by companies will offer higher paying jobs. I believe this is the case with Federal Realty leasing it's last completed building to Splunk, who I understand will also be leasing the almost completed building at the "end of the Row". Completion of the first and subsequent phases of the Santana West Project should bring more of these higher paying jobs as well.

With all that said, would the majority of purchasers or renters in the Pulte project who work within the Urban Village be required to maintain a second job, likely outside the urban village, just to be able to afford to live there? Does the City's own VMT Evaluation "Sketch" Tool permit a VMT reduction value for a local area job which does not pay enough for the worker to live in the Pulte project, thus requiring an unaccounted for VMT trip to a second or third job? If so, I would consider this to be a flaw in the evaluation tool. Are there other ways the City's VMT Evaluation "Sketch" Tool might be flawed or otherwise inadequate? If so, would its use result in a flawed EIR? One flaw evident to me can be found on page 192, where four strategy tiers are listed "**whose effects on VMT can be calculated**". I argue those effects can not be "calculated", they can only be estimated.

Top of page 192 contains **3.17.1.3 VMT Methodology**. Unfortunately, I have not made the opportunity to become fully versed in VMT methodologies. I have yet to fully read and scrutinize the City's Transportation Analysis Handbook and have no knowledge of the VMT Evaluation "Sketch" Tool other than what I've read in the EIR. The questions I do have regarding these items are:

1. **Did the City develop this VMT methodology, the Transportation Analysis Handbook and the VMT Evaluation Tool internally with its own staff?**
2. **Where these three things reviewed for flaws and / or deficiencies by agencies or organizations properly accredited or certified to do so?**
3. **If flaws can be found to exist in any of these three, would use of any of the three result in a flawed and possibly make invalid any EIR they were used on?**

Page 198 states, "**the proposed Winchester Ranch GPA would have less than significant impact on the AM peak hour average vehicle speeds on the transit priority corridors**". Our concern is that the project will bring an overbearing traffic burden to an already overburdened HWY 280 onramp at Winchester & Tisch during the AM commute. Signal sequencing and phase timing does not at this time appear to be optimized for maximum thru - put along Winchester at Olsen, Tisch/onramp & Moorpark. The current situation where metering lights hold back and stack up traffic on what may be an inadequate onramp, causes lengthy queues in the southbound right lane in front of the Ranch and then Mystery House. Once the project is completed and occupied, AM traffic to the onramp likely will be heavily compounded making it even more difficult for busses to access the bus stop at Olsen / Mystery House. Development traffic will certainly impact, and most likely significantly impact traffic and transit.

Will the statement made on page 198, "therefore, the proposed Winchester Ranch GPA would have a less than significant impact on the AM peak hour average vehicle speeds on the transit priority corridors" be an incorrect assumption once project traffic actually hits the Boulevard? Found at the bottom of page 198 under Winchester Ranch Long – Range Transportation Impacts Conclusion, "compared to the 2040 General Plan, the Long – Range Traffic Analysis found that the proposed GPA would 1) not result in an increase in citywide VMT per service population; 2) reduce the percentage of journey to work drive alone trips; or 3) increase average vehicle speeds on the transit priority corridors". If the intention of "3) increase average vehicle speeds on the transit corridor" means just that, that average vehicle speeds will increase, I do not see how that can be anything other than a mis-presumption or false statement. If it means average vehicle speeds will not increase, I would agree. Either way the intent of the statement is not completely clear. The W.O.N.A. community is certain that, at least for the stretch of Winchester between Monroe & Olin, the Winchester Ranch Long – Range Transportation Impacts Conclusion of (Less Than Significant Impact) will prove to be incorrect.

Found on page 200, is "2019 GPAs Cumulative Effect on Average Vehicle Speeds in Transit Priority Corridors – The proposed GPAs would not result in a decrease in travel speeds of greater than one mile per hour or 25% on any of the 14 transit priority corridors when compared to General Plan conditions. Therefore, cumulatively, the 2019 GPAs would result in a less than significant impact on the AM peak hour vehicle speeds on the priority transit corridors". The community has no doubt AM peak traffic will be heavily impacted on southbound Winchester between the Tisch / 280 onramp and Olsen, if not beyond towards Stevens Creek. The south bound right lane will certainly be much more crowded, particularly during AM peak hours once the Pulte project is completed and occupied.

As proves itself in the area every holiday shopping season and daily at intersections like Saratoga & Moorpark, with more traffic and slower drive times comes more red light running and intersection gridlocking. With more red light running and gridlocking comes more unsafe roadway conditions for all users, with the greatest risk coming to pedestrians and bicyclists. I am quite confident once the Reserve Apartment complex comes online the frequency of red light running and intersection gridlocking will increase during the AM commute from those turning left onto the freeway entrance. As always occurs in a gridlocked intersection, the right lane, the bus travel lane is the last to clear, resulting in diminished thru-put capacity for that signal phase and stacking more traffic at the rear. Additionally, occupation of a completed Santana West is sure to bring what might already be over-saturation of the right lane in front of the Mystery House during PM commute hours. The big question is, with the Reserve Apartments considered and all planned developments along Winchester's Stevens Creek to Moorpark corridor completed and fully occupied, how much more time and how many additional signal cycles will a southbound route 60 bus driver have to endure to get through the corridor during peak commute? How will the northbound route 60 be affected as well? As always and most importantly, how will Emergency vehicles be affected?

