

Blossom Hill Mixed-Use Development Project

File Numbers: CP18-022 and T18-034

Initial Study/ Mitigated Negative Declaration

RESPONSES TO PUBLIC COMMENTS AND TEXT REVISIONS

December 9, 2019

CEQA Lead Agency:



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SECTION 1.0 RESPONSES TO COMMENTS ON THE DRAFT INITIAL STUDY/MND

The Draft Initial Study/Mitigated Negative Declaration (MND) for the 397 Blossom Hill Road Mixed-Use project, dated October 2019, was circulated to affected public agencies and interested parties for a 30-day review period from October 28, 2019 through November 27, 2019. While not required by the CEQA Guidelines, this document includes written responses to comments received by the City of San José on the Draft Initial Study/MND during the public comment period.

Comments are organized under headings containing the source of the letter and its date. The specific comments from each of the letters and/or emails are presented with each response to that specific comment directly following. Copies of the letters and emails received by the City of San José are included in their entirety in Appendix A of this document. This memorandum includes responses to comments on the Initial Study/MND as they relate to the environmental impacts of the project under CEQA. Comments received on the Draft Initial Study/MND are listed below.

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A. Patricia Miller (dated October 28, 2019)

Comment A.1: I just started to review the CEQA for this development located at 397 Blossom Hill Rd, and I strongly disagree with the findings related to:

1) Reduction of parking spots - Strongly disagree

I am not sure if you are aware but the neighborhood is already packed with neighbors sharing quadruplexes and duplexes in the surrounding areas. There is no space to park any extra vehicle at night at the streets surrounding the property. The average of vehicles by household in San Jose is 2, and many households have more family members with vehicles. The house sharing in the area is a very common practice and all residents use cars to go to work.

The distance for Lean Ave residents to walk to the VTA station is about 1 mile and some 22 minutes/per mile walk. The development will have social workers working at the property and it is a common practice at Catholic Charities to drive their clients to appointments. So why we should believe that social workers will commute by bike from VTA station and do ride sharing when they have appointments in different areas?

The employees and volunteers will park in the residential neighborhood streets and at commercial parking lots. This is generate an influx of parking in the area. The patients at the medical building are already using half of their parking lot at ACO since their parking is packed. This means an increase of parking at the streets when they won't be allowed to park at ACO anymore.

The high school has sports team practices on Wednesdays nights, and the streets get even more packed. I recommend you to drive at night an see with your own eyes how the streets are packed at night. There is no extra parking space available.

Lean Ave., Eagle Ln., and Judith St. are packed with cars at evening hours and the other streets surrounding Coy Park, the streets across the street and along Blossom Hill Rd. are also packed with cars at evening hours. It means that those extra 90 spots that were removed will make a difference and affect the parking situation in the neighborhood.

Response A.1: The project would include 95 on-site parking spaces (including surface lot and enclosed parking) which would be available to the employees and residents of the proposed 397 Blossom Hill Road Mixed-Use development.

Given the site is within one half mile of a major transit stop (i.e., the Snell Light Rail Transit station), and the 147 unit residential component is 100 percent affordable (with the exception of the two on-site manager's units),¹ the project qualifies for parking incentives under the State Housing Density Bonuses and Incentives Law. In addition, the project qualifies for the City's density bonus parking incentives (in accordance with the City's Municipal Code, Section 20.190.060) based on the

¹ City of San José. Initial Study: Blossom Hill Mixed-Use Development. Section 3.0, Project Description and Appendix F (Traffic Analysis). October 2019.

provision of affordable restricted units. The project would consist of affordable housing units designated for very low to extremely low-income residents; therefore, it is estimated that the residential component would only generate a demand for eight parking spaces. The project would also qualify for a 20 percent reduction in parking for the office component, given its proximity to a light rail station and that the site is within an Urban Village. Implementation of the project's transportation demand management (TDM) plan would result in a reduced parking demand given the measures to be implemented would reduce single-occupant vehicle use. It is estimated that the office component would require 44 parking spaces based on the parking discussion in the traffic analysis (see Appendix F of the Initial Study). With the allowed parking reductions, the project provides the required parking and would not result in a parking deficit in the project area. Additionally, the CEQA courts have found that parking deficits are not considered a significant physical impact on the environment, and therefore, are not considered an impact under CEQA.²

Parking associated with the adjacent medical building is not part of the project and was not evaluated in the project CEQA analysis.

