

APPENDIX A

Notice of Preparation and Comment Letters

**NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
CAMBRIAN PARK MIXED-USE VILLAGE PROJECT**

FILE NO: PD20-007
PROJECT APPLICANT: WEINGARTEN REALTY
APN: 419-08-012, 419-08-013

Project Description: Planned Development Pre-zoning from unincorporated to CN(PD) Planned Development Zoning District and Planned Development Permit to allow for demolition of the existing commercial structures and surface parking lot and the construction of a mixed-use project with up to 230 hotel rooms, 320 apartment units, 49 single-family dwellings, 25 townhomes, a 185-bed (160,000-square foot) assisted living facility or a 160,000-square foot office building, up to 60,000 square feet of commercial space including restaurant, retail and other commercial uses, and approximately 7.1 acres of public open space including 2.26 acres of central park and town square space on a 18.13 gross acre site at the southeast corner of Union and Camden Avenues, commonly known as Cambrian Park Plaza Shopping Center.

Location: 14200 and 14420 Union Avenue.

As the Lead Agency, the City of San José will prepare an Environmental Impact Report (EIR) for the project referenced above. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed project. If you are affiliated with a public agency, the EIR may be used by your agency when considering subsequent approvals related to the project.

A joint community and environmental scoping meeting for this project will be held virtually:

When: Thursday, November 5, 2020 from 6:00 pm to 8:00 pm

Where: Virtual Zoom Meeting (link to be provided on project webpage)

The project description, location, and probable environmental effects that will be analyzed in the EIR for the project can be found on the City's Active EIRs website at www.sanjoseca.gov/activeeirs. According to State law, the deadline for your response is 30 days after receipt of this notice. However, responses earlier than 30 days are always welcome. If you have comments on this Notice of Preparation, please identify a contact person from your organization, and send your response to:

City of San José
Department of Planning, Building and Code Enforcement
Attn: Kara Hawkins, Environmental Project Manager
200 East Santa Clara Street, 3rd Floor Tower
San José CA 95113-1905
Phone: (408) 535-7658, e-mail: Kara.Hawkins@sanjoseca.gov

Rosalynn Hughey, Director
Planning, Building, and Code Enforcement

Deputy

Date

**NOTICE OF PREPARATION OF AN
ENVIRONMENTAL IMPACT REPORT FOR THE
CAMBRIAN PARK PLAZA MIXED-USE VILLAGE PROJECT**

October 2020

Introduction

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

The EIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the EIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, environmental impacts, and mitigation measures for the project;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) cumulative impacts.

Project Location

The 18.13-acre site (APN 419-08-012, 419-08-013) is located at the southeast corner of the intersection of Camden Avenue and Union Avenue in the Cambrian Park neighborhood of the City of San José (see attached Figure 1 and Figure 2).

Project Description

The site is currently occupied by the Cambrian Park Plaza shopping center, which consists of five one-story commercial buildings and multiple large surface parking lots. The project site is located in an unincorporated pocket and has a Santa Clara County zoning designation of CG General Commercial. It is currently designated NCC – Neighborhood/Community Commercial under the City of San Jose’s General Plan. The project proposes a Planned Development Permit to remove the existing buildings on the site and pre-zone the site to CN (PD) Planned Development District to allow the construction of:

- A five-story hotel building (up to 230 rooms total);
- A 185-bed (160,000-square foot) assisted living facility or up to 160,000 square feet of office uses;
- Up to 60,000 square feet of commercial space including restaurant, retail and other commercial uses;
- Up to 320 podium cluster apartment units;
- Up to 49 townhomes;
- Up to 25 single-family dwelling units, and;
- Approximately 7.1 acres of public open space including 2.26 acres of a central park and town square space.

Parking for the apartment buildings, retail/restaurant uses, and hotel uses would be provided by a connected below-grade parking garage spanning the northern portion of the site. The assisted living facility would have its own below-grade parking garage, and the townhouses and single-family uses would have individual at-grade garages.

The project proposes two signalized access points along Union Avenue and one signalized access point (plus one additional right-in and right-out access only driveway) along Camden Avenue. The project includes changes to the adjacent street network, including the addition of signals at the proposed Union Avenue/Chelsea Drive and Camden Avenue/Taper Avenue driveways, the closure of the existing vehicular site access point at Wyrick Avenue for pedestrian-only access, and the closure of a private access/frontage roadway at the property line that runs parallel to Union Avenue between the project site and Charmeran Avenue. A new two-way public street would connect the proposed signalized Union Avenue/Chelsea Drive intersection at the southwest corner of the site with the proposed signalized Camden Avenue/Taper Avenue driveway at the northeast corner of the site. The proposed public street would provide direct access to the townhomes and single-family dwelling units and would also access the below-grade parking garage for the hotel. A two-way drive aisle would connect the Union Avenue/Woodard Road driveway with the proposed right-in, right-out only driveway on Camden Avenue. The proposed drive aisle would provide direct access to the below-grade parking garages for the assisted living facility and the apartment/commercial uses. A conceptual site plan for the project is shown on the attached Figure 3.

The project is proposed as a “Signature Project” consistent with the Envision San José 2040 General Plan, within the Camden Avenue/Hillsdale Avenue Urban Village. Within designated Urban Villages, a residential mixed-use Signature Project may develop ahead of preparation of an Urban Village Plan if it meets the following requirements:

- Conforms to the General Plan Land Use/Transportation Diagram. Within the Urban Village areas, Signature Projects are appropriate on sites with an Urban Village, residential, or commercial Land Use/Transportation Diagram designation.
- Incorporates job growth capacity above the average density of jobs/acre planned for the developable portions of the entire Village Planning area and, for portions of a Signature Project that include housing, those portions incorporate housing density at or above the average density of dwelling units per acre planned for the entire Village Planning area.

- Is located at a visible, prominent location within the Village so that it can be an example for, but not impose obstacles to, subsequent other development within the Village area.

Additionally, a proposed Signature project will be reviewed for substantial conformance with the following objectives:

- Includes public parklands and/or privately maintained, publicly-accessible plazas or open space areas.
- Achieves the pedestrian friendly design guideline objectives identified within this General Plan.
- Is planned and designed through a process that provided a substantive opportunity for input by interested community members.
- Demonstrates high-quality architectural, landscape and site design features.
- Is consistent with the recommendations of the City’s Architectural Review Committee or equivalent recommending body if the project is subject to review by such body.

Based on a preliminary review of the General Plan and zoning designations, the project appears to be consistent with the requirements of a Signature Project under the current General Plan designations. The project would also require annexation to the City of San José.

Possible Required Project Approvals:

1. Annexation
2. Rezoning
3. Planned Development Permit(s)
4. Subdivision Map(s)
5. Other Planning Permits, as applicable
6. Demolition, Grading, Building, and Occupancy Permits
7. Street vacation or Applicable Encroachment Permits
8. Other Public Works Clearances, as applicable

Potential Environmental Impacts of the Project

The EIR will identify the significant environmental effects anticipated to result from development of the project as proposed. Mitigation measures will be identified for significant impacts, as warranted. The EIR will include the following specific environmental categories as related to the proposed project:

1. *Aesthetics and Visual Resources*

The EIR will describe the existing visual setting of the project area and the visual changes that are anticipated to occur as a result of the proposed project. The EIR will also describe the project's conformance with the City of San José General Plan policies pertaining to visual and aesthetic impacts.

2. *Air Quality*

The EIR will evaluate the air quality emissions resulting from construction and operation of the project in conformance with the Bay Area Air Quality Management District (BAAQMD) guidelines and the CEQA guidelines. A detailed assessment of air pollutant emissions for criteria pollutants (NO_x, ROG, and Particulate Matter) will be prepared for the project and included in the EIR.

The EIR will also evaluate the project's exposure to mobile and stationary sources of toxic air contaminants, and the assessment will include a construction analysis to address temporary exposure of adjacent residences to dust and toxic air contaminants during construction. If significant construction or operational air quality impacts are identified, based on the technical analysis, mitigation measures will be identified.

3. *Biological Resources*

The EIR will address potential impacts related to the removal of existing trees and other vegetation on the site. An arborist report and tree survey will be completed for the site in accordance with City of San Jose requirements. Tree replacement will be identified as mitigation in accordance with standard replacement ratios commonly applied to development projects in the City of San Jose. The EIR will also discuss the project's consistency with the Santa Clara Valley Habitat Plan. Mitigation measures will be identified to minimize significant biological resource impacts, as appropriate.

4. *Cultural Resources*

A cultural resources report and historic report will be prepared for the project and included in the EIR. The existing buildings on-site were likely constructed before 1967, making them more than 50 years old. Given the age of these buildings, Department of Parks and Recreation (DPR) evaluation forms will be required to document if any of the buildings have historical significance. The historic evaluation will include: 1) a site survey and technical description of the buildings; 2) a discussion of the historic development of the project site and project area; and 3) a preliminary assessment of the buildings in accordance with the California Register, the City of San José's criteria for historic significance, and the CEQA guidelines. The report will also address the disposition of the existing Cambrian Park Plaza sign, which is a designated City landmark. In addition, the EIR will address the potential for subsurface resources to be present based on a cultural resources literature review included in the report. If significant impacts are identified, mitigation measures will be identified.

5. *Energy*

In conformance with Appendix F of the CEQA Guidelines, the EIR will identify the potential for the project to result in significant energy impacts. Mitigation measures will be identified to minimize significant energy impacts, as appropriate

6. *Geology and Soils*

The EIR will address the geological issues on the site based on a geotechnical report prepared for the project. The geotechnical report will address the proposed underground parking, and overall height of the structures regarding how the design of the buildings may be affected by soil conditions or depth to groundwater. Mitigation measures will be identified to minimize significant geological impacts, as appropriate.

7. *Greenhouse Gas Emissions*

The EIR will address the proposed project's contribution to regional and global greenhouse gas emissions. Proposed design measures to reduce energy consumption, which in turn would reduce greenhouse gas emissions, will be discussed. A greenhouse gas emissions analysis will be completed to assess the project's emissions in comparison to the 2030 GHG reduction targets, mandated by SB32.

8. *Hazardous Materials*

The project area is a mix of residential and commercial land. No substantial hazardous materials use is anticipated as part of the project. The EIR will address whether the project would create a significant hazard to the public due to transport, use, or disposal of, or accident conditions involving, hazardous materials. In addition, the EIR will address the potential for hazardous materials contamination on the project site based on a Phase I Environmental Site Assessment prepared for the project site. The EIR also will address whether the project would interfere with an adopted emergency response plan. Mitigation measures will be identified to minimize significant hazardous materials impacts, as appropriate.

9. *Hydrology and Water Quality*

The EIR will address changes to the existing storm drainage system which will result from construction of the project. The EIR will include the percentage of pervious and impervious surfaces on-site (under existing and project conditions), and a list of proposed stormwater control measures that meet Low Impact Development requirements. Mitigation measures will be identified to minimize significant hydrological and water quality impacts, as appropriate.