All our concerns listed above, and many more, are reasons why I call on D1 & D6 Councilmembers Jones & Davis to create an open and continuous dialogue between their offices, DOT and business and community leaders in and around the Valley Fair / Santana Row Urban Village, regarding improvements to and the future of these most important roadways. Adaptive signal technologies, status of the ABAG grant request to fund them, prioritization of area deployment, installation and optimization are just one small part of what we believe that conversation needs to be.

The City working with the W.O.N.A. Traffic Calming team and Federal Realty on the Santana West neighborhood traffic calming designs is a perfect example of it can work with the community and developers / business leaders to get it as right as possible for us all. As originally designed and fully intended to be constructed, the overextended left turn lane from westbound Steven Creek to south Henry, with its overdesigned bulbous median island, is a perfect example of how the City can get it wrong for the community it serves.

Please, lets all work together to make these local area roadways the best they possibly can be.

Chris Giangreco

Traffic & Transportation Liaison

Winchester Orchard Neighborhood Association – W.O.N.A.

Department of Planning, Building and Code Enforcement

ROSALYNN HUGHEY, DIRECTOR

October 15, 2019

David Keyon
Environmental Project Manager
City of San Jose
Department of Planning, Building and Code Enforcement
200 East Santa Clara Street
San Jose, CA 95113
VIA EMAIL (David.Keyon@sanjoseca.gov)

Re: Draft Supplemental Environmental Impact Report (EIR)
Winchester Ranch Mobilehome Community Project (File No. PDC18-037 and GP18-04)

Dear Mr. Keyon:

I am writing to you as the Chair and empowered representative of the City of San Jose's Historic Landmarks Commission (HLC), with the HLC's comments regarding the Historic Resources Project Assessment (HRA) for the above-referenced project. The proposed Winchester Ranch development is immediately adjacent to San Jose's most iconic City Landmark Structure, the Winchester Mystery House (WMH), which is also a State Landmark and a National Register Structure.

Per the City's Historic Preservation Ordinance, and the Historic Preservation Goals and Policies of the Envision San Jose 2040 General Plan, the HLC is the City's quasi-judicial body tasked with the preservation of the City's historic built environment. The HLC provides project design comments and recommendations through Commission meetings and the smaller Design Review Committee (DRC). The Winchester Ranch Mobilehome Community Project was discussed with the DRC on February 20th, 2019, and came before the HLC under the City's "Early Referral" process on June 5th, 2019. As part of these discussions, substantive concerns regarding the incompatibility of the podium apartment block were enumerated, including, but not limited to, the siting, height, and proximity to the WMH.

At the October 2nd, 2019 HLC meeting, in a 7-0 decision, the Commission voted to authorize the Chair to forward the Commission's comments to the Director of Planning, Building and Code Enforcement. The consensus of the Commission is that many of the comments and concerns provided previously by the DRC and HLC were not addressed by the subsequent design revisions. This dismissal of the repeated input of the City's designated historic preservation body should therefore be a part of the HRA.

Our additional comments include, but are not limited to, the following:

1. The HLC opposes the placement of the podium apartment block to the immediate South of the WMH, the City's most iconic irreplaceable historic resource. The main approach – and primary sight line – to the WMH is from Southbound Winchester Boulevard. The proposed podium apartment block would be the backdrop for this view, and entirely incompatible with the history and siting of the WMH. Proposed building masses should not dwarf immediately adjacent historic resources. The proposal has an unmitigated negative impact upon the historic resource.
2. Per page 33 of the HRA, *"While the proposed project may not have a direct physical impact on the original fabric of the Winchester House and its historically designed grounds, the loss of setting will irreversibly change the character of this significant historic resource. Without some*

form of mitigation, this project will create an adverse change in this historic resource which would be a significant impact under CEQA."

- a. The podium apartment block, the removal of trees that have long served as the backdrop for the WMH, and the incremental proposed landscape screening represent a clear impact under CEQA. The second Recommendation of the Project Assessment (Recommendations), and the first alternative included in the EIR, advocate for this incremental change to the site plan. Without a substantial decrease in height of the proposed podium apartment block, this revision would be insufficient.
 - b. In the incremental setback between the apartment and the WMH, the design proposes trees that grow to be tall and skinny. Landscape screening best practices indicate that tall, narrow trees only work as part of a layered, multi-species screening method. The proposed landscape screening is therefore insufficient to mitigate the negative impact upon the historic resource. This is consistent with the first Recommendation.
3. Per page 36 of the HRA, *"The new project would not impact all of the historic integrity of the resource, but, as currently designed, it would impact the setting of the historic resource, it would impact some of the feeling and associations of the historic property, and likely would have an impact on the perceived proportions and significant prominence of the Winchester House design, as well. The construction of this project, as currently designed, could overshadow and crowd out the historical understanding of the adjacent property. Especially if a similarly large, urban project were to be proposed on the site to the west of the Winchester House (the site of the former Century 23 and currently proposed to be part of the Santana West project), the cumulative impact of similar projects could be severe."*
- a. The project site is approximately 15.7 gross acres. The only means by which the podium apartment block's impact on the WMH can be successfully mitigated is by relocating the structure to elsewhere on the site, and instead placing some of the lower, freestanding four-story condominium buildings. This is consistent with the third Recommendation, and the first alternative included in the EIR.
 - b. The demolished Century 23 theater building immediately to the West of the WMH was given more consideration regarding the massing of the proposed buildings on the project site, even though the Santana West proposal calls for this to be a future office building. The podium apartment block was given the more desirable view of the WMH, to the distinct and direct detriment of the historic resource.
 - c. The buildings on the site should be reconfigured to provide a more substantial setback from Winchester Boulevard. This is consistent with the fifth Recommendation.