The reference to Lean Avenue residents is not related to the proposed project. The nearest Santa Clara Valley Transportation Authority (VTA) light rail station to the proposed project is 0.4 mile from the site for pedestrians, which is an approximately 10-minute walk along Blossom Hill Road and Snell Avenue. The project applicant will offer a ride-sharing program to employees that will occupy the office space of the proposed development. Only a small percentage of employees are assumed to use the bicycle facilities (five bicycle spaces are assigned for the office component).³ The remainder of Comment A.1 does not raise any CEQA issues or concerns; therefore, no further response to those portions are provided.

Comment A.2: I strongly disagree that the bikes will be used to go to the VTA lot as a mitigation, and also disagree that will be save to ride their bikes in those four corners to the other side of Blossom Hill Rd. If you spend an afternoon watching the four corners you will that nobody rides their bikes in there or goes to VTA station riding their bikes. This will become a nuisance to local residents and traffic. We don't have bike boxes to make the traffic safer for cyclists.

Response A.2: Bicycle facilities (42 bicycle parking spaces) will be provided on-site. Bicycle facilities are included as a transportation demand management (TDM) measure, however, the facilities are not considered mitigation for the project. The ride-sharing program provided by the project (which is a part of the TDM plan) is required to avoid a significant vehicle-miles traveled (VMT) impact for the office component. Based on General Policy TR-9.1, the City's goal is to enhance, expand

² San Franciscans Upholding the Downtown Plan et al., Plaintiffs and Appellants, v. City and County of San Francisco et al., Defendants and Respondents; Forest City Development, Inc., et al., Real Parties in Interest and Respondents. No. A095827. Court of Appeal, First District, Division 3, California. Sept. 30, 2002.

³ City of San José. *Initial Study: Blossom Hill Mixed-Use Development*. Section 4.17, Transportation/Traffic. October 2019.

and maintain facilities for walking and bicycling, to connect with and ensure access to transit and provide a safe and complete alternative transportation network that facilitates non-automobile vehicle trips. In accordance with the San José Bike Plan 2020, bicycle lanes are located along Blossom Hill Road, including along the site's frontage, from Almaden Expressway to Beswick Drive, and along Snell Avenue, between Ariel Drive (south of SR 85) and Capitol Expressway. Refer to the traffic analysis in Appendix F of the Initial Study for additional regarding existing bicycle facilities in the area.. The bike lanes improve the safety for bicyclists along Blossom Hill Road. This response addresses Comment A.2 and no changes to the Initial Study are necessary based on this comment.

2) Crosswalk locations - Strongly disagree

Those locations you are proposing are extremely dangerous to have crosswalks located. We witnessed multiple accidents with vehicles going full speed and deaths.

The latest accident in front of Yum Yum donuts next to one of the spots for the crosswalk. (5/23) We had a motorcycle deadly crash for speeding at the tree at the median in front of ACO and there is a memorial in that side already. People jaywalk all over Blossom Hill Rd.

The increase of traffic will make the crossing of Blossom Hill to Calpine or Calpine to Blossom Hill in front of the Mobile Home parks even more dangerous. I witnessed while driving a pedestrian hit by a vehicle jaywalking right in front of Calpine Dr. That intersection with no traffic lights needs to be reviewed and a traffic light included.

Response A.2: An analysis of pedestrian crosswalk locations near the project frontage was included in the Initial Study and traffic analysis (Appendix F). Based on the crosswalk analysis, the recommended crosswalk location would be from the site's frontage to the southern sidewalk on Blossom Hill Road (east of Keymar Drive). This location would not have a significant effect on traffic operations along Blossom Hill Road. As stated in the traffic analysis, since the segment of Blossom Hill Road (in the project area) has no vertical curve and the horizontal s-curve between the project site and Snell Avenue is only minor, all potential crosswalk locations evaluated would be highly visible to vehicles traveling in either direction on Blossom Hill Road. The new crosswalk would include pedestrian signals and would improve pedestrian safety on Blossom Hill Road.

Given the distance of the project site from Calpine Drive (approximately 0.8 mile), residents and employees of the project would not likely cross Blossom Hill Road at Calpine Drive. The Calpine Drive and Blossom Hill Road intersection was not considered as a potential crosswalk location in the traffic analysis, given its distance from the project frontage.

Based on the traffic analysis, the addition of project traffic would not warrant a signal at the Calpine Drive and Blossom Hill Road intersection. This intersection was not evaluated as a part of the traffic analysis since unsignalized intersections only require

evaluation if a project would cause significant traffic delays at identified intersections.