10. Land Use

The proposed conversion of the existing retail center to a mixed-use urban village containing commercial/retail, residential, hotel, assisted living and/or office uses represents a significant change in land use. The EIR will include an analysis of the project's potential land use impacts on the surrounding community, as well as an evaluation of its conformance with applicable City of San José policies, ordinances and guidelines.

11. Noise and Vibration

A noise and vibration assessment will be prepared as part of the EIR and will discuss potential impacts of the proposed project on existing off-site uses. (Note that CEQA generally no longer requires analysis of environmental impacts on the project.) The EIR will also discuss the increase in traffic noise that would result from implementation of the proposed project and temporary construction noise and vibration. Noise and vibration levels will be evaluated for consistency with applicable City of San José's standards and thresholds. The analysis will also assess the impacts of project construction and operational noise on the adjacent residences. Mitigation measures will be developed, as required, to reduce identified impacts.

12. Public Services

Implementation of the proposed project will result in an increased demand on public services, including police and fire protection. The EIR will address the availability of public facilities and service systems and the potential for project to require the construction of new facilities. Mitigation measures will be identified to minimize significant impacts, as appropriate.

13. Transportation and Circulation

The EIR will examine the existing traffic conditions in the immediate vicinity of the project site. A transportation analysis (TA) will be prepared in order to identify the transportation impacts of the proposed project. Per the City of San José Transportation Analysis Policy (City Council Policy 5-1), the project's transportation impacts will be assessed using the vehicle miles traveled (VMT) metric. A Local Transportation Analysis (LTA) will be prepared to address operational issues such as site access and circulation, parking, and vehicle delay, and will be included in the EIR. However, the EIR analysis of these issues will be framed in terms of consistency with City policy, as they are no longer included within the significance thresholds of CEQA.

14. Utilities

Implementation of the propose project is anticipated to result in an increased demand on utilities and public facilities compared to the existing conditions. The EIR will examine the impacts of the project on public services, including utilities such as sanitary and storm drains, water supply, and solid waste management. Mitigation measures will be identified to minimize significant impacts, as appropriate.

15. *Other Topic Areas*

The EIR will also consider the project's impacts on agricultural resources, mineral resources, population and housing, tribal cultural resources, and wildfire. These discussions will be based, in part, upon information provided by the project applicant, as well as the City's General Plan EIR and other available technical data.

16. *Alternatives*

The EIR will examine alternatives to the proposed project including a "No Project" alternative and one or more alternative development scenarios depending on the impacts identified. Other alternatives that may be discussed could include reduced development alternatives (e.g., smaller project site or reduced density alternatives), alternative land uses, and/or alternative locations.

Alternatives discussed will be chosen based on their ability to reduce or avoid identified significant impacts of the proposed project while achieving most of the identified objectives of the project. The environmentally superior alternative(s) will be identified based on the number and degree of associated environmental impacts.

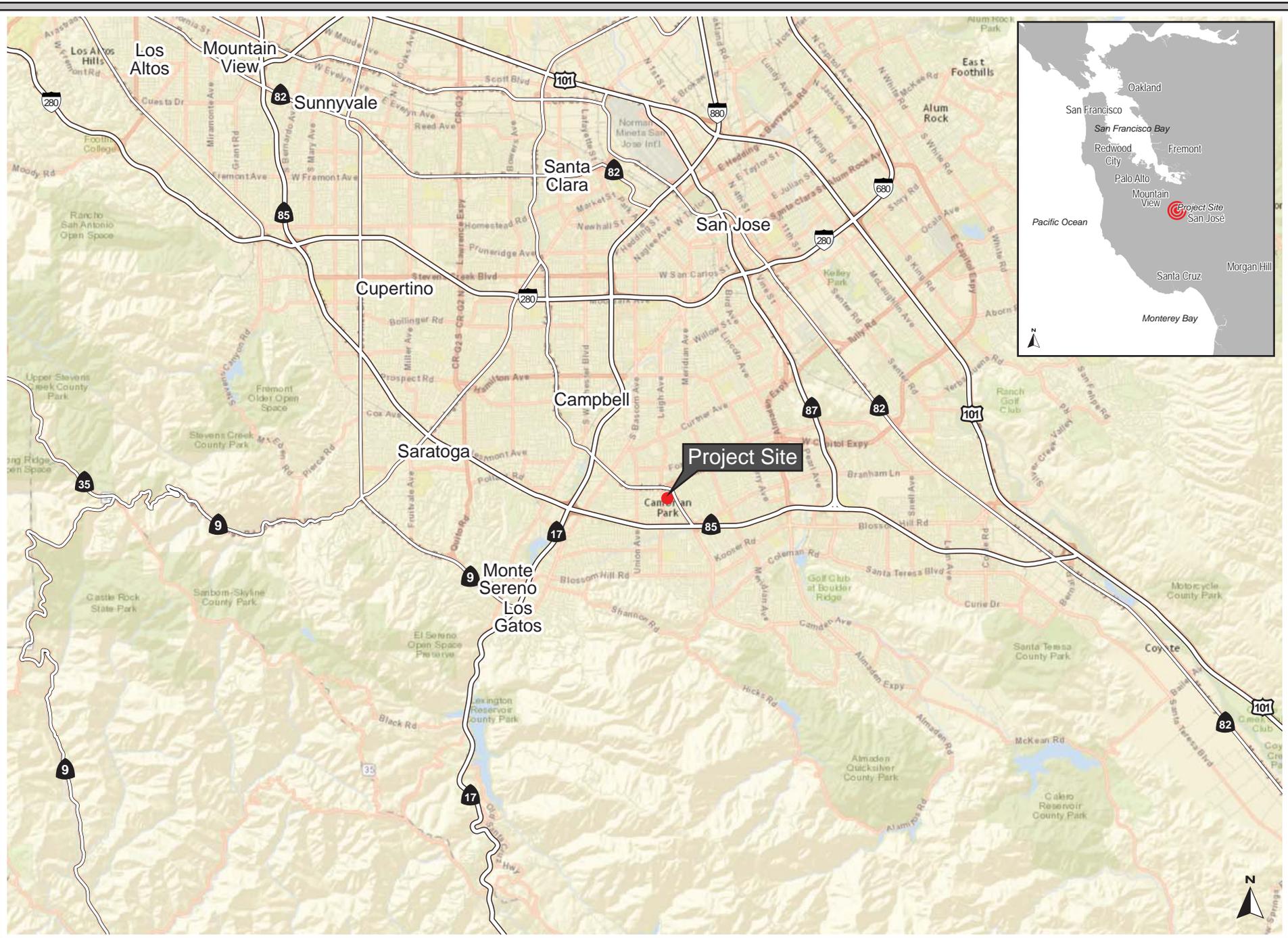
17. *Significant and Unavoidable Impacts*

The EIR will identify those significant impacts that cannot be avoided, if the project is implemented as proposed.

18. *Cumulative Impacts*

The EIR will include a Cumulative Impacts section that will address the potentially significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable future projects in the development area.

In conformance with the CEQA Guidelines, the EIR will also include the following sections: 1) consistency with local and regional plans and policies, 2) growth inducing impacts, 3) significant irreversible environmental changes, 4) references and organizations/persons consulted, and 5) EIR authors.



REGIONAL MAP

FIGURE 1



Source: Kenneth Rodrigues & Partners, Inc., July 31, 2020.

CONCEPTUAL SITE PLAN

FIGURE 3

Comments Received during the Notice of
Preparation (NOP) Circulation for the Cambrian
Plaza Project – PD20-007

State and Local Agencies

- A County of Santa Clara Roads and Airports
- B County of Santa Clara Roads and Airports
- C PG&E
- D Santa Clara Valley Water District

Organizations and Individuals

- E Janet Laurain
- F Joanne Howard
- G Joe Trampenau
- H Joe Trampenau
- I M A Hall
- J NAHC
- K Steve Nestle
- L Steve Plyler
- M Barbara Andrews Peddy
- N Adam Grigsby
- O Rich Barbaccia
- P James Wunderlich
- Q Sharon Barbaccia
- R Sharon Barbaccia
- S Deborah Cook
- T Dennis Champeaux
- U Dennis Champeaux
- V Bruce and Allice Elliott
- W Jean Dresden
- X Michael Young
- Y Friends of Cambrian

Comment A

From: [Talbo, Ellen](#)
To: [Hawkins, Kara](#)
Cc: [Aghegnehu, Ben](#); [Pham, Thien](#)
Subject: Re: CEQA Posting: Notice of Preparation for the Cambrian Park Mixed-Use Village Project (PD20-007)
Date: Wednesday, October 28, 2020 9:54:06 AM

[External Email]

Hi Kara,
Is the City moving forward with an application to LAFCO for annexation? Can you tell us what the status is generally regarding the annexation?

We are expecting to comment on this since there are right of way ownership issues with Union Ave that affect the City/County maintenance rules. But our department hasn't heard or seen notification from the City, County Planning Dept, or LAFCO so I'm needing to inquire. Please advise.

Thank you,
Ellen Talbo
County Roads and Airports Dept
(408) 573-2482

From: Hawkins, Kara <Kara.Hawkins@sanjoseca.gov>
Sent: Monday, October 26, 2020 2:43 PM
Subject: [EXTERNAL] CEQA Posting: Notice of Preparation for the Cambrian Park Mixed-Use Village Project (PD20-007)

**REVISED NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
CAMBRIAN PARK MIXED-USE VILLAGE PROJECT**

FILE NO: PDC17-040, PD20-007, CAMBRIAN 37 (Annexation)

PROJECT APPLICANT: WEINGARTEN REALTY

APN: 419-08-012, 419-08-013

Project Description: Planned Development Pre-zoning from unincorporated to CN(PD) Planned Development Zoning District and Planned Development Permit to allow for demolition of the existing commercial structures and surface parking lot and the construction of a mixed-use project with up to 230 hotel rooms, 320 apartment units, 49 single-family dwellings, 25 townhomes, a 185-bed (160,000-square foot) assisted living facility or a 160,000-square foot office building, up to 60,000 square feet of commercial space including restaurant, retail and other commercial uses, and approximately 7.1 acres of public open space including 2.26 acres of central park and town square space on a 18.13 gross acre site at the southeast corner of Union and Camden Avenues, commonly known as Cambrian Park Plaza Shopping Center. **Location:** 14200 and 14420 Union Avenue.

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project referenced above. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed project. If you are affiliated with a public agency, the EIR may be used by your agency when considering subsequent approvals related to the project.

A joint community and environmental scoping meeting for this project will be held virtually:

When: Thursday, November 5, 2020 at 6:00 pm

Where: Virtual Zoom Meeting (link to be provided on project and EIR webpages)

The project description, location, and probable environmental effects that will be analyzed in the EIR for the project can be found on the City's Active EIRs website at www.sanjoseca.gov/activeeirs.

According to State law, the deadline for your response is 30 days after receipt of this notice.