In the past, the City has required projects constructed near historic resources to comply with both the Secretary of Interior Standards and the City's Historic Preservation Ordinance. The proposed Winchester Ranch Mobilehome Community Project, as submitted, fails in both regards. A project immediately adjacent to the Winchester Mystery House, the City's highest profile historic landmark structure, should be held to a correspondingly high standard.

Sincerely,



Edward Saum
Chair, City of San Jose Historic Landmarks Commission

cc: Vice Mayor Chappie Jones
Rosalynn Hughey, Director, Department of Planning, Building and Code Enforcement
Juliet Arroyo, Historic Preservation Officer

Keyon, David

From: Ken Pyle [REDACTED]
Sent: Tuesday, October 15, 2019 4:34 PM
To: Keyon, David
Cc: nick.saleh@dot.ca.gov; The Office of Mayor Sam Liccardo; District1; District2; District3; District4; District5; District 6; District7; District8; District9; District 10; anna@annaeshoo4congress.com; rsvpeshoo@gmail.com; Representative Anna G. Eshoo; anna.eshoo@mail.house.gov; ro@rokhanna.com; CA17RKima@mail.house.gov; ro.khanna@mail.house.gov; supervisor.ellenberg@bos.sccgov.org; senator.beall@senate.ca.gov; senator.beall@sen.ca.gov; jimbealljr@yahoo.com; senator.wieckowski@senate.ca.gov; assemblymember.chu@assembly.ca.gov; kansen@kansenchu.com; assemblymember.low@assembly.ca.gov; Ethan Winston; Teresa O'Neill; J'Carlin; Kirk Vartan; Hoi poon; Barbara Morrey; Gary Cunningham; Steve Kelly
Subject: Comments on Draft Environmental Impact Report for the Winchester Ranch Project, PDC15-065, PD15-059, and PT15-069
Attachments: SCAG -WNAC Members - Winchester Ranch EIR Comments.pdf

Dear Mr. Keyon, et. al.,

The attached letter represents comments from members of the Winchester Neighborhood Action Coalition (WNAC) and the Stevens Creek Advisory Group (SCAG) to the Draft Environmental Impact Report for the Winchester Ranch Project, PDC15-065, PD15-059, and PT15-069.

An underlying assumption in our comments is the legal contract between Pulte Homes (the applicant) and the current residents of the Winchester Ranch Mobile Home Park is completely independent of any general plan and zoning changes requested by Pulte Homes. That is, a delay or change to a General Plan amendment should not change the living or financial situation for any of the current residents.

Recommendations

1. Start the formal process, as championed by Vice Mayor Jones, of considering those portions of the Urban Village that were left out of the Urban Village planning processes, including the parcel referenced herein, the portion of I-280 over Winchester and the interplay between the Stevens Creek, Santana Row/Valley Fair, and Winchester Urban Villages.
2. Re-examine the Urban Village assumptions, based on actual data, particularly about reduction in Vehicles Miles Traveled, Urban Village density goals, and what policies need to be adjusted to ensure those goals are met.
3. Until steps 1 and 2 are completed, deny the proposed change to the General Plan Amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram Designation from Residential Neighborhood to Urban Residential, as this important parcel was not considered in the Urban Village planning process.

Respectfully,

Ken Pyle on behalf of
J' Carlin Black, SCAG member
Gary Cunningham, President of Strawberry Square HOA
Steve Kelly, SCAG member, Santa Clara Planning Commissioner
Barbara Morrey, Treasurer, WNAC
Hoi Poon, SCAG Member

Ken Pyle, Vice President, WNAC
Kirk Vartan, President, WNAC; Co-Chair, SCAG

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

via email
October 15th, 2019

Subject: The Winchester Ranch Project (File GP18-014, GPT19-004, PDC18-037, PD19-019, PT19-023)

Dear Mr. Keyon,

This letter provides comments from members of the Winchester Neighborhood Action Coalition (WNAC) and the Stevens Creek Advisory Group (SCAG) to the Draft Environmental Impact Report for the Winchester Ranch Project, PDC15-065, PD15-059, and PT15-069.¹ An underlying assumption in our comments is the legal contract between Pulte Homes (the applicant) and the current residents of the Winchester Ranch Mobile Home Park is completely independent of any general plan and zoning changes requested by Pulte Homes. This was confirmed specifically by Scott Hilk at the March 21, 2019 community meeting at the Cypress Senior Center, and further by the Law Foundation of Silicon Valley on June 27, 2019 in their press release.² That is, a delay or change to a General Plan amendment should not change the living or financial situation for any of the current residents.³

Recommendations

1. **Start the formal process**, as championed by Vice Mayor Jones, of considering those portions of the Urban Village that were left out of the Urban Village planning processes, including the parcel referenced herein, the portion of I-280 over Winchester and the interplay between the Stevens Creek, Santana Row/Valley Fair, and Winchester Urban Villages.
2. **Re-examine the Urban Village assumptions**, based on actual data, particularly about reduction in Vehicles Miles Traveled, Urban Village density goals, and what policies need to be adjusted to ensure those goals are met.
3. **Until steps 1 and 2 are completed, deny the proposed change** to the General Plan Amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram Designation from Residential Neighborhood to Urban Residential, as this important parcel was not considered in the Urban Village planning process.