Comment A.3:

3) Urban Village and zoning

I disagree with you supporting a development that is zoned for urban village, when there is no urban village yet approved or funded to be built there. They need to wait until our urban village is approved and has funding available. They should not be building counting as urban village something that is not happening for sure. There is not changes in the area for the urban village, so this project should not be built before the changes and urban village is approved and funded. That parcel was supposed to be parking lot according to the study for the urban village, not more housing in a smaller parcel. I believe we should stick to the original decision made by planning during the study and have this development at the other side of Blossom Hill where housing was designated by Planning Department during the urban village study. A developer should accept what was designated previously not have the power to modify the community wishes for a whole urban village and profile of the neighborhood. They are not adding any value in services, or jobs to our community and using our infra-structure to their profits.

Response A.3: The project site is zoned Commercial/ Neighborhood (CN), as discussed in the Section 4.11, Land Use and Planning of the Initial Study. Mixed-use residential/commercial developments are allowed with the approval of a Conditional Use Permit under the CN zoning district. The project requires the approval of a Conditional Use Permit and is, therefore, consistent with the site's existing zoning. The project site has a General Plan land use designation of Neighborhood/Community Commercial. The project site is within the designated Blossom Hill and Snell Urban Village Planning area. Based on General Plan Policy IP-5.12, projects that are 100 percent affordable and deed-restricted for a period of not less than 55 years to low income residents (earning 80 percent or less of the Area Median Income) can proceed within an Urban Village ahead of a Council approved Urban Village Plan. The project is consistent with the criteria outlined in this policy. The project would include commercial office space which would provide jobs to the community.

B. Leslie West (dated November 2, 2019)

Comment B.1: I know we made it clear along with all my neighbors that we are AGAINST this project. San Jose will not listen to us and do what they damn well please.

Response B.1: This comment is not related to the CEQA analysis for the project. No further response is required.

C. Anonymous Herma Street House Owner (dated November 13, 2019)

Comment C.1: We need your support to stop the 397 Blossom Hill Road project. It's not for residential use. This area is very unsafe and busy already. We can't add such huge burden to this area.

There are too many problems on this project. We don't want mental illness people to wander around our neighborhood. One mental problem person can cause big problem. They can hurt our families and kids without reason and they are unpredictable. There was news that one 9 year old boy got killed by a mental problem person. The charity house wants to bring many here? **It's so scary!!! The mental illness people don't need to be responsible for what they do anyway. If any of our people get hurt, we will definitely sue the City and the charity housing who know the problems but still bring them here.**

We don't want our kids to be around with Drug people. What would they do when they are addicted to drugs but have no money. **We don't want more crimes here. It's tooooo much already!!!**

And the Traffic! **96 parking spots for 147 units which include residents, caregiver and workers, more than 300 people? People with only a little bit common sense know that this doesn't work.** Where can they park? How can they go in and out? Does Charity Housing just try to throw people in this building but don't care what would happen to them and what would happen to our neighbors?

They mix Low-income Seniors with homeless with lots of mental and drug issues. That's soooo bad for Seniors. How can the Seniors live in such a bad environment? How can Charity Housing bring such project to our community? How can they not care about what would happen?

If Charity Housing doesn't care, we hope that you could stop it based on your judgement. We are similar like you guys who want to bring good things to our family. We need to protect our families. We don't want this to destroy our community and then we all live in fear everyday.

This is too scary. I believe you don't want this project to be in your community. So please have the same sympathy to us. We would like to help Seniors, but not the mental illness and drug addicted people. They should live in Hospital, not here!!!

Please Stop this Ridiculous and Dangerous Project!!! Thank you very much!!

Response C.1: As stated in the Initial Study Section 4.11, Land Use and Planning, the proposed Blossom Hill Mixed Use project is consistent with General Plan Policy IP-5.12, which allows residential projects that are 100 percent affordable and that meet the project criteria listed on page 109 of the Initial Study. Mixed-use residential/commercial developments are allowed in a Commercial Neighborhood zoning, with a Conditional Use Permit. The City is requiring approval of a Conditional Use Permit for the proposed project. Therefore, residential uses will be allowed at the site.

Parking would be provided at an on-site surface parking lot and within an enclosed garage. As stated in Response A.1, given that the project consists of 100 percent affordable units (with the exception of the two on-site manager's units), is within one half mile of a major transit top, and will implement a TDM Plan, the project would have a reduced parking demand. The project's TDM plan would include TDM measures such as an on-site TDM coordinator and services (including carpool/ride matching assistance and trip planning resources), a special needs public

transportation coordinator, and a ride sharing program for employees. Additionally, parking deficits are not considered to have a significant physical impact on the environment, and therefore, are not considered an impact under CEQA.⁴

The remaining comments in Comment C.1 are not related to the CEQA analysis. Therefore, no further response is required.