However, responses earlier than 30 days are always welcome. If you have comments on this Notice of Preparation, please identify a contact person from your organization, and send your response to:

City of San José

Department of Planning, Building and Code Enforcement

Attn: Kara Hawkins, Environmental Project Manager

200 East Santa Clara Street, 3rd Floor Tower

San José CA 95113-1905

Phone: (408) 535-7658, e-mail: Kara.Hawkins@sanjoseca.gov

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Comment B

County of Santa Clara

Roads and Airports Department
Planning, Land Development and Survey

101 Skyport Drive
San Jose, CA 95110-1302
(408) 573-2460 FAX 441-0276



November 20, 2020

Kara Hawkins

Planner | City of San José
Planning, Building & Code Enforcement

kara.hawkins@sanjoseca.gov

408.535.7852

SUBJECT: Notice of Preparation for the Cambrian Park Mixed-Use Village Project (PD20-007)

The County of Santa Clara Roads and Airports Department (The County) appreciates the opportunity to review the Notice of Preparation for the Cambrian Park Mixed-Use Village Project (PD20-007), and is submitting the following comments:

- There are additional points of interest about this project that need ongoing discussion with the County related to the following: annexation boundary related to pavement maintenance, annexation boundary related to the County unincorporated pocket, local transportation analysis impacts and trip generation impacts to County facilities. These points may or may not trigger CEQA-related impacts that would not be discussed in the current draft EIR, therefore the County requires additional discussion prior to any issuance and encroachment permits and responses to LAFCO.
- The County recommends performing traffic analysis for the proposed project at the following nearby county-maintained intersections.
 - San Tomas & Hwy 17
 - San Tomas/Camden Ave & White Oaks
 - San Tomas/Campbell
- Also, please, identify impacts during demolition, construction, and post construction and provide mitigation measures if the proposed project will have adverse impacts on traffic conditions.

If you have any questions or concerns about these comments, please contact me at 408-573-2462 or ben.aghegnehu@rda.sccgov.org

Thank you.



October 27, 2020

Kara Hawkins
City of San Jose
200 E Santa Clara St, 3rd Flr
San Jose, CA 95113

Ref: Gas and Electric Transmission and Distribution

Dear Kara Hawkins,

Thank you for submitting the Cambrian Park Mixed-Use Village Project plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.
2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.
3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management



Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf>

1. **Standby Inspection:** A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.
2. **Access:** At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.
3. **Wheel Loads:** To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. **Grading:** PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.
5. **Excavating:** Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch



wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [$24/2 + 24 + 36/2 = 54$] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible ($90^\circ \pm 15^\circ$). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.



11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.



Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as **"RESTRICTED USE AREA – NO BUILDING."**
2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.



8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

Comment D

From: [Jourdan Alvarado](#)
To: [Hawkins, Kara](#)
Cc: [Usha Chatwani](#); [Colleen Haggerty](#); [Michael Martin](#); [Sunny Williams](#)
Subject: Revised NOP of a DEIR for the Cambrian Park Mixed-Use Village Project – PD20-007
Date: Monday, November 23, 2020 10:45:05 AM
Attachments: [image003.png](#)

[External Email]

Dear Ms. Hawkins:

The Santa Clara Valley Water District (Valley Water) has reviewed the Revised Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the proposed Cambrian Park Mixed-Use Village Project located at 14200 and 14420 Union Avenue in the City of San José (APN 419-08-012, -013), received on October 26, 2020.

The project is large enough to require the preparation of a Water Supply Assessment (WSA). The City of San José (City) will need to request that the San Jose Water Company prepare a WSA consistent with the requirements of SB610. As the county's groundwater management agency and principal water resources manager, Valley Water would like the opportunity to review the WSA prior to the release of the DEIR.

Re-development of the site provides opportunities to minimize water and associated energy use by using recycled water, incorporating on-site reuse for both storm and graywater, and requiring water conservation measures above State standards (*i.e.*, CALGreen). To reduce or avoid adverse impacts to water supply, the City and applicant should consider the following:

- Require landscaping that exceeds the requirements of the City's water efficient landscape regulations
- Weather- or soil-based irrigation controllers
- Dedicated landscape meters
- The installation of dual plumbing to facilitate and maximize the use of alternative water sources for irrigation, toilet flushing, cooling towers, and other non-potable water uses should recycled water lines be adjacent to the site or potentially extended in the future to serve the site. In addition, onsite reuse of water may be appropriate now or in the future.
- Maximize the use of alternative water sources for non-potable uses including stormwater, rainwater, and graywater
- Installation of separate submeters to each residential unit and individual spaces within commercial buildings to encourage efficient water use
- Be consistent with the City's Green Vision to reduce water use and associated greenhouse gas emissions

Much of the southern half of San Jose is within the recharge area of the Santa Clara Plain Groundwater Basin, including the subject property. Natural groundwater recharge is an important

component of the region's water supply. The proposal could result in a reduction of impervious surface and restore some natural groundwater recharge on the site. Valley Water encourages the City to require low impact development features in the project design to retain as much recharge of treated stormwater capacity on site as possible. However, development has the potential to result in new sources of polluted runoff. While soil has some natural filtering ability, it is not infinite, and not all contaminants bind to soil. Development should include natural or engineered pretreatment, if needed, to minimize the risk of surface and groundwater degradation.

Valley Water records show that there are 4 active wells on the project site (APN: 419-08-013). Please keep in mind it is always possible that a well exists that is not in Valley Water records. To avoid impacts to groundwater quality, any wells found on-site that will not be used must be properly destroyed in accordance with Ordinance 90-1, which requires issuance of a well destruction permit. Property owners or their representatives should call the Wells and Water Measurement Unit at (408) 630-2660 for more information regarding well permits and registration for the destruction of wells.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06085C0243H, effective May 18, 2009, the site is located within Zone D, which is an area where flood hazards are undetermined, but possible.

Valley Water does not have any right of way or facilities at the project site; therefore, in accordance with Valley Water's Water Resources Protection Ordinance, a Valley Water encroachment permit is not required for the proposed improvements.

We appreciate the opportunity to review this document. If you have any questions, or need further information, you can reach me at (408) 630-2955, or by e-mail at JAlvarado@valleywater.org. Please reference Valley Water File No. 33706 on future correspondence regarding this project.

Sincerely,

JOURDAN ALVARADO, CFM

ASSISTANT ENGINEER II (CIVIL)

Community Projects Review Unit

jalvarado@valleywater.org

Tel. (408) 630-2955 CPRU Hotline (408) 630-2650



SANTA CLARA VALLEY WATER DISTRICT

5750 Almaden Expressway, San Jose CA 95118

www.valleywater.org

Clean Water • Healthy Environment • Flood Protection

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Comment E

From: [Janet M. Laurain](#)
To: [Hawkins, Kara](#)
Subject: RE: CEQA Posting: Notice of Preparation for the Cambrian Park Mixed-Use Village Project (PD20-007)
Date: Monday, October 26, 2020 4:30:50 PM
Attachments: [NOP Cambrian Park Mixed Use Project SJ.pdf](#)

[External Email]

Hi Kara,

This notice indicates that 25 townhomes and 49 single-family dwellings are proposed. However, the attached NOPS indicates on page 3 of the attached PDF's NOP show that 49 townhomes and 25 single-family units are planned. Can you tell me which one is correct?

Thank you.

Janet Laurain

From: Hawkins, Kara <Kara.Hawkins@sanjoseca.gov>
Sent: Monday, October 26, 2020 2:44 PM
Subject: CEQA Posting: Notice of Preparation for the Cambrian Park Mixed-Use Village Project (PD20-007)

**REVISED NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
CAMBRIAN PARK MIXED-USE VILLAGE PROJECT**

FILE NO: PDC17-040, PD20-007, CAMBRIAN 37 (Annexation)

PROJECT APPLICANT: WEINGARTEN REALTY

APN: 419-08-012, 419-08-013

Project Description: Planned Development Pre-zoning from unincorporated to CN(PD) Planned Development Zoning District and Planned Development Permit to allow for demolition of the existing commercial structures and surface parking lot and the construction of a mixed-use project with up to 230 hotel rooms, 320 apartment units, 49 single-family dwellings, 25 townhomes, a 185-bed (160,000-square foot) assisted living facility or a 160,000-square foot office building, up to 60,000 square feet of commercial space including restaurant, retail and other commercial uses, and approximately 7.1 acres of public open space including 2.26 acres of central park and town square space on a 18.13 gross acre site at the southeast corner of Union and Camden Avenues, commonly known as Cambrian Park Plaza Shopping Center. **Location:** 14200 and 14420 Union Avenue.

As the Lead Agency, the City of San José will prepare an Environmental Impact Report (EIR) for the project referenced above. The City welcomes your input regarding the scope and content of the

environmental information that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed project. If you are affiliated with a public agency, the EIR may be used by your agency when considering subsequent approvals related to the project.

A joint community and environmental scoping meeting for this project will be held virtually:

When: Thursday, November 5, 2020 at 6:00 pm

Where: Virtual Zoom Meeting (link to be provided on project and EIR webpages)

The project description, location, and probable environmental effects that will be analyzed in the EIR for the project can be found on the City's Active EIRs website at www.sanjoseca.gov/activeeirs.

According to State law, the deadline for your response is 30 days after receipt of this notice.

However, responses earlier than 30 days are always welcome. If you have comments on this Notice of Preparation, please identify a contact person from your organization, and send your response to:

City of San José

Department of Planning, Building and Code Enforcement

Attn: Kara Hawkins, Environmental Project Manager

200 East Santa Clara Street, 3rd Floor Tower

San José CA 95113-1905

Phone: (408) 535-7658, e-mail: Kara.Hawkins@sanjoseca.gov

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Comment F

From: [Joanne Howard](#)
To: [Hawkins, Kara](#)
Subject: Re: CEQA Posting: Notice of Preparation for the Cambrian Park Mixed-Use Village Project (PD20-007)
Date: Monday, October 26, 2020 2:58:05 PM

[External Email]

Kara thank you for this information. I believe this plan has changed and there is no longer any townhomes to be built, just single family homes. Please advise if this has been updated'

Thanks,
Joanne C Howard

On Mon, Oct 26, 2020 at 2:43 PM Hawkins, Kara <Kara.Hawkins@sanjoseca.gov> wrote:

**REVISED NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
CAMBRIAN PARK MIXED-USE VILLAGE PROJECT**

FILE NO: PDC17-040, PD20-007, CAMBRIAN 37 (Annexation)

PROJECT APPLICANT: WEINGARTEN REALTY

APN: 419-08-012, 419-08-013

Project Description: Planned Development Pre-zoning from unincorporated to CN(PD) Planned Development Zoning District and Planned Development Permit to allow for demolition of the existing commercial structures and surface parking lot and the construction of a mixed-use project with up to 230 hotel rooms, 320 apartment units, 49 single-family dwellings, 25 townhomes, a 185-bed (160,000-square foot) assisted living facility or a 160,000-square foot office building, up to 60,000 square feet of commercial space including restaurant, retail and other commercial uses, and approximately 7.1 acres of public open space including 2.26 acres of central park and town square space on a 18.13 gross acre site at the southeast corner of Union and Camden Avenues, commonly known as Cambrian Park Plaza Shopping Center. **Location:** 14200 and 14420 Union Avenue.