Comments and Assumptions:

The following represent comments and assumptions that are the basis for our recommendations. First, because of the uncertainty surrounding the sale of this property and the potential displacement of this senior residents, this parcel--the biggest opportunity site in the Santana Row/Winchester Urban Village area--was deliberately ignored by the City Staff and the Winchester Advisory Group (WAG) during the two year Urban Village discussion process, even though the Winchester Advisory Group and members of the public asked to discuss this critical piece of property.

¹ Information about the WNAC can be found at <http://www.winchesternac.com/>

² "Landmark Agreement Reached Between Winchester Mobile Home Residents and Pulte Homes," June 27, 2019, <http://www.lawfoundation.org/news/2019/6/26/landmark-agreementnbspreached-between-winchester-mobile-home-residents-and-pultenbsphomes>

³ Granted, delays to amending the General Plan may mean that residents continue living in their current mobile homes for a longer period of time.

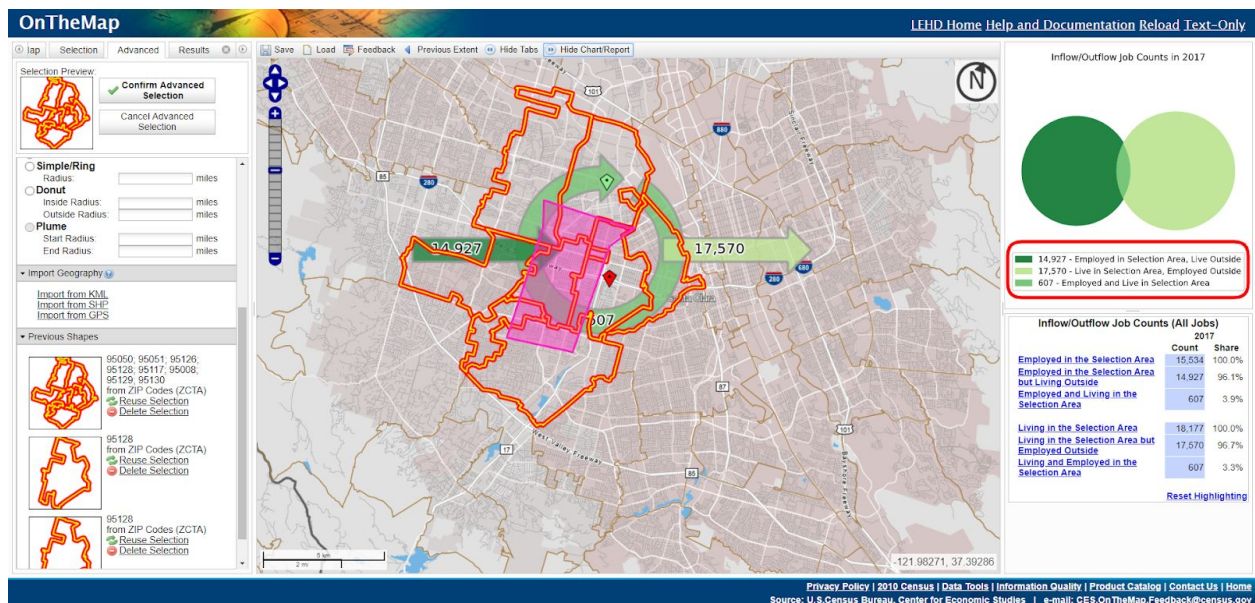
The number of new residences in the proposed plan would amount to almost 25% of the 2,400 residents that were part of the Winchester Urban Village plan.

- I. Are the number of residents in the proposed plan additive to the Urban Village plan or does it take away from the approved amount?
- II. Where is this change accounted for in the EIR?

The memo approved by the Council requires that the Winchester Advisory Group weigh-in on these matters,

“Require that the Winchester Advisory Group, in conjunction with the Stevens Creek Advisory Group, reconvene on an as needed basis in order to provide feedback on the Implementation Chapters.”⁴

One of the premises of the Urban Village is that by providing a mix of activities, it will be possible for more people to work, live, play, without having to get in a car, reducing Vehicle Miles Traveled and the impact on the environment. According to OnTheMap census data, in 2017 approximately 14,927 people who worked in the WNAC area came from outside its boundaries, while 17,750 left every day and only about 607 actually lived and worked in the WNAC area (about 4%). If the number of people working and living here does not increase, congestion will get worse.⁵



⁴ See <http://www.sanjoseca.gov/DocumentCenter/View/75695>, page 30, 10.4 bullet 7, This was reaffirmed in an October 18th, 2018 meeting with Vice Mayor Jones by several WNAC members https://docs.google.com/document/d/1d33hInLIJJPCWo0_cFe0o3SK8OMTMASNBSXcWE9m8D0/edit?usp=sharing

⁵ See <https://onthemap.ces.census.gov/>. The number working in the area jumped from 14,700 in 2016 to 15,535 (gain of 835 jobs) in 2017 (latest year information available). At the same time, the number of people working and living in this area dropped from 620 to 607, respectively, reducing the percentage of people working/living in the area from 4.2% to 3.9%.