D. Dave Howard (dated December 2, 2019)

Comment D.1: Can you also define how the parking per city ordinance is being addressed for the retail component on the first floor of the development.

Based on the State Density program.... there is not any reduction allowed.... please clarify! Please provide all the documents thus far submitted to the commission and all various approvals and interpretations of the State Bonus Density law. Primarily the low income unit designation and the parking allowance related to it. Based on the small amount of information provided, it doesn't appear the developer has MET the low income requirement to be granted a Density bonus of reducing the parking lower than 1.5 spaces on average for the development. Also, please clarify the allowance for the bonus based on the fact there is an "impediment" between the development and the major transit station.

Additionally, please define how the bus stop and park/ride qualifies as a major transit stop. Especially since the stop is designated for cars parking. and then riding the busses.

Response D.1: Based on the City's Municipal Code Section 20.90.060, the parking ratio requirement for ground floor commercial office space for new developments is one space per 250 feet square feet of floor area. Floor area is defined as 85 percent of the gross area. The number of parking spaces required for the proposed project's office component would be 55 spaces. Because the project is located in an urban village it qualifies for a minimum 20 percent parking reduction per San José Municipal Code Section 20.90.220, which results in the required number of spaces equaling 44. A further discussion of the parking requirements for the proposed office is provided in the traffic analysis (Appendix F of the Initial Study)

Since the project qualifies for the State density bonus parking incentive for 100 percent affordable projects with restricted low income units,⁵ the project also qualifies for the City parking incentive, which is found in Section 20.190.060. The City parking incentive is based on the type of affordable units provided by the project as shown in the table on the following page. For example, if the project provides studios or one-bedroom units at a very low-income level, then the parking

⁴ San Franciscans Upholding the Downtown Plan et al., Plaintiffs and Appellants, v. City and County of San Francisco et al., Defendants and Respondents; Forest City Development, Inc., et al., Real Parties in Interest and Respondents. No. A095827. Court of Appeal, First District, Division 3, California. Sept. 30, 2002.

⁵ City of San José. Initial Study Blossom Hill Mixed-Use Development. Appendix F, Final Traffic Analysis. October 2019.

requirement is 0 spaces per unit. If the project provides a three-bedroom at the very low-income level, it would be required to provide 0.25 spaces per unit.

Affordability of Unit	Type of Unit	Parking Ratio
Very Low Income	0 to 1 bedroom	0
	2 to 3 bedroom	0.25
	4 or more bedrooms	0.5
Low Income	0 to 1 bedroom	0.25
	2 to 3 bedroom	0.5
	4 or more bedrooms	0.75
Moderate Income	0 to 1 bedroom	0.5
	2 to 3 bedroom	0.75
	4 or more bedrooms	1

For the proposed project, 145 of the 147 units will be restricted to persons with very low and extremely low incomes (extremely low-income units are considered under the very low-income category). These units will be studios, one-bedroom, and two-bedroom units requiring a total of four spaces. The two remaining, non-rent restricted manager’s units parking requirements is based on the City’s standard parking ratio of two spaces for each three-bedroom unit; in this case it would require four spaces. A total of eight spaces will be required. The applicant is proposing 51 residential parking spaces.

A major transit stop is defined by the State as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.⁶ The nearest major transit stop to the project site is the Snell Light Rail Station, approximately 0.4 mile walking distance from the site.

⁶ California Legislative Information. Division 12. Environmental Quality, Chapter 2.5 Definitions [21060 – 21074], Section 21064.3. Accessed December 3, 2019. https://leginfo.ca.gov/faces/codes_displaySection.xhtml?sectionNum=21064.3.&lawCode=PRC

SECTION 2.0 DRAFT INITIAL STUDY/MND TEXT REVISIONS

This section contains revisions to the text of the Blossom Hill Mixed Use Draft Initial Study/MND dated October 2019. Revised or new language is underlined. All deletions are shown with a ~~line through the text~~. The revisions to the Initial Study are based on changes made to the project after the MND was published. The changes to the text are minor and do not change the analysis and findings in the document. Therefore, the Initial Study does not require re-circulation based on these revisions.