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City of San José

Department of Planning, Building and Code Enforcement

Attn: Kara Hawkins, Environmental Project Manager

200 East Santa Clara Street, 3rd Floor Tower

San José CA 95113-1905

Phone: (408) 535-7658, e-mail: Kara.Hawkins@sanjoseca.gov

--

~ Joanne C Howard

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Comment G

From: joe@classtech.us
To: [Hawkins, Kara](#)
Subject: Cambrian Park Plaza question & issue for Bercaw Lane 10/26/20
Date: Monday, October 26, 2020 2:24:45 PM

[External Email]

Hi Kara,

I see that you are our contact for the Environmental Impact of the proposed development of the Cambrian Park Plaza. I have a question for you about our lane and then an issue regarding the current and future safety of walking on our lane.

My question is who has responsibility for Bercaw Lane, is it the county or city of San Jose? I live on the east side of Bercaw Lane and have been told that the city of San Jose technically has responsibility up to my property line then that transfers to the county of Santa Clara. Can you confirm this? If San Jose does have responsibility/jurisdiction over Bercaw Lane does that mean any new parking requirements, speed bumps, or things like adding sidewalks would fall to the city and not the county?

I ask this because our lane is already a dangerous place to walk and will get worse with the new development because we do not have sidewalks except for a few houses where they've added them themselves. People park all over the place and many front yards are dirt or stones right up to the street so there's often nowhere good to walk except in the street which isn't safe especially since Bercaw lane is just that, a lane, and is therefore quite narrow compared to a normal street or road. I want to make absolutely sure the city is looking at the unsafe situation on our lane and it is recognized in the Environmental Impact report and measures are taken to make our street safer with the expectation that more cars will be parking on it and traffic will increase since we are a cut through to avoid the Camden & Union intersection which will only get worse especially with the addition of 2 new traffic lights for the development.

I've already spoken to a couple people with the city about our unsafe walking situation on Bercaw Lane but when I saw your name and email address I wanted to reach out to you as well.

Thanks,
Joe Trampenau

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Comment H

From: joe@classtech.us
To: [Le, Thai-Chau](#); [Hawkins, Kara](#); [Meiners, Laura](#)
Subject: PD20-007 Cambrian Park Plaza
Date: Monday, November 23, 2020 5:55:02 PM

[External Email]

Hi All,

I want to make sure my concerns stated below are taken into consideration in the upcoming EIR for the Cambrian Park Plaza development.

A serious safety issue exists on Bercaw Lane directly behind (to the east) the plaza. Bercaw is a Lane, not a street or a road and is very narrow and there are only a few houses with sidewalks. Many houses have dirt or gravel in front of their houses and because cars try to park off the Lane pedestrians are forced to walk in the street. This obviously creates an unsafe situation as cars and pedestrians are trying to use the same space. If this project is to proceed I would hope that the city and county are going to make sure something is done on Bercaw Lane to make it safe for the increased traffic and parking that we know will come from such a large development. *You are kidding yourselves if you think the on-site plaza parking will be enough and there won't be spill over into the neighborhood.

The obvious solution, but expensive, would be adding sidewalks on Bercaw Lane to allow the cars and pedestrians to safely coexist. I'm sure you'll also want to look into parking restrictions to limit the number of cars to the current number that does allow space for pedestrians to duck into when cars approach.

One of the reasons I know there will be increased traffic on Bercaw Lane is that there will be 2 new traffic lights near the intersection of Union & Camden so there will be even more cut-through traffic as people try to go around this now even slower intersection. And the folks who are cutting through are usually in a hurry and we already have a speeding problem on Bercaw Lane that I fear will only be getting worse with the new development.

Thanks,

Joe Trampenau

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Comment I

From: [M.A Hall](#)
To: [Hawkins, Kara](#)
Subject: Re: CEQA Posting: Notice of Preparation for the Cambrian Park Mixed-Use Village Project (PD20-007)
Date: Monday, October 26, 2020 5:34:47 PM

[External Email]

Thanks for your message. The proposed description looks like a mad arrangement of buildings, housing, etc. It is a totally unfit number of buildings for the corner of Union and Camden! I have lived in this area since 1967 and hate to see this destructive arrangement of buildings on the corner of Union and Camden. We do not support this idea of congested buildings, living facilities, commercial and retail, etc., etc. etc. This total plan is madness and it will ruin our Cambrian area!!!! Who is promoting this idea? Money hungry merchants, realtors, land owners, etc?

-----Original Message-----

From: Hawkins, Kara <Kara.Hawkins@sanjoseca.gov>
Sent: Mon, Oct 26, 2020 2:43 pm
Subject: CEQA Posting: Notice of Preparation for the Cambrian Park Mixed-Use Village Project (PD20-007)

**REVISED NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
CAMBRIAN PARK MIXED-USE VILLAGE PROJECT**
FILE NO: PDC17-040, PD20-007, CAMBRIAN 37 (Annexation)
PROJECT APPLICANT: WEINGARTEN REALTY
APN: 419-08-012, 419-08-013

Project Description: Planned Development Pre-zoning from unincorporated to CN(PD) Planned Development Zoning District and Planned Development Permit to allow for demolition of the existing commercial structures and surface parking lot and the construction of a mixed-use project with up to 230 hotel rooms, 320 apartment units, 49 single-family dwellings, 25 townhomes, a 185-bed (160,000-square foot) assisted living facility or a 160,000-square foot office building, up to 60,000 square feet of commercial space including restaurant, retail and other commercial uses, and approximately 7.1 acres of public open space including 2.26 acres of central park and town square space on a 18.13 gross acre site at the southeast corner of Union and Camden Avenues, commonly known as Cambrian Park Plaza Shopping Center. **Location:** 14200 and 14420 Union Avenue.

As the Lead Agency, the City of San José will prepare an Environmental Impact Report (EIR) for the project referenced above. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed project. If you are affiliated with a public agency, the EIR may be used by your agency when considering subsequent approvals related to the project.

A joint community and environmental scoping meeting for this project will be held virtually:

When: Thursday, November 5, 2020 at 6:00 pm

Where: Virtual Zoom Meeting (link to be provided on project and EIR webpages)

The project description, location, and probable environmental effects that will be analyzed in the EIR for the project can be found on the City's Active EIRs website at www.sanjoseca.gov/activeeirs. According to State law, the deadline for your response is 30 days after receipt of this notice. However, responses earlier than 30 days are always welcome. If you have comments on this Notice of Preparation, please identify a contact person from your organization, and send your response to:

City of San José

Department of Planning, Building and Code Enforcement

Attn: Kara Hawkins, Environmental Project Manager

200 East Santa Clara Street, 3rd Floor Tower

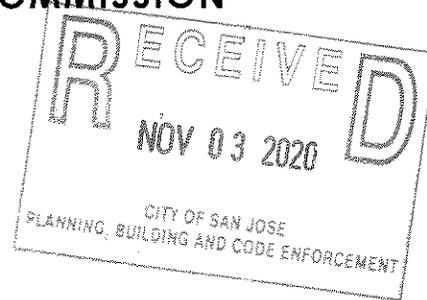
San José CA 95113-1905

Phone: (408) 535-7658, e-mail: Kara.Hawkins@sanjoseca.gov

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NATIVE AMERICAN HERITAGE COMMISSION



October 26, 2020

Kara Hawkins
City of San Jose
200 E. Santa Clara Street
San Jose, CA 95113

Re: 2018022034, PD20-007; PDC17-040: Cambrian Park Mixed-Use Village Project, Santa Clara County

Dear Ms. Hawkins:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines § 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
Marshall McKay
Wintun

COMMISSIONER
William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
Julie Tumamaif-Stenslie
Chumash

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:

Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- a. A brief description of the project.
- b. The lead agency contact information.
- c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:

A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- a. Alternatives to the project.
- b. Recommended mitigation measures.
- c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- a. Type of environmental review necessary.
- b. Significance of the tribal cultural resources.
- c. Significance of the project's impacts on tribal cultural resources.
- d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
- c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
- e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
- f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
- b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
- c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

Comment K

From: [Steve Nestle](#)
To: [Meiners, Laura](#); [Hawkins, Kara](#); [District9](#)
Cc: info@friendsofcpp.org
Subject: Cambrian Park Plaza Design Feedback
Date: Monday, October 26, 2020 6:30:21 PM

[External Email]

Hello,

I have lived on Wyrick Ave. for the last 37 years. (Yes, it's true!)

We raised 3 kids who went to local schools and attended great colleges and universities.

I have been witness to all the changes in the neighborhood and the plaza.

I have attended most, if not all, of the meetings regarding the renovations to the plaza.

We are never going to please **all** of the people **all** of the time, but this is a very good design and meets most peoples' concerns. The developer has made significant modifications to their designs in order to accommodate community feedback.

I feel the current proposal is very good and I strongly support adopting it as the Plan Of Record and moving forward with the renovations.

Thank you and best regards,

Steve Nestle

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Comment L

From: [Steve Plyler](#)
To: [Hawkins, Kara](#)
Subject: RE: CEQA Posting: Notice of Preparation for the Cambrian Park Mixed-Use Village Project (PD20-007)
Date: Monday, October 26, 2020 10:20:37 PM

[External Email]

You're going to ram this extremely dense development through no matter what residents say, bastards!

Steven W Plyler

Project Design

cid:image003.jpg@01D06BA2.68B571E0

From: Hawkins, Kara [mailto:Kara.Hawkins@sanjoseca.gov]
Sent: Monday, October 26, 2020 2:44 PM
Subject: CEQA Posting: Notice of Preparation for the Cambrian Park Mixed-Use Village Project (PD20-007)

**REVISED NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
CAMBRIAN PARK MIXED-USE VILLAGE PROJECT**

FILE NO: PDC17-040, PD20-007, CAMBRIAN 37 (Annexation)

PROJECT APPLICANT: WEINGARTEN REALTY

APN: 419-08-012, 419-08-013

Project Description: Planned Development Pre-zoning from unincorporated to CN(PD) Planned Development Zoning District and Planned Development Permit to allow for demolition of the existing commercial structures and surface parking lot and the construction of a mixed-use project with up to 230 hotel rooms, 320 apartment units, 49 single-family dwellings, 25 townhomes, a 185-bed (160,000-square foot) assisted living facility or a 160,000-square foot office building, up to 60,000 square feet of commercial space including restaurant, retail and other commercial uses, and approximately 7.1 acres of public open space including 2.26 acres of central park and town square space on a 18.13 gross acre site at the southeast corner of Union and Camden Avenues, commonly known as Cambrian Park Plaza Shopping Center. **Location:** 14200 and 14420 Union Avenue.

As the Lead Agency, the City of San José will prepare an Environmental Impact Report (EIR) for the project referenced above. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed project. If you are affiliated with a public agency, the EIR may be used by your agency when considering subsequent approvals related to the project.