- III. *What policies need to be implemented to increase the number of people that live and work in the WNAC area and specifically within this project?*
- IV. *What percentage of the population should be living and working in the area for an Urban Village to be deemed a success?*

Another area that was called out in the August 2017 council meeting and approved by the council was the exploration of better pedestrian access and potential use of the air-rights above the freeway to improve the connection between the south and north sides of I-280 at Winchester and potentially create new land that could be used to reduce parking requirements in the Urban Village core and provide new locations for affordable housing.⁶ Specifically it says,

“As the I-280/Winchester overpass is an essential connection between the Winchester and Santana Row/Valley Fair Urban Villages, this Plan ensures that improvements to the pedestrian and bike overcrossing at this overpass are given a high-priority and every consideration is given to a cap or other treatment to this overpass.”

The District 1 council office is coordinating a meeting with Caltrans for the WNAC to explain its vision regarding possible ways to regain the fallow airspace above I-280. A Caltrans representative has suggested that they would be amenable to the idea of giving the City of San Jose air-rights above and next to the freeway for a compatible project.⁷

This is consistent with Caltrans' Best Practices Guide for Freeway Caps and is also consistent with proposed legislation in the form of AB1226, which proposes using freeway air-rights to provide “affordable housing, transitional housing, emergency shelter, feeding program, or wraparound services purposes, or any combination of these purposes.”⁸

- V. *How does the project EIR address the possibility of improving the I-280/Winchester overpass to enhance the connection between the Winchester and Santana Row/Valley Fair Urban Villages?*
- VI. *How does the project EIR address the possibility of housing and/or some other development on the State-owned land on the southside of Tisch (e.g. a crosswalk might be necessary, as an example)?*

Regarding affordable housing, this project does not provide any affordable housing.⁹ In approving the Winchester/Santana Row Urban Village plans, the City Council felt it a priority that affordability be considered (even prioritized) in new projects.

⁶ See Appendix A for an example of a freeway cap in Columbus, Ohio, along with ideas of how a cap might be integrated with this project.

⁷ The WNAC has produced sample letters that the City of San Jose could use to request airrights from Caltrans and the hoped for response letter from Caltrans at <https://docs.google.com/document/d/1AhNNcilutZfEEv4Cvj2mxSlg3z1tVZEGpQhQI-jz8Sk/edit?usp=sharing>

⁸ AB1226 http://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1226

⁹ From what is known of the agreement between the developer and the existing Winchester Ranch residents, their existing space rent will transfer when they move into the proposed apartment buildings. These below market rents are guaranteed to them as long as they live there. Once they move, then the rents revert to market rate, meaning, over the long-term, this is a 100% market-rate project.

“Onsite Affordable Housing: Add the following action item to each of the UV Plans: a.”“Action Item; *The City should aggressively pursue incentives for developers to include onsite affordable housing for new projects.*”¹⁰

By considering affordable housing at this location, it will help support the workforce needs of retailers at nearby Santana Row and Westfield Valley Fair shopping malls, allowing people to live and work in the same Urban Village furthering the goals of VMT and pollution reduction. Additionally, how can the City work with the developer and possibly Federal Realty to create a pedestrian overpass over Winchester in order to better connect the two sides?

- VII. *What efforts have the City of San Jose made to provide for affordable housing at this location?*
- VIII. *What efforts have the City of San Jose made to promote housing for groups who are less likely to require transiting the streets during peak times (e.g. local workers, retired individuals, work-from-home individuals)?*
- IX. *How could this project be coupled with other projects to help the City of San Jose attain its goals around housing affordability, while providing a win-win for everyone?*¹¹

In looking at the parking ratios, it seems this site is *over parked* as was identified by the City of San Jose in the August 26, 2019 public community meeting.¹² In addition to this added expense to the project and strategy that is not consistent with the Urban Village strategy that allows for reduced parking, none of the parking is underground. This eliminated the ability to have any ground floor activation. Placemaking strategies require a ground floor that can be activated and used by the public. When a three-story parking garage is installed, the result is a lack of vibrancy and use for the public. There are also no community rooms available to the public, not any ground floor neighborhood retail that could support needed services for the residents and surrounding community (e.g., wellness center, maker spaces, gardener support, bike shop, etc.). With the aging population, including the current Mobile Home Park residents, the need for local services is an important element that will carry this site into the future.

- X. *How has the City of San Jose looked at the ground floor activities for this site?*
- XI. *How has the City of San Jose looked at the mixed-use needs of Urban Village sites so they may fully integrate into the area?*

In the Keyser-Marston/ULI presentation for the San Jose Study Session on the Cost of Development on April 26, 2018. One of the main conclusions was the areas in West San Jose, specifically the Santana Row/Valley Fair Urban Village, could support the development of all construction types, including Type-I high-rise construction.