Page Number(s)	Description of Change
11	The project would provide 96 <u>95</u> vehicular parking spaces at-grade, with 79 surface parking spaces and 17 spaces within an enclosed parking garage. Vehicular access to the site would be provided via two new 26-foot wide two-way driveways off Blossom Hill Road.
82	Approximately 108 vehicular parking spaces was input into CalEEMod. The project proposes 96 <u>95</u> vehicular parking spaces.
124-125	<p>As discussed in Section 4.13.1.3, the primary noise source for the proposed exterior use areas would be traffic on Blossom Hill Road. The Level 1 courtyard area opens up to Blossom Hill Road and would be exposed to noise levels as high as 72 dBA DNL in areas closest to Blossom Hill Road. Interior portions of the courtyard would be exposed to 66 dBA DNL. The outdoor patio on northwestern side of the building, located approximately 200 feet from the center of and partially shielded from Blossom Hill Road, would be exposed to up to 62 dBA DNL. The Level 2 terrace would be exposed to noise levels up to 62 dBA DNL. Noise levels at outdoor use areas throughout the site would exceed the City's acceptable exterior noise level criteria of 60 dBA DNL for residential use. Although exterior noise levels would exceed the criteria outlined in General Plan EC 1.1, the project applicant will implement permit conditions to reduce interior noise in the residential units to acceptable levels (refer to Section 4.13.3.2). The ground level courtyard area opens to Blossom Hill Road and would be exposed to noise levels as high as 72 dBA DNL at the southern boundary of the courtyard nearest to Blossom Hill Road. On December 3, 2019, a noise memorandum was completed to describe the exterior noise levels at the ground floor courtyard area and second-floor terrace. This memorandum supplements the noise and vibration assessment completed for the project in February 2019 (refer to Appendix E of the Initial Study), and is attached to this document.</p> <p><u>Future noise levels at the center of the ground level courtyard would reach 66 dBA DNL when accounting for additional distance from the roadway 150-foot setback and acoustical shielding provided by the proposed building located to the west and east of the courtyard (without noise barriers). A second-floor terrace is also proposed above the north end of</u></p>

Page Number(s)	Description of Change
	<p><u>the ground level courtyard. Future noise levels at the center of the second-floor terrace would reach 62 dBA DNL.</u></p> <p><u>As shown in Figure 1 of the noise memorandum, glass noise barriers are proposed along the southern boundary of the courtyard area and the southern edge of the second-floor terrace. The noise barriers would be constructed airtight over the face and the base of the barriers. The six-foot noise barrier (at the southern boundary of the courtyard area) proposed to shield the ground level courtyard would provide at least a 6 dBA of noise reduction resulting in future exterior noise levels of 60 dBA DNL or less at the center of the usable outdoor activity area.</u></p>
124-125	<p><u>The proposed five-foot noise barrier (at the southern edge of the second-floor terrace) would provide at least 5 dBA of noise reduction at receptors on the terrace resulting in future exterior noise levels of 57 dBA DNL or less. With the installation of the proposed noise barriers, the project would meet the City’s exterior noise level criteria outlined in General Plan Policy EC 1 and would not exceed the normally acceptable threshold of 60 dBA DNL. Exterior noise levels at the project’s outdoor courtyard and terrace areas would be at or below the City’s threshold and, therefore, no additional noise reduction measures are required.</u></p>

Appendix A: Draft Initial Study/MND Comment Letters

From: Patricia Miller [<mailto:pattysj82@gmail.com>]

Sent: Monday, October 28, 2019 9:15 PM

To: Cueto, Ruth <ruth.cueto@sanjoseca.gov>; Planning Commission 4 <PlanningCom4@sanjoseca.gov>; Planning Commission 2 <PlanningCom2@sanjoseca.gov>; Planning Commission 7 <PlanningCom7@sanjoseca.gov>; Planning Commission 3 <PlanningCom3@sanjoseca.gov>; Planning Commission 5 <PlanningCom5@sanjoseca.gov>; Mahamood, Reema <reema.mahamood@sanjoseca.gov>; Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>

Subject: Re: 397 Blossom Hill Road (CP18-022 & T18-034)

Dear Planning Commission:

I just started to review the CEQA for this development located at 397 Blossom Hill Rd, and I strongly disagree with the findings related to:

1) Reduction of parking spots - Strongly disagree

I am not sure if you are aware but the neighborhood is already packed with neighbors sharing quadruplexes and duplexes in the surrounding areas. There is no space to park any extra vehicle at night at the streets surrounding the property. The average of vehicles by household in San Jose is 2, and many households have more family members with vehicles. The house sharing in the area is a very common practice and all residents use cars to go to work. The distance for Lean Ave residents to walk to the VTA station is about 1 mile and some 22 minutes/per mile walk. The development will have social workers working at the property and it is a common practice at Catholic Charities to drive their clients to appointments. So why we should believe that social workers will commute by bike from VTA station and do ride sharing when they have appointments in different areas? The employees and volunteers will park in the residential neighborhood streets and at commercial parking lots. This is generate an influx of parking in the area. The patients at the medical building are already using half of their parking lot at ACO since their parking is packed. This means an increase of parking at the streets when they won't be allowed to park at ACO anymore.