A joint community and environmental scoping meeting for this project will be held virtually:

When: Thursday, November 5, 2020 at 6:00 pm

Where: Virtual Zoom Meeting (link to be provided on project and EIR webpages)

The project description, location, and probable environmental effects that will be analyzed in the EIR for the project can be found on the City's Active EIRs website at www.sanjoseca.gov/activeeirs. According to State law, the deadline for your response is 30 days after receipt of this notice. However, responses earlier than 30 days are always welcome. If you have comments on this Notice of Preparation, please identify a contact person from your organization, and send your response to:

City of San José
Department of Planning, Building and Code Enforcement
Attn: Kara Hawkins, Environmental Project Manager
200 East Santa Clara Street, 3rd Floor Tower
San José CA 95113-1905
Phone: (408) 535-7658, e-mail: Kara.Hawkins@sanjoseca.gov

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Comment M

From: [Barbara](#)
To: [Meiners, Laura](#); [Hawkins, Kara](#); [District9](#); info@friendsofcpp.org
Subject: Cambrian Park
Date: Tuesday, October 27, 2020 10:55:42 PM

[External Email]

Email your comments/feedback on the design to the City of San Jose:

- Planning lead, Laura Meiners: Laura.Meiners@sanjoseca.gov
- Environmental lead, Kara Hawkins: kara.hawkins@sanjoseca.gov
- Our Councilmember, Pam Foley: district9@sanjoseca.gov
- We encourage you to CC Friends of Cambrian Park Plaza info@friendsofcpp.org

This is what i put on face book and so far received 5 likes:

[Barbara Andrews Peddy](#)

It's too modern, it has the Valley Fair, Santana Row look not the Cambrian look. It isn't inviting, homey, it is missing something. I do like the park in front and yet it makes it seem like it is it's town by itself not a part of Cambrian Park.

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Comment N

From: [Adam Grigsby](#)
To: [Meiners, Laura](#); [Hawkins, Kara](#); [District9](#)
Cc: info@friendsofcpp.org
Subject: Cambrian Park Plaza new plans
Date: Friday, October 30, 2020 5:56:37 PM

[External Email]

Hi Laura, Kara, and Pam,

Thank you for your service to our community!

I live near the Cambrian Park Plaza ("CPP") on Woodard Road, little less than a mile away, and have been following the redevelopment plans from Weingarten since the site was sold. I am very concerned with several aspects of the project that I think have not been appropriately addressed by Weingarten. These are the following:

1. Woodard is used as a car speedway and a cut-through street for some that think the speed limits don't apply. With the increased traffic going to the redeveloped CPP this will only get amplified. There are lots of people who walk on Woodard as well as many kids who live on this street and it needs to be safer. Although there are multiple things that can be done I can think of a few including: speed radar trackers that show drivers how fast they are going, road humps to slow people down, increasing police presence, and an access block that will not allow someone to drive directly into the new plaza from Woodard.
2. The new plans for CPP increase the density for the site to a level that isn't consistent with the surrounding neighborhoods. We don't want a high rise city in the middle of the suburbs, which is why we chose not to live downtown.
3. The buildings are way too high. Maximum height for the site should be 3-4 stories depending on where a building is located on the site. I don't live in the houses immediately behind the plaza but the thought of having someone looking into my backyard at all times is ridiculous. Put yourself in those people's shoes (or house for that matter) and you would be against this.
4. There will be way more traffic going into the development as it is currently constructed with such high density. The site needs to be less dense so that traffic doesn't become overwhelming.
5. There is definitely not enough parking. Survey the average San Jose home and there are at least 2 vehicles with most having 3 or more depending on how many people live in the house. No amount of public transit will make people want to give up their vehicles, so let's be honest about that.

Thank you all so much for your time in reading this.

Sincerely,

Adam Grigsby

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Comment O

From: [Rich Barbaccia](#)
To: [Meiners, Laura](#); [Hawkins, Kara](#); [District9](#)
Cc: info@friendsofcpp.org
Subject: Response to the Cambrian Park Plaza Proposed Development Plan
Date: Friday, October 30, 2020 1:16:41 PM

[External Email]

Response to the Cambrian Park Plaza Proposed Development Plan

<!--[endif]-->

Density and Height issues: The proposed plan is much too high and dense for our area.

The project should be two to three stories maximum and nowhere near as dense.

Parking on our neighborhood streets: If this project is built as proposed it will be bringing a traffic nightmare to our already overcrowded streets. Project residents and shoppers will elect to park on our neighborhood streets, as the required CSJ parking requirement is grossly inadequate.

The requirement should be set at 3 cars per residential unit. And at one of the community meetings CSJ Planning staff stated that the living units are projected to be occupied with "2 ½" residents. With both parents working and driving separate cars for each and any young adult teens will also have a separate car, a minimum of 3 parking spaces per unit are needed in addition to the parking for the other proposed uses.

There is no acceptable mass transit plan proposed or realistically able to fulfill the transportation needs of current and future residents and shoppers without cars filling the need. Urban sprawl has unfortunately dictated that.

Thinking that people are going to walk or ride a bike for miles and miles to go to outlying destinations is just wishful thinking especially at night and in bad weather is utterly not practical here in San Jose. It is also very unsafe!

Cambrian Park Plaza Historic Carousel Sign should be placed at the intersection of S/E Camden Ave and N/E Union Ave just like it has been historically for 60 plus years. This sign has been a historic visual landmark/reference point for new and old residents and shoppers. Putting it

elsewhere is unacceptable and defeats the purpose of it being a historic and visual location aid landmark for the past 60 plus years.

Water Requirement: County and CSJ residents are already being told we must severely restrict/conserves water. Where is the new water going to come from to service the proposed project without additionally heavily impacting all of the neighborhood residents and businesses???

Traffic Impact and Dedicated Right Turn Lane onto Camden Ave:

I have mentioned at several project meetings and in comments to the CSJ Planning, the developer should be required, **at this critical time**, to **dedicate** the land for a dedicated right turn lane from northbound Union Ave to eastbound Camden Ave to facilitate right turn traffic.

The developer should be required to dedicate land on Union Avenue to make a right turn lane for traffic turning onto Camden Avenue. That will help with some of the extra congestion on Union Avenue caused by several of the proposed new developments on Union Ave that shortly are coming online. ie: Los Gatos Almaden Rd @ Union Ave (Union School District Administration development site, which is currently under construction).

If a dedicated right turn is not required right now, prior to development, the proposed commercial development at the corner of Camden and Union will prohibit a future right turn lane being installed at this protected intersection in the future without effecting the proposed new buildings.

Now is the correct time to require the dedication of the necessary land. This dedication would further allow the new right turn lane to be coupled with any future widening of Union Ave from Hwy 85 to Camden.

Not requiring the right turn lane dedication right now would severely restrict any a future Union Ave widening on the existing frontage lane immediately south on the east side of Union Avenue. Now is the correct time to require the dedication of the necessary land for a dedicated right turn lane.

I was the CSJ Real Estate Division Manager until my retirement in 2004. My staff and I processed hundreds of required dedications for other proposed CSJ projects like the Cambrian Plaza project.

The right turn land dedication needs to be required right now before this project proceeds any further.

Sincerely,

Rich Barbaccia

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Comment P

From: [James Wunderlich](#)
To: [Le, Thai-Chau](#); [Hawkins, Kara](#); [Meiners, Laura](#)
Cc: info@friendsofcpp.org; "Lisa Koen"; "Kenneth Koen"; kvold@sbcglobal.net; [District9](#); rotts4mike@sbcgloval.net; joseph.mcgee@yahoo.com; toshi.horie@me.com; chenward@yahoo.com; jolenev1@hotmail.com; mominca2@sbcglobal.net; robinscalise@sbcglobal.net; jen_rios@hotmail.com; "Greg A"
Subject: PD20-007 Cambrian Park Plaza
Date: Monday, November 2, 2020 11:42:41 AM

[External Email]

City of San Jose
Supervising Environmental Planner - Thai-Chau Le
Environmental Lead – Kara Hawkins
Planning Lead – Laura Meiners

RE: PD20-007 Cambrian Park Plaza

As proposed, the Cambrian Park Plaza redevelopment project represents a significant increase in traffic and congestion to an already overwhelmed intersection at Camden and Union avenues. CPP's 394 dwelling units along with hotels and assisted living units, coupled with the construction of 38 new homes behind the Cambrian Community Center, 18 new homes, 9 with ADU's, at Metzler school half a block from CPP, plus the expansion of Harker Academy with a new traffic light added less than a block away on Union avenue, it will quickly be realized the predicted increase of a few thousand more cars per day is grossly understated. Once the pandemic eases and traffic patterns return to normal gridlock will become the new normal for the entire Cambrian community surrounding CPP.

To avoid the Camden/Union intersection a large number of drivers have already found a bypass off North-bound Camden at either New Jersey Avenue or Taper Avenue. Either street quickly gets them to Foxworthy, cutting a considerable amount of time as they try to get to the freeways, Bascom avenue or down Leigh Avenue toward Hamilton or Highway 280. There is total disregard for posted neighborhood speed limits with many clocked as high as 55 mph through a neighborhood filled with kids, pets, people walking, plus commuters and housewife's trying to safely exit their driveways. A traffic light as proposed for Taper and Camden not only further slows the flow on Camden, but makes the bypasses even more attractive. The increased volume of scofflaw drivers will quickly destroy the quality of life for the residents along these previously quiet neighborhood streets.

An informal poll of the affected residents all agree a reasonable and low-cost solution is to permanently block New Jersey and Taper avenues to any traffic from Camden avenue. There are several options for the local residents to reach their homes with little to no inconvenience. Access from Leigh avenue, Bernice Way, multiple choices off Foxworthy, and Cambrianna off Union avenue all remain unaffected. There is additionally no impediment to emergency police, ambulance or fire vehicles with the two streets blocked as recommended.

Our group of Concerned Cambrian Neighbors are requesting consideration for our peace of mind and the impending destruction to the quality of life in our neighborhood as the City of San Jose attempts to satisfy pressures from every side to increase tax revenues, provide more housing, and make San Jose a signature place to live for all who appreciate why we chose to make this our home.

Concerned Cambrian Neighbors
Representative
James Wunderlich

Cc: Friends of Cambrian Park Plaza
info@friendsofcpp.org

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Comment Q

From: [Sharon Barbaccia](#)
To: [Le, Thai-Chau](#); [Hawkins, Kara](#); [Meiners, Laura](#)
Cc: [Friends of Cambrian Park](#)
Subject: PD20-007 Cambrian Park Plaza
Date: Tuesday, November 3, 2020 1:37:24 PM

[External Email]

Hello,

I just want to comment regarding the recent Cambrian Park Plaza plan. This plan is much too high and dense for our area. We bought our house in Cambrian Park because it is a quiet, almost rural-feeling community. This project does not belong here!! The project should be two to three stories maximum and nowhere near as dense.

If this project is built as it is currently depicted, you will be bringing a traffic nightmare to our already overcrowded streets. Please just take a look at Camden Avenue and Union Avenue any time during rush hour and you will see how they are already so crowded with cars. And there is no other way than a car or walking to get around in this area. And no plans to change that. There are not many places in this area that can be reached by walking. Everything is very spread out.

The developer should be required to dedicate land on Union Avenue to make a right turn lane for traffic turning onto Camden Avenue. That will help with some of the extra congestion on Union Avenue.