- XII. *Why hasn't the City of San Jose required a higher density for the apartment building since it is not impacting any existing residential neighbors?*

¹⁰ Page 30, 10.4, bullet 9, <http://www.sanjoseca.gov/DocumentCenter/View/75695>

¹¹ For instance, a win-win might be in the form of *shared parking between developments*, such as Santana West, which is a commercial development and this project, which is proposed as residential. Or it might mean reduced parking requirements in exchanged for deed-restricted affordable housing, coupled with Transportation Demand Management programs.

¹² Video transcript: <https://www.facebook.com/kirk.vartan/videos/10219247577521455/>

Summary

Again, the underlying assumption is that the current residents will not be displaced regardless of the outcome of the proposed General Plan Amendment. As the City of San Jose Council stated in its approval of the Winchester/Santana Row Urban Villages, changes to those plans should account for the overall impact to those Urban Villages, increased density for the area known as the second downtown, increased connectivity over I-280 at Winchester, and affordability for future residents.

The current proposed plan is lacking in those areas and should be denied.

Respectfully,

J' Carlin Black, SCAG member
Gary Cunningham, President of Strawberry Square HOA
Steve Kelly, SCAG member, Santa Clara Planning Commissioner
Barbara Morrey, Treasurer, WNAC
Hoi Poon, SCAG Member
Ken Pyle, Vice President, WNAC
Kirk Vartan, President, WNAC; Co-Chair, SCAG

cc: Honorable Mayor Liccardo, San Jose City Council, Rep. Eshoo, Rep. Khanna, County Supervisor Ellenberg, State Senator Beall, State Senator Wieckowski, Assemblymember Chu, Assemblymember Low, Ethan Winston/MTA, Chair Teresa O'Neill/MTA Board, Nick Saleh/Caltrans

Appendix A - Examples of Freeway Caps & How They Might Work at Winchester/I-280

The WNAC has been investigating and socializing the idea in the community and across political jurisdictions about a much more comprehensive approach to traffic management at the I-280/Winchester intersection than simply a new ramp¹³. The solution we are investigating would involve building a cap over I-280 that could serve multiple purposes, including an area for open space, public and private bus transit center, parking decoupled from the commercial areas of Santana Row/Valley Fair/the south side of I-280, along with additional residential and commercial buildings.¹⁴

An example of a freeway cap success story is in Columbus, Ohio, which is summarized in the following infographic. This rather modest effort replaced an ugly freeway chasm with an activated and profitable mainstreet.¹⁵

¹³ It is important to note that the previous effort in the 2000s to add a westbound ramp was met with neighborhood resistance and eventually dropped.

¹⁴ For additional information on the cap concept, as well as the concept of a “freeway within a freeway”, please see,
<http://winchesternac.com/2016/05/06/put-a-lid-on-it-lets-reunite-the-neighborhoods-on-both-sides-of-i-280/>
<http://winchesternac.com/wp-content/uploads/2016/11/Capping-280-Flyer.pdf>
<http://winchesternac.com/wp-content/uploads/2016/11/Freeway-within-a-Freeway-Flyer-left-column-10-26-16.pdf>

¹⁵ See this Urban Land Institute study for a case-study on this successful freeway cap
<https://casestudies.uli.org/wp-content/uploads/2015/12/C035010.pdf>

Before



Columbus Cap

\$1.9 M Bridges
\$7.5 M Buildings

Profitable after 7 years

Source: Chicago Tribune - <https://goo.gl/mz6bV1>

After



As shown in the following diagram, there is a potential for recovery of approximately 60-acres of land over the I-280 corridor, near Winchester Boulevard. When coupled with the 16 and 13-acres, respectively of the Winchester Ranch and Santana West projects, there is a huge opportunity to transform the Tri-Village Urban Villages.