The high school has sports team practices on Wednesdays nights, and the streets get even more packed. I recommend you to drive at night an see with your own eyes how the streets are packed at night. There is no extra parking space available.

Lean ave, Eagle ln, and Judith st are packed with cars at evening hours and the other streets surrounding Coy Park, the streets across the street and along Blossom Hill rd are also packed with cars at evening hours. It means that those extra 90 spots that were removed will make a difference and affect the parking situation in the neighborhood.

I strongly disagree that the bikes will be used to go to the VTA lot as a mitigation, and also disagree that will be save to ride their bikes in those four corners to the other side of Blossom Hill rd. If you spend an afternoon watching the four corners you will that nobody rides their bikes in there or goes to VTA station riding their bikes. This will become a nuisance to local residents and traffic. We don't have bike boxes to make the traffic safer for cyclists.

2) Crosswalk locations - Strongly disagree

Those locations you are proposing are extremely dangerous to have crosswalks located. We witnessed multiple accidents with vehicles going full speed and deaths.

The latest accident in front of Yum Yum donuts next to one of the spots for the crosswalk. (5/23) We had a motorcycle deadly crash for speeding at the tree at the median in front of ACO and there is a memorial in that side already.

People jaywalk all over Blossom Hill Rd.

The increase of traffic will make the crossing of Blossom Hill to Calpine or Calpine to Blossom Hill in front of the Mobile Home parks even more dangerous. I witnessed while driving a pedestrian hit by a vehicle jaywalking right in front of Calpine Dr. That intersection with no traffic lights needs to be reviewed and a traffic light included.



3) Urban Village and zoning

I disagree with you supporting a development that is zoned for urban village, when there is no urban village yet approved or funded to be built there. They need to wait until our urban village is approved and has funding available. They should not be building counting as urban village something that is not happening for sure. There is not changes in the area for the urban village, so this project should not be built before the changes and urban village is approved and funded. That parcel was supposed to be parking lot according to the study for the urban village, not more housing in a smaller parcel. I believe we should stick to the original decision made by planning during the study and have this development at the other side of Blossom Hill where housing was designated by Planning Department during the urban village study. A developer should accept what was designated previously not have the power to modify the community wishes for a whole urban village and profile of the neighborhood. They are not adding any value in services, or jobs to our community and using our infra-structure to their profits.

Thank you!

Patricia Miller

From: LESLIE WEST [<mailto:lwest.40@att.net>]
Sent: Monday, November 4, 2019 9:04 AM
To: Mahamood, Reema <reema.mahamood@sanjoseca.gov>
Subject: Re:

yes, that is the subject...

On Monday, November 4, 2019, 08:46:54 AM PST, Mahamood, Reema <reema.mahamood@sanjoseca.gov> wrote:

Dear Leslie West,
Please can you confirm that your comment is in response to the NOI for the Blossom Hill Mixed-Use project?

Thanks,
Reema Mahamood

Reema Mahamood
Planner III, Environmental Review

City of San José | Planning, Building & Code Enforcement
200 E. Santa Clara St., T-3
San José, CA 95113
d - 408.535.6872
reema.mahamood@sanjoseca.gov

From: LESLIE WEST [<mailto:lwest.40@att.net>]
Sent: Saturday, November 2, 2019 11:44 AM
To: Mahamood, Reema <reema.mahamood@sanjoseca.gov>
Subject:

I know we made it clear along with all my neighbors that we are AGAINST this project. San Jose will not listen to us and do what they damn well please.....
Again, we are against this project..

From: HermaOski [<mailto:hermaoski@gmail.com>]

Sent: Wednesday, November 13, 2019 12:19 PM

Subject: Big Concerns Regarding 397 Blossom Hill Road Project (File Nos. CP18-022 and T18-034)

Hi Reema / Ruth / Mayor and Everyone,

We need your support to stop the 397 Blossom Hill Road project. It's not for residential use. This area is very unsafe and busy already. We can't add such huge burden to this area.

There are too many problems on this project. We don't want mental illness people to wander around our neighborhood. One mental problem person can cause big problem. They can hurt our families and kids without reason and they are unpredictable. There was news that one 9 year old boy got killed by a mental problem person. The charity house wants to bring many here? **It's so scary!!! The mental illness people don't need to be responsible for what they do anyway. If any of our people get hurt, we will definitely sue the City and the charity housing who know the problems but still bring them here.**

We don't want our kids to be around with Drug people. What would they do when they are addicted to drugs but have no money. **We don't want more crimes here. It's toooooo much already!!!**

And the Traffic! **96 parking spots for 147 units which include residents, caregiver and workers, more than 300 people? People with only a little bit common sense know that this doesn't work.** Where can they park? How can they go in and out? Does Charity Housing just try to throw people in this building but don't care what would happen to them and what would happen to our neighbors?