Also, there is not enough parking for this project. The housing alone requires at least two to three spaces per unit. This will become a problem to the surrounding neighborhood as the people from the project will be parking in the County streets behind the project.

Another problem with this project is the water usage. San Jose residents are already being told we must conserve water. What, so you can add a bunch more people?? Please pay attention!! We don't need more people!!

If this project was proposed in Willow Glen, it would never be allowed with the current height and density. Why do we have to have this in our neighborhood? It is just too much for our infrastructure.

Please do not ruin our beautiful Cambrian area by adding a project such as this.

Sincerely,
Sharon Barbaccia

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Comment R

From: [Sharon Barbaccia](#)
To: [Le, Thai-Chau](#); [Hawkins, Kara](#); [Meiners, Laura](#)
Cc: [Friends of Cambrian Park](#)
Subject: PD20-007 Cambrian Park Plaza
Date: Saturday, November 7, 2020 10:38:11 AM

[External Email]

Hello,

I just thought of one more item that needs to be included in the EIR. I don't remember hearing anyone mention it before. There are no storm sewers located in the entire County pocket located behind the Cambrian Park Plaza. When it rains, a large flow of deep water runs through our streets and floods in many places. Even when it is not raining, water runs down our streets if someone is over-watering their yard or emptying their swimming pool. Provisions need to be made so that the new complex at the Cambrian Park Plaza has the infrastructure to mitigate their storm and water overflow, directing it toward City storm drains located on Camden Avenue and Union Avenue so it does not impact our neighborhood streets, exacerbating the problems.

Sincerely,
Sharon Barbaccia

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Comment S

From: [Deborah Cook](#)
To: [Le, Thai-Chau](#); [Hawkins, Kara](#); [Meiners, Laura](#)
Subject: PD20-007 Cambrian Park Plaza
Date: Thursday, November 5, 2020 12:40:30 PM

[External Email]

Hello,

I'd like to comment on the development of Cambrian Park Plaza. I am not opposed to development and change. I am opposed to the density.

We live in an established single family neighborhood. Our homes are single and two story. We have views of the hills. This is the reason we chose to live here. The planned development of the plaza does not fit with the area.

My biggest concern is building height. The proposed 6 story hotels will block the view of the hills for hundreds of families. Please, please consider how such tall building will impact the lives of people in the neighborhood. Those closest to the plaza will be shaded. Others will be effected by the glare off the buildings. What is being proposed to mitigate the heat island effect of all these buildings?

Another concern is how the density of the development will impact traffic and parking. The extra cars will create more noise and impact our air quality. There is no decent public transportation in this area so all new residents and most visitors will have cars. More people will speed through the neighborhoods surrounding the plaza and park on neighborhood streets.

Please try to balance the desires of the developer to maximize their profits with the lives of the families that live here.

Sincerely,
Deborah Cook
Geneva Street

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Comment T

From: DdC <atlantisician@yahoo.com>
Sent: Thursday, November 12, 2020 10:17 AM
To: Meiners, Laura <Laura.Meiners@sanjoseca.gov>
Subject: Cambrian Park from Dennis

[External Email]

Laura.Meiners@sanjoseca.gov

Dennis de Champeaux, PhD
14519 Bercaw Ln
San Jose, CA 95124
San Jose City Council
200 E Santa Clara St,
San Jose, CA 95113

Wed Oct 21 16:02:17 2020

Topic: Planned Development Permit (File No. PD20-007)
PUBLIC OUTREACH/MEETINGS
Thursday, November 5, 2020,

Dear SJCC,

Our planetary resources have never been managed. Neither the ability of the planet to handle our waste streams.

The consequences after a century of naivete is:
-- Sustainability of the economy was surpassed around 1980 with a world population of 4B. Currently the global economy operates as if we live on 1.6 Earth & the US economy at 4.5 Earth; i.e. we plunder the planet at the expense of all future generations
-- The planet's atmosphere is out of whack due to excess CO2, which is causing accelerating climate change with now for decades increasing fires, hurricanes and biblical floods with yearly increasing fatalities and loss of properties
-- The Sixth Extinction - the first anthropogenic version - is accelerating fast and is on track to wipe us and other species out

The root causes are:
-- the exponential global and local population increases
-- the exponential global and local economic growth facilitated by exploiting exponential extraction of fossil fuels.

There is no discourse at the national level how to deal with non-sustainability, climate change and the Sixth Extinction. This vacuum allows all lower leaderships and bureaucracies to avoid dealing with these topics. Hence, they proceed with the traditional guidelines when processing new development proposals.

Consider the San Jose City Council development project: Cambrian Park Plaza. The proposal entails the replacement of a shopping center with a mixture of:
-- Building 1 - 53,750 sf of retail/restaurant use on the ground

floor and 305 multifamily residential units on the upper floors
-- Building 2 - 229 hotel rooms and 4,610 sf of commercial use
-- Building 3 - 154,680 square feet of assisted living
-- 25 townhouse residential units and 48 single-family homes
-- 7.1 acres of public open space
-- 98 surface parking spaces and two levels of underground parking for a total of 1,469 parking spaces.

In short: the difference with the current situation is:

----- more people, because more housing
----- more economic flux due to more people, an hotel, an assisted living facility and way more associated traffic

These two differences correspond exactly with the two root causes of increasing non-sustainability, increasing consequences of climate change and the Sixth Extinction. It goes without saying that an Environmental Impact study ignores these aspects due to lack of guidance.

I propose to change the destructive processes that are causing havocs all around us. Waiting for updated guidelines from the County, the State & the Feds is - in my opinion - irresponsible given the increasing fatalities, loss of properties and the Sixth Extinction that we witness already for decades.

To be specific: I strongly advice the San Jose City Council to go beyond endemic optimism, to go beyond business as usual pursuing economic growth no matter what and take the novel, responsible position to reject project proposals that are detrimental for humanity's future. Of course, this would entail imploring the County, etc. to follow your innovative, out-of-the-box courage.

San Jose (being the capital of the Silicon Valley where we have been for over half a century leading the world with innovations) should be a similar leader where all other bureacracies, world-wide, are failing.

Or do you want to wait until the fatalities double again, property losses double again and/or we cannot breath healthy air for months?

Ref: <https://www.un.org/en/sections/issues-depth/climate-change/>

It is categorical in its conclusion: climate change is real and human activities are the main cause.

PS In case sustainability/ plunder of the planet at the expense of future generations was skipped over: lets rephrase it as 'egocentrism at the global, cultural level', an horrendous new phenomenon in the history of humanity.

PS2 Enclosed photographs to supplement pictorially "... the destructive processes that are causing havocs all around us."
-- Shannon road in Los Gatos had a row of apricot trees that bare fruit each year by being watered by winter storms. Droughts by climate change killed them off in a about a decade.
-- Mountain View's Shoreline Park had a trail adjacent to the waterline. Nomore, swallowed up by the rising oceans in about a decade also.

PS3 There is a bizarre habit to charge project developers a fee to pay for social housing. This provides an illusion that the homeless problem can be solved. It does not solve the root problem, instead it provides a temporary - expensive - fix, while the problem keeps growing. Plus - as discussed - more social housing entails more people and thus more non-sustainability, more climate change and increasing the Sixth Extinction. The absurdity of the 'fee-solution' is shown by the 60000 homeless in LA. It may only give a false sense of 'doing-good'. [Yes, there are solutions to the homeless problem, but not simply putting portable toilets near encampments. Teaming up with other cities is the start to FORCE a solution.]

PS4 Here an alternative for business as usual: replace quantitative growth by qualitative growth:

-- reduce the eco-footprint of the economy
-- increase the fraction of the workforce that pays income tax
-- decrease the fraction of children dependent on free school lunches
-- reduce the free usage of the environment as dumping ground for

waste streams
-- reduce the population (indeed this is hard to even think about; try anyway)
-- etc.

PS5 Your homework for the finals:

Paul R. Ehrlich, The Population Bomb, 1968
Meadows, D., J. Randers, & D. Meadows, The Limits to Growth, 1972
Meadows, D., Dynamics of Growth in a Finite World, 1974
Meadows, D., Beyond the Limits: Confronting Global Collapse, 1992
Meadows, D., J. Randers, & D. Meadows, Limits to Growth, The 30-Year Update, Chelsea Green Publishing Co., 2004
Diamond, J., Collapse: How Societies Choose to Fail or Succeed 2005
Randers, J., 2052, A Global Forecast for the Next Forty Years, 2012
 Predicted the melting of the Siberian tundra, triggering further exponential release of CO2

And more recently:

- David Wallace-Wells, The Uninhabitable Earth
- Mark Lynas, Our Final Warning: Six Degrees of Climate Emergency
 If we keep doing what we have been doing
 the living will truly envy the dead.

PS6 Your Planning Division asked for community feedback in 2018 February. I ended my February 13 letter with:

The alternative?

Replace quantitative growth with qualitative growth. This does require replacing the current plunder the Planet habits though. We can start by eliminating the additional residential units.

You seem not to get it ...

Why do you keep ignoring the advice from experts for over half a century?

PS7 You may do a favor to the developer by rejecting this proposal because hotels are going bankrupt due to the corona virus and (international) travel will likely not recover. Also, why an expensive assisted living facility in SJ? Morgan Hill makes way more sense ...

=====
Fri Nov 06 13:35:33 2020

laura.meiners@sanjoseca.gov, Kara.Hawkins@sanjoseca.gov

Additional community feedback Cambrian plaza project and an addition to my earlier letter.

** Regarding the use of the 'Village' label.

Google search:

 a group of houses and associated buildings, larger than a hamlet
 and smaller than a town, situated in a rural area.

This project is NOT situated in a rural area, but surrounded by a county with 2M people.

The repeated use of 'Village' is an attempt to brainwash; aka Orwellian newspeak.

CUT IT OUT.

** Over 2 (two) stories high buildings is not compatible with the South Bay.

CUT IT OUT.

** We do not need more housing/ people. We are overpopulated everywhere on the planet. The planetary resource/ capita ratio has been decreasing since 1900 and manifests itself now in homelessness, poverty, dependence on foodstamps, 50+% kids getting school lunches, 30% of the population relying on MediCal, etc.
The eco-footprint of the US is 4.5 Earths with Trumpian type denials for decades.

Unacceptable.

STOP INCREASING THIS TREND.

** Bureaucrats in Sacramento may specify # of affordable housing, but certainly not dictate any development projects. This was very misleading in the meeting.

** California is pumping aquifers for its water needs. Increasing droughts now for decades (check the Lake Mead water level) has not been taken seriously. Relying on what the SJWC says cannot be trusted. They are mismanaging their infrastructure already for a century. You need another source.

** 'Vibrancy' was tossed around repeatedly. An assisted living center does not fit that label. Given the new trend of reducing business travel, a new hotel is an out-of date idea. Housing dependent on elevators is wrong given Covid and its uncertain future.