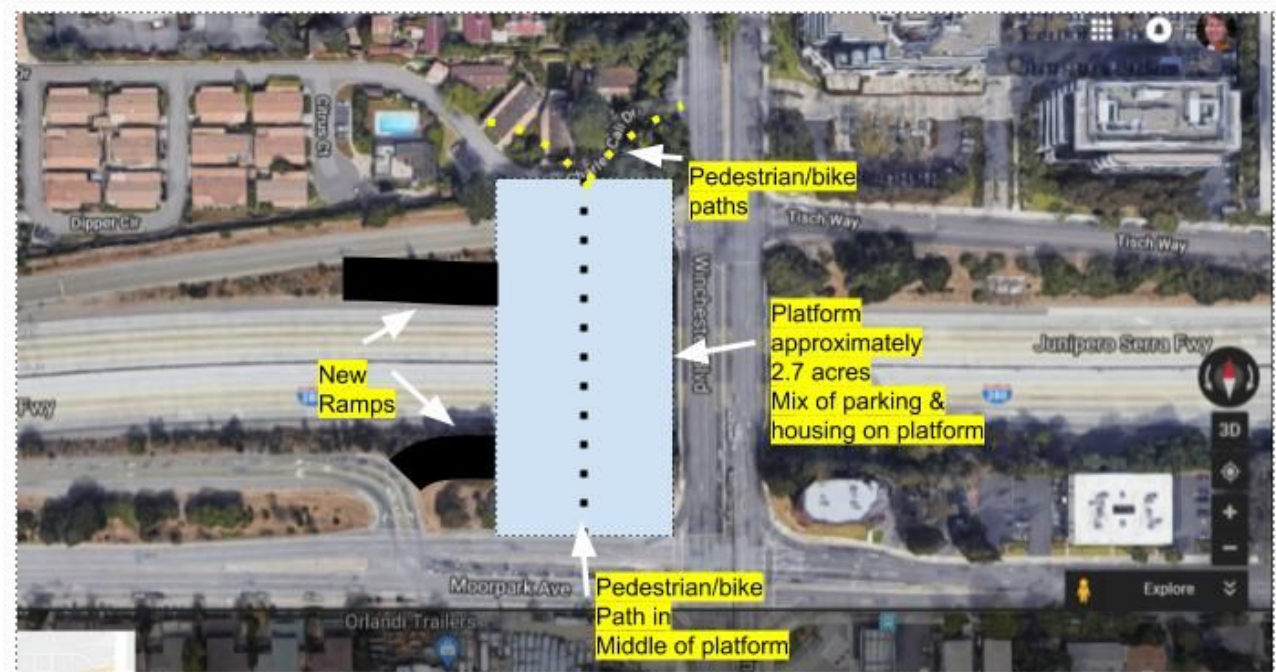
What opportunities exist in the Santana Row/Valley Fair Urban Village (freeway cap, exit ramp inclusion, integration with Winchester Ranch, and Santana West)



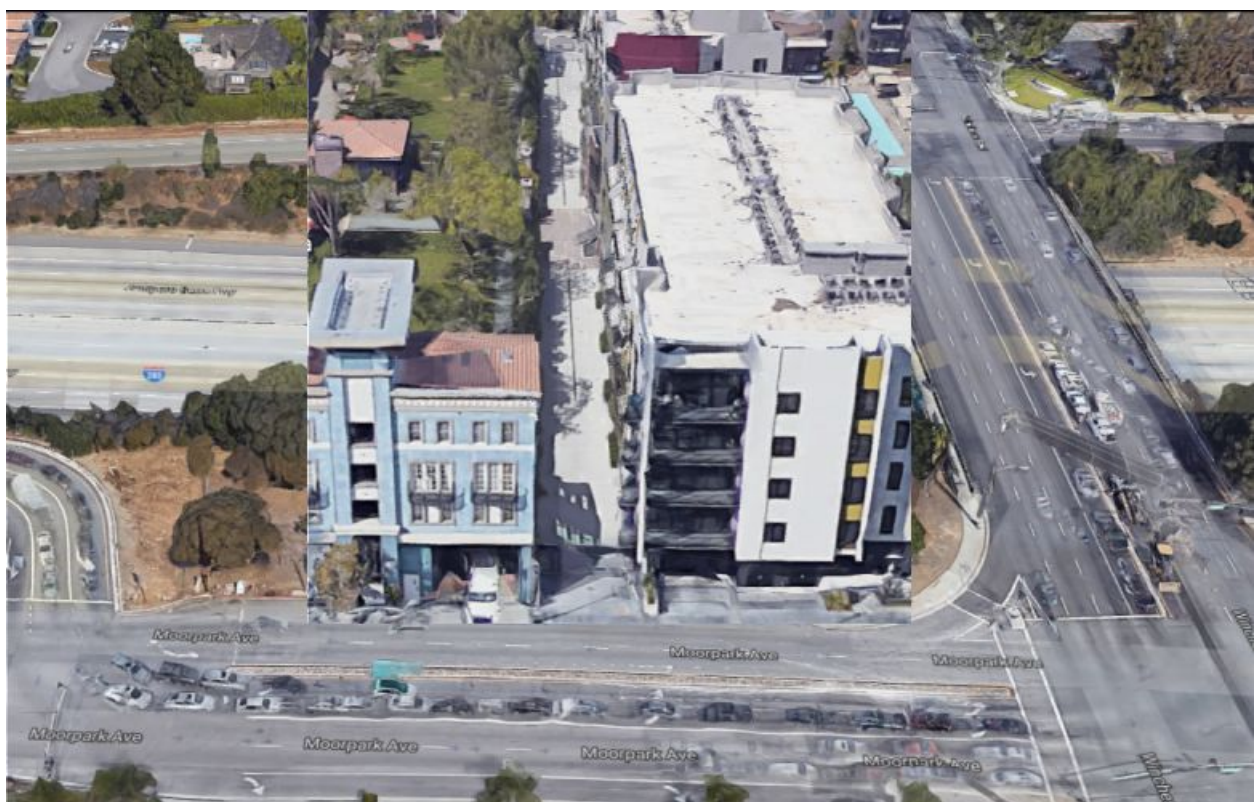
The following image depicts a freeway cap with multiple green and open space segments interspersed between mixed-use buildings (rendering courtesy of Sal Caruso) that would take advantage of the 60-acres above and next to I-280.