They mix Low-incoming Seniors with homeless with lots of mental and drug issues. That's soooo bad for Seniors. How can the Seniors live in such a bad environment? How can Charity Housing bring such project to our community? How can they not care about what would happen?

If Charity Housing doesn't care, we hope that you could stop it based on your judgement. We are similar like you guys who want to bring good things to our family. We need to protect our families. We don't want this to destroy our community and then we all live in fear everyday.

This is too scary. I believe you don't want this project to be in your community. So please have the same sympathy to us. We would like to help Seniors, but not the mental illness and drug addicted people. They should live in Hospital, not here!!!

Please Stop this Ridiculous and Dangerous Project!!! Thank you very much!

Best Regards,
Deeply concerned Herma Street House Owner

From: Ron Kynd [<mailto:rkynd01@gmail.com>]
Sent: Tuesday, November 26, 2019 3:23 PM
To: Mahamood, Reema <reema.mahamood@sanjoseca.gov>
Subject: Re: ACO/ Blossom Hill new high density proposed development

Hi,

Can you also define how the parking per city ordinance is being addressed for the retail component on the first floor of the development.

Based on the State Density program.... there is not any reduction allowed.... please clarify!

DH

On Tuesday, November 26, 2019, Ron Kynd <rkynd01@gmail.com> wrote:

To Commission:

Please provide all the documents thus far submitted to the commission and all various approvals and interpretations of the State Bonus Density law. Primarily the low income unit designation and the parking allowance related to it. Based on the small amount of information provided, it doesn't appear the developer has MET the low income requirement to be granted a Density bonus of reducing the parking lower than 1.5 spaces on average for the development. Also, please clarify the allowance for the bonus based on the fact there is an "impediment" between the development and the major transit station. Additionally, please define how the bus stop and park/ride Qualifies as a major transit stop. Especially since the stop is designated for cars parking... and then riding the busses. Thank you Dave Howard

Appendix B: Noise Memorandum

Memo

Date: December 3, 2019
To: Kathy Robinson
Charities Housing
From: Michael S. Thill
Illingworth & Rodkin, Inc.
SUBJECT: **Blossom Hill Apartments, San José, California**
Exterior Noise Levels at Ground Floor Courtyard

This memo describes the future noise environment expected at the ground floor courtyard and second floor terrace of the Blossom Hill Apartments when accounting for the attenuation provided by proposed glass noise barriers. The project site plan and locations of the glass noise barriers are shown in Figure 1. Figure 2 is an example section drawing of the proposed glass noise barriers.

REGULATORY CRITERIA

The Environmental Leadership Chapter in the Envision San José 2040 General Plan sets forth policies with the goal of minimizing the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies in the City of San José. Policy EC-1.1 states, “For new multi-family residential projects and for the residential component of mixed-use development, use a standard of 60 dBA DNL in usable outdoor activity areas, excluding balconies and residential stoops and porches facing existing roadways. Some common use areas that meet the 60 dBA DNL exterior standard will be available to all residents. Use noise attenuation techniques such as shielding by buildings and structures for outdoor common use areas. On sites subject to aircraft overflights or adjacent to elevated roadways, use noise attenuation techniques to achieve the 60 dBA DNL standard for noise from sources other than aircraft and elevated roadway segments.”

FUTURE NOISE ENVIRONMENT

The ground level courtyard area opens to Blossom Hill Road and would be exposed to noise levels as high as 72 dBA DNL at the southern boundary of the courtyard nearest to Blossom Hill Road. Future noise levels at the center of the ground level courtyard would reach 66 dBA DNL when accounting for additional distance from the roadway (150 foot setback) and acoustical shielding provided by the proposed building located to the west and east of the courtyard (approximately 60° view of the roadway from this position). A second-floor terrace is also proposed above the north end of the ground level courtyard. Future noise levels at the center of the second-floor terrace are anticipated to reach 62 dBA DNL. The future exterior noise levels are assessed in the center of

the courtyard or terrace as this location best represents the primary use areas proposed by the project.