** The meeting yesterday had a feel of 'going through the motions'. Objections were politely listened to. Big topics like the height of buildings got equal attention as the location of the carousel. Ridiculous. Earlier concerns about increasing traffic were basically ignored. Two speakers ouzing out approval were not convincing. The analogy with the apricot valley past was lame; they benefitted anyway when they sold their land.

** The feminist argument::
Feminism which has been around for 120 years:
Feminism 2.0.

Feminism needs to help humanity regain control of its destiny::
Demanding that global fertility should get below 2.0 until global sustainability is restored.
Global sustainability was lost around 1980 with 4B people. Our exponential growing population and economies are causing fatal havocs on the planet (now with increasing fires, hurricanes and biblical floods) and they need to be reversed. Reducing the global fertility is the necessary start.

The food supply of about 50% of the world population depends now on fertilizer - made by fossil fuel - a finite resource. A 2nd reason to demand that global fertility should get below 2.0 until regular agriculture can feed the world population.

<https://ourworldindata.org/how-many-people-does-synthetic-fertilizer-feed>

Dennis de Champeaux

Home page:	rs6.risingnet.net/~ddcc
Health Info Anytime for Everyone:	www.HealthCheck4Me.info
Exercise for the Mind:	www.SuDoKuChallenge.us
Marketing site:	www.OntoOO.com

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Comment U

From: [DdC](#)
To: [Meiners, Laura](#); [Hawkins, Kara](#)
Subject: Cambrian Park project -- more feedback
Date: Friday, November 20, 2020 8:54:05 PM

[External Email]

Dear Laura.Meiners & Kara.Hawkins,

Two years ago my feedback about the Cambrian Park project - among others - was representing also those beyond the 1000ft radius, because, among others, due the expected increasing non-local traffic congestions.

This year I have broadened the feedback by referring to increasing non-sustainability, climate change & the Sixth Extinction, implicitly accusing the State of California for man-slaughter because of ignoring for decades the increasing anthropogenic fires and the accumulating yearly fatalities.

Last week a report came out that increases the scope further with the plausible implication that draconic interventions are necessary to mitigate global calamities. Here my summary:
<<<<<

Jorgen Randers model tipping point
"An earth system model shows self-sustained melting of permafrost even if all man-made GHG emissions stop in 2020"
<https://www.nature.com/articles/s41598-020-75481-z>

Jorgen Randers was a member of the Dennis Meadows 1972 Limits to Growth team and coauthor of the 1972, 1992 & 2004 publications. He made a new model around 2012, see:
<https://rs6.risingnet.net/~ddcc/Tragedy/Randers.html>
Now he has a newer model that runs from 1850-2500.

Melting of the Siberian permafrost and darkening of the planet as the consequence of disappearing snow & ice are the main drivers.

The fix?

... all man-made emissions would have had to be cut to zero sometime between 1960 and 1970 ...
Yes, you read that correctly.

Finally, we explored another strategy to stop self-sustained melting. ... In other words, building 33.000 big CCS plants and keep them running for ever.
This is technically feasible but would be hugely expensive. Cheaper opportunities exist to stop self-sustained global warming (through various forms of geo-engineering), but these will have unintended and undesired side effects beyond lowering the temperature.

Figure 1 of the report shows the temperature rises and sea level rises with the likely unwise and the unlikely surrealistic scenarios.

Conclusion:

We encourage other model builders to explore these conclusions in their models, and report on their findings.

If his model is confirmed then we are back at the hell holes described in:

- David Wallace-Wells
The Uninhabitable Earth
- Mark Lynas
Our Final Warning: Six Degrees of Climate Emergency
If we keep doing what we have been doing
the living will truly envy the dead.

Confirmed or not, we have now half a century of warnings; why has prudence not kicked in? In addition: the world food supply depends heavily on artificial fertilizer, another choke point. In addition: all welfare states have collapsed in the preceding 4000 years, while the income and wealth distribution widen and exponential dumbness ...

The experts keep being ignored:: Why?? "science is just a theory ..."
>>>>>

Please add this PS to my earlier feedbacks.

Dennis de Champeaux

Home page: rs6.risingnet.net/~ddcc
Health Info Anytime for Everyone: www.HealthCheck4Me.info
Exercise for the Mind: www.SuDoKuChallenge.us
Marketing site: www.OntoOO.com

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Comment V

From: [bruce and alice elliot](#)
To: [Meiners, Laura](#); [District9](#); [Hawkins, Kara](#)
Cc: [Friends of Cambrian Park Plaza](#)
Subject: PD20-007 Cambrian Park Plaza
Date: Friday, November 20, 2020 7:23:21 PM

[External Email]

I am writing to address the recent proposal from Weingarten for the Cambrian Park Plaza property. The new design is an improvement to the previous iterations of the project but it is still woefully inadequate. In order to be brief I will address my concerns.

I have two main concerns. One relates to the **proposed heights of each building** and the second is the **density of the project**.

The tallest buildings should not exceed 3 stories. In keeping the height of the development down, it would result in buildings that are not extremely different from those that surround it. We don't want this corner to be an eyesore. The proposed heights are grossly different from anything within a mile of this location. Wouldn't it be lovely to have something that is seamless with the area rather than something that just 'sticks out' due to the height. This is also concerning as the proposed townhomes should not exceed 2 stories, since they will be looking over the fence at people's homes. The 3 story buildings could be closer to the intersection of Union and Camden.

After being online at the city sponsored meeting I heard that the requirement for an urban village signature project is four stories. I would suggest allowing one building in the very center of the project to be 4 stories, the rest of retain 3 stories and the housing not to exceed 2 stories.

The **total density of the project**, housing and variety of enterprises will create a very crowded area. This will become an area where parking is a problem and getting to each part of the development will be challenging. I understand that the plans have been formed with the requirements of the 2040 plan as the template. **There should be a variance made for this project.** If I am correct, this is the first signature project in the 'urban village' 2040 plan. It is sad to think that this may be an overreach for the area and one that the residents will have to live with for the foreseeable future. Making a modification to the 2040 plan for this site would be a very wise move. A move which could be applauded in years to come and not lamented for years to come. It would be commendable to adjust the vision from the 2040 plan for this project.

Wouldn't it be great to have **this signature project be a signature project to be proud of?** I would be great if it was sized to fit in with the surrounding area and not be a monstrosity and a sore thumb.

I look forward to more changes to this plan as it has room for change.

Sincerely,
Alice Elliott

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Comment W

From: [Jean Dresden](#)
To: [Meiners, Laura](#); [Hawkins, Kara](#)
Subject: PDCI 7-040, PD20-007, CAMBRIAN 37 (Annexation) Scoping Q's for the land use part
Date: Wednesday, November 25, 2020 2:18:47 PM

[External Email]

Land Use

How will the project achieve the City's General Plan goal of 3.5 acres of parkland?

Do the residents of the assisted living center qualify as "residents" for parkland purposes?

The City's policies for parkland indicate parks are open to ALL residents, no matter where they live. How are people who live outside of the development expected to access the parkland? Will there be dedicated, deed restricted access? Will it ever be subject to closure? Under what circumstances?

We've been told this master developer intends to sell parts of the project. Which organization will be responsible for maintaining the public access to the park?

What public right of way will city staff use to gain access and maintain the park? Does it make a difference to City policy if they must access via a county road (Wyrick)?

How will members of the public who do not live in the complex be notified of the availability of the public open space?

Where will members of the public with physical disabilities or other special needs (multiple small children) gain access to the park? What speciality parking will be made available?

Is underground parking proposed for underneath the central park? How does that affect ownership of the park?

What agency, Weingarten, or the City determines the design of the park?

If the central green space is designated a POPOS, how will signage guarantee that ALL persons, local or not, are allowed to use the facility?

If the central open space is private, will there be restrictions on usage, e.g. time of day, types of play, residence?

How will the residents of Wyrick and Bercaw be protected from spillover parking from the users of the park space?

At other project sites, the City has had difficulty with residents of a development aggressively expressing and enforcing the belief that the park that their development fully surrounds is meant exclusively for the residents of the development. City Park staff has had to repeatedly meet with management of the surrounding developments. In those cases, the surrounding developments had on site managers. Since this park site is completely surrounded by the development with little or no public access, how will the developer and its successors establish a method to continually inform the developments tenants, residential and commercial, that it is a publicly open space and that it is for the enjoyment of ALL persons of ALL ages, races, creeds, and socio-economic status. What signage will be posted? What ongoing communication will be made to tenants and property owners?

It appears that a community gardens is planned. Is this public or private? How will gardeners bring their compost and tools to the site? What parking will be provided for these trips? if this is mean for a public community garden, on what public street will city staff gain access?

Thanks,

Jean Dresden

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Comment X

From: [Michael Young](#)
To: [Le, Thai-Chau](#); [Hawkins, Kara](#); [Meiners, Laura](#)
Subject: EIR Cambrian Park Plaza
Date: Wednesday, November 25, 2020 3:36:21 PM

[External Email]

Hello,

I wanted to express my strong support for this project. It will provide a wonderful gathering place for the Cambrian community. It also provides badly needed housing units. A hotel would also be a wonderful addition to our community and much needed. The Assisted Living facility will be important as a resource for the large Senior population in Cambrian and District 9.

I feel that the EIR represents a fair and thorough evaluation of the impacts and proposed mitigations

This development provides many benefits to our community which far outweigh any negative impacts.

My wife and I have been residents of Cambrian since 1985 and raised our kids here. They attended local schools. We are excited to see this project move forward as proposed.

Michael and Liane Young

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Comment Y

To: Supervising Environmental Planner
Thai-Chau Le, Thai-Chau.Le@sanjoseca.gov

Environmental lead,
Kara Hawkins, kara.hawkins@sanjoseca.gov

Planning lead
Laura Meiners, Laura.Meiners@sanjoseca.gov

Re: PD20-007 Cambrian Park Plaza

Subj: Public Comments in response to the EIR Scoping Document

We, the undersigned, want the following feedback to be included in the public record for the Cambrian Park Plaza redevelopment project PD20-007.

Potential Environmental Impacts of the Cambrian Park Plaza Redevelopment Project:

01- Aesthetics and Visual Resources

1. The current design calls for a six-story residential/retail building, a five-story hotel, and a four-story assisted living building. All of these are significantly taller than any other buildings nearby, and will also obscure the beautiful views of the Santa Cruz Mountains to the South. We therefore believe these building's heights need to be limited. Our recent community survey of over 500 residents within a 1.5 Mile radius of the plaza shows that 64% would prefer heights of three stories or less, 85% would prefer four stories or less. We request that the impacts of this are explicitly addressed and mitigations discussed in the EIR.
2. Per City Policy CD-4.9 "For development subject to design review, ensure the design of new or remodeled structures is consistent or complementary with surrounding neighborhood fabric (including but not limited to prevalent building scale, building materials, and orientation of structures to the street)." How will City Policy CD-4.9 be addressed in the EIR to ensure that the design is consistent and complimentary with the surrounding neighborhood? There are only one and two story structures in the near vicinity of the proposed project.
3. When will height poles be in place on the property for neighbors to reference "real size and dimension" so needed clarifying questions can be asked during this scoping period?
4. The creation of "great places" is one focus of the Envision 2040 plan. The plan "protects residential areas from incompatible development and promotes a well functioning and

attractive City, with high-quality architecture and landscaping to enhance the aesthetically pleasing natural environment.” CHPT 4 Quality of Life Community Design. One of the prominent features with regard to the aesthetics of the County pocket of Cambrian is the large open lots that separate each house from their side and back neighbors. How will this aesthetic be incorporated into the setbacks from the shared back fence line to the new two- and three-story houses behind the residences?