Here is another example of how I-280 might be covered in a more modest way and, perhaps, as a phase one of a multiple phase build, with a combination of parking garage/residential units and pedestrian/bike pathway. In this scenario, parking at Winchester Ranch could be potentially placed over the freeway. It also assumes ramps directly into/out of parking. This parking could serve as a hub for shuttles to/from the Winchester/Santana Row shopping centers.



And another view of the 2.7 acres with parking, greenspace, and buildings that provide a mainstreet experience on Winchester over I-280.



Similar to the way the Columbus cap wraps around the freeway frontage, additional buildings could be built on the frontage between the freeway and Tisch, as there is approximately 70 to 80 feet between Tisch and the start of the freeway. This could give Tisch a mainstreet feel without even having to construct a platform over the freeway.



And on the other side of the buildings, for example, an extension of the bridge could create a walkable/bikeable park.



This is better illustrated with a real-world example from Scottsdale, where the cap gradually rises to match the slope of the underlying street.



View from the park looking towards the street (not the terrace that matches the slope of the road).



And, the view from the street of the Scottsdale's park cap.

Keyon, David

From: Maureen Selvage-Stanelle <[REDACTED]>
Sent: Tuesday, October 15, 2019 11:42 PM
To: Keyon, David
Subject: Winchester Ranch (Pulte Project) EIR

Dear Mr. Keyon, This letter is in response to the EIR for Winchester Ranch. As was noted in the document the major areas of concern for the community are as follows: • Increased traffic • Insufficient parking • Height and Massing • Interface with the Winchester House (a historic resource) and potential impact to the Winchester Mystery House I am sure that the owners of the Winchester Mystery House will respond to the last concern. Our major concern for the area is mobility for pedestrians, bikes and cars. Currently, only about 8 cars can stack up between Tisch and Olsen in order to get onto 280 N. This traffic often backs up past Olin, which means about a ten minute wait to get on the freeway in the morning. Adding several hundred cars per hour to the mix will make it next to impossible to use this freeway on- ramp. Currently the cars heading north and turning onto the 280 on ramp have much longer signals to accommodate their load which stands to increase when the Reserve Apartments open. How can this on ramp possibly accommodate all of the new residential traffic leaving for work in the morning and then returning at night?

Sincerely,

Maureen Selvage-Stanelle

Keyon, David

From: Farmer, Stefanie
Sent: Wednesday, October 16, 2019 9:55 AM
To: Keyon, David
Subject: FW: Winchester Ranch (Pulte Project) EIR

See below for EIR comment

Stefanie Farmer, AICP
Planner – Development Review
CITY OF SAN JOSE | Planning, Building & Code Enforcement
200 East Santa Clara Street, 3rd Floor | San Jose, CA 95113
(408) 535-3861 | www.sanjoseca.gov/planning

From: Maureen Selvage-Stanelle [REDACTED]
Sent: Tuesday, October 15, 2019 11:24 PM
To: Farmer, Stefanie <stefanie.farmer@sanjoseca.gov>
Subject: Winchester Ranch (Pulte Project) EIR

Dear Stefanie,

My husband and I have lived in the neighborhood for 25 years and raised our kids here. While our children are now grown, we still enjoy going to the park, as well as many of our neighbors who also enjoy the outdoors, and are very excited to finally get a park within walking distance.

However, we do have several concerns and wishes with regards to the current plan. In order of importance:

- Big picture:
 - o Build the park in phase 1. By far, our most important request. The park is planned for phase 2, so the people of the neighborhood will endure many more years of noise, dust, traffic, and disruption before seeing any kind of benefits in return
 - o Enlarge the park from 2 to 3.5 acres, which the EIR suggests is the regulation for this size project
 - o Add parking, without eating into the 2 acre park space. While the park is intended for neighborhood residents who can walk, some families will host toddler/child birthdays/events, inviting out-of-neighborhood guests who will need a place to park. Physically impaired neighborhood residents would likely appreciate parking as well

Playground wish list:

- o Serve both young toddlers and older children with two adjacent playgrounds (Everett Alvarez Jr. park as an example)
- o At least 8 swings. 4 for toddlers, and 4 for grown kids, as there's a queue in every park
- o Shade/rain structure shielding the playground from the elements

• Park wish list

- o Flat grassy area large enough for kids to play soccer/catch (Thomas Barrett Park for example, but bigger)
- o Padded walking/running circuit surrounding the park, ideally of some regulation length (e.g., 400 meters per lap), and as much as possible, shaded
- ♣ Technology example: <https://www.rubberway.com/rubber-trails> ♣ Implementation example: Katy Trail in Dallas (though not a circuit) ([https://en.wikipedia.org/wiki/Katy_Trail_\(Dallas\)](https://en.wikipedia.org/wiki/Katy_Trail_(Dallas)))
- o A few small shaded picnic areas with tables and trash receptacles
- o Half-court basketball court (good for 3x3) with a couple of "spare" baskets on the sides
- o Public bathrooms
- o Small dog run. Besides serving our 4 legged residents, might also reduce dog poop in the rest of the park and neighborhood...
- o Police call-boxes

• Traffic (related to the entire project, not just the park). The current road between Steven's Creek and the 280 N on-ramp are already packed during rush hour, and cannot handle several hundred more cars per hour. Please ensure your plans increase car throughput in the area

Sincerely,

Maureen Selvage-Stanelle

1 day ago
[Thank](#)