As shown in Figures 1 and 2, glass noise barriers have been proposed as part of the project to reduce noise levels to 60 dBA DNL or less. The noise barriers would be constructed airtight over the face and the base of the barriers where they meet the ground from materials providing sufficient transmission loss. Barrier insertion loss calculations show that the 6-foot noise barrier proposed to shield the ground level courtyard would provide at least 6 dBA of noise reduction resulting in future exterior noise levels of 60 dBA DNL or less at the center of the usable outdoor activity area. The proposed 5-foot noise barrier would provide at least 5 dBA of noise reduction at second-floor receptors on the terrace resulting in future exterior noise levels of 57 dBA DNL or less. With the proposed glass noise barriers, the City of San José's "normally acceptable" noise level threshold would be achieved at both the ground level courtyard and the second floor terrace. No additional noise reduction measures would be required.

(18-166)

Figure 1 Site Plan Showing Locations of Glass Noise Barriers

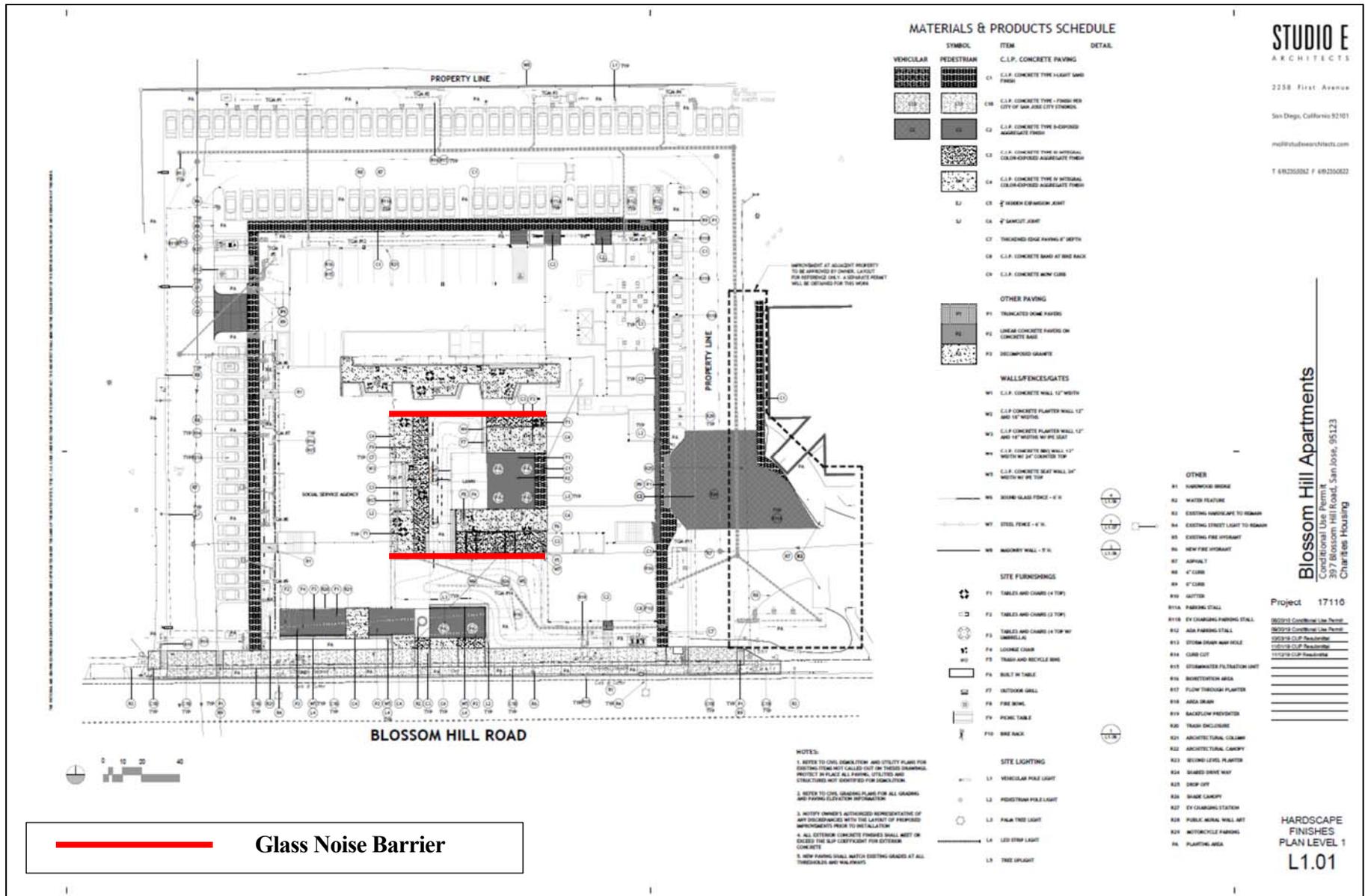


Figure 2 Section Drawing of 6-foot Glass Noise Barrier