5. Aesthetics and visual resources are natural and cultural landscape features that contribute to the public’s appreciative enjoyment of the environment. Aesthetic and visual resource impacts are generally defined in terms of the extent to which the project’s physical characteristics and potential visibility would change the perceived visual character and visual quality of the viewed landscape. A scenic vista is a view of an area that is visually and aesthetically pleasing and is generally associated with rural open spaces. This includes viewsheds of water bodies, ridgelines, mountain tops, skylines and other natural features. A viewshed is an area of land, water or other environmental element that is visible to the human eye from a fixed vantage point. Scenic and visual resources are generally defined to include the smaller-scale features within a viewshed, such as individual trees or boulders, as well as components of the built environment, such as windmills in rural areas and so on. The Cambrian Park Plaza (17 -acre) is historical and located in an established, multi-generation low density community of the County and City of San Jose residents, who appreciate the lower density property, mature trees (65+ years) with views of Mt Hamilton and Los Gatos mountains. What will be done to preserve, enhance and compliment the blueprint of this neighborhood for clear line of sight, unobstructed sunlight throughout the day, and privacy?

02- Air Quality

1. The proposal has potential outdoor seating areas on the sidewalks next to Camden. Camden is a protected intersection with an expected increase in traffic due to this development. How will the air quality impact be assessed for this increase in traffic which is expected to idle longer causing more particulate injection into this common seating area?
2. **Ambient air quality standards** The “primary” standards have been established to protect public health. The “secondary” standards are intended to protect the nation’s welfare and account for adverse air pollutant effects on soil, water, visibility, materials, vegetation and other aspects of the general welfare. Attainment Status-State Standards: The Bay Area as a whole does not meet State ambient air quality standards for ground level ozone, PM10, and PM2.5. At the State level, the region is considered in serious nonattainment for ground level ozone and nonattainment for PM10. The region is required to adopt plans on a triennial basis that show progress towards meeting the State ozone standard. The area is considered in attainment or unclassified for all other pollutants. What measures is the City of San Jose taking to improve and meet air quality standards that will worsen with the current high density proposal?

3. **Asbestos Levels** The scale of proposed CPP development raises concerns about outdoor asbestos levels--in the soil or in the air, where lightweight asbestos fibers have been known to stay airborne for weeks and travel for miles. Despite the abundance of naturally occurring asbestos in the rock of the Santa Clara Valley, all forms of asbestos are considered carcinogens. Who is monitoring the potentially deadly fibers released into the air? Another concern is sourcing of construction materials like dirt and rock that might contain high levels of chrysolite. Has the EPA tested asbestos levels? Which agency will be scheduled to inspect and test for airborne asbestos and when? What are the test results? What precautions will be taken during and after construction to keep asbestos from being blown into the air?

03- Biological Resources

1. The site had numerous large trees that were cut down by the present owner without permits. An arborist report was prepared but it states that a review is not available to the public. This is unreasonable. San Jose has an "Our Community Forest Strategic Plan" that seeks to enhance the City's forestry efforts. What will the EIR require of the property owner/developers in regards to replanting the site with native coastal or valley oaks that can grow into the next generation of heritage trees for our community? This biological resource is important to all the fauna in this area and is now lacking on the site after trees were cut down. Was a permit filed with the County or City of San Jose before removal of these trees? What is the filing number? Were the trees removed prior to the study of the wildlife/habitat?
 - a. With regard to the wildlife that used to live in the trees that were removed, will the EIR instead study local wildlife in the surrounding neighborhood in order to determine the impact on the wildlife that would have otherwise been present on the property? It seems that cutting down the trees was an attempt to avoid studying the wildlife that lived on the property. Therefore, the wildlife living most closely to the property should be studied in an effort to understand the local wildlife that would be expected to return to the property, and to determine the appropriate plants/trees to plant on the property that would support these wildlife.
2. What will be done to preserve / protect the water well under the current Bank of the West property? Does this well flow to the San Jose water table and how will the development affect the water table?

3. Collision Impacts to Birds, Wildlife Movement

As stated in the Envision San José 2040 General Plan, the City of San Jose is located along the Pacific Flyway for migratory birds and the mosaic of habitats at the edge of the Bay and surrounding the City results in large-scale movements of birds during both migration and as a part of daily movements between roosting and foraging areas. Many birds migrate at night when it is difficult for them to see structures such as buildings and power lines in their path. In addition, birds migrating at night are often attracted to sources of artificial light, particularly during inclement weather. As a result, bright lights on buildings can result in bird collisions with the buildings. Even during the day, birds may collide with windows or with tall, glass-covered buildings. Intensification of development within established urban areas, may result in additional bird collisions with

new structures by urban-adapted bird species that are currently using habitats within these urban areas. The proposed development and densities is in direct conflict with birds migration path. What studies and analysis have been performed to support the current development design? What non profit organizations like “The Nature Conservancy” have been contacted? When and where is this documented?

4. California Native Plants and Re-Oaking

Santa Clara Valley used to be the valley of oaks (i.e. *Quercus lobata*). Much of our environment and ecology has been impacted by high density development projects like CPP which contribute to further contraction of green spaces and, with the reduction of green spaces, biodiversity declines and in some cases our California fauna and flora becomes classified as endangered or goes extinct.

In almost all cases, replacing native California flora with exotic flora requires higher levels of maintenance such as greater usage of water with an overall much lower yield value to the native ecosystem.

An oak tree is majestic, has endured, sustained many lives and stood for many generations, invaluable to Native of Americans and all Californians. We have dedicated organizations on education, research, preservation and restoration like the California Native Plant Society and SFEI (San Francisco Estuary Institute) re-oaking Silicon valley efforts to achieve vibrant cities with nature.

The procurement of the future for our children and generations to come depends on how we responsibly care and act today. It is just a matter of how we choose to coexist in a dynamic disequilibrium between nature and development. What we return to nature, eventually returns to ourselves. Can the City of San Jose request green spaces to have oak trees and 100% native flora at the CPP? How are the City of San Jose Park Impact and Parkland Dedication Ordinances Department helping to preserve and promote California flora at CPP?

04- Cultural Resources

1. The carousel is now on the county historical resource list. Consideration for how the Cambrian Park Plaza sign will be preserved in its current location (as opposed to moving it) needs to be discussed in the EIR. The Park Plaza sign is a landmark, therefore, burying it between buildings (the Assisted Living building and the town houses) will take away from its status as a landmark. The developer should find a way to incorporate it in the design so it is in a prominent location. For example, it could be located at the corner of Camden and Union to continue to maintain it not only as a historical resource, but also as a landmark. Another option is to incorporate the carousel into the outdoor plaza area or the central green park. If the sign is relocated as proposed, what is the process for moving the sign?
2. The buildings at the plaza exceed 50 years old, are mid-century modern in design, and there are no other commercial buildings in San Jose like them. The architecture used can no longer be found. In order to preserve the character of the mid-century modern

style which is indicative of the neighborhood essence, will this style be incorporated into the architecture of the new design?

3. The Cambrian Park area is a quiet suburb of the City of San Jose. It was first created and marketed as “country-living in a city.” Residents continue to feel that way about the neighborhood. There are areas in the City of San Jose where mass housing makes sense because it will follow along transit corridors (eg Dicks Center, Southwest Expressway etc on Light rail). Cambrian does not currently have and is not planned to have access to these facilities. The EIR should study what will be done to continue and protect the essence of the Cambrian neighborhood.
4. As stated in the Cultural Resources – Existing Setting Envision San José 2040 General Plan, five (VR17, V64, V67, V68, V70) of the eight areas designated as Villages or Corridors are archaeologically sensitive. The Cambrian/Pioneer area has a potential archaeological and historic resource impact.

As stated the aboriginal inhabitants of the Santa Clara Valley belonged to a group known as the "Costanoan," derived from the Spanish word Costanos ("coast people" or "coastal dwellers") who occupied the central California coast from the northern tip of the San Francisco Peninsula to Big Sur in the south and as far east as the Diablo Range. An estimated 1400 or more persons of partial Costanoan descent currently reside in the greater San Francisco Bay Area. These individuals now generally prefer the term Ohlone to to identify themselves. (Margolin 1978)

The City of San José is a certified local government (CLG) and complies with the amendments to the National Historic Preservation Act of 1966. What type of methodology and execution is planned by the City of San Jose to validate and protect all archaeologically sensitive findings? What local and non local agencies are engaged? Has the Native American Heritage Commission been contacted about the 17-acre development?

4. What will be studied in the EIR to protect the historic location of the first post office in Cambrian, formerly located at the CPP? What will be done to protect the plaque commemorating the location?

05- Energy

1. One of The Climate Smart San Jose Plan Goals is to have approximately 38,000 Zero Net Energy Homes, Page 92 Low-Carbon Growth Milestones, within the city by 2030. In what ways will the City encourage the developers of the various parts of this Signature Property to make sure its goal is at the forefront of their plans?
2. Will rooftop solar generation be required on the commercial and hotel buildings to help create more reusable energy use in the development? Will the construction require standards meet “The Climate Smart San Jose Plans 2030” level for lower emissions where Page 94 states, “ A significant contribution to greenhouse gas (GHG) emissions in San José is indoor natural gas use due to water heating, space heating, and cooking.

Households will need to transition to electric- powered alternatives or solar thermal for low-temperature thermal uses.”?

3. Will there be requirements for rainwater harvesting, green roofs, LEED certification?

06- Geology and Soils

1. What chemicals have been detected in the soil by the property owner and when will this study and the chemicals found be disclosed to the public? The EIR should study the impact of those chemicals on residents who live on the fence line, as well as proposed future residents on the parcel.
2. The EIR should study how residents who live on the fence line and in adjoining neighborhoods be protected from soil contaminants released during demolition.
3. How will individuals working and living at the plaza be protected from soil contaminants given that the land was once agricultural and may contain chemicals?
4. This area is well known for cinnabar mines, the base mineral for mercury. Are there cinnabar deposits beneath the CPP? How will the developer test for mercury in the soil when digging? What mitigation measures will be taken to ensure that mercury is not released into the air during demolition and/or foundation or excavation activities?
5. There was previously a dry cleaner located at the current CPP. How will the toxic chemicals associated with the cleaners be properly identified and disposed of?
6. There was previously a Shell Gas Station at the Plaza, situated on the South East corner of Union/Camden intersection. It was built in the 1960s and removed sometime in the early 1990's. This was a full service gas station with underground storage tanks for gas, multiple service bays, waste oil collection etc. Will the EIR investigate and confirm with all the relevant stakeholders that the site was completely cleaned up to legally required standards? This should include at least California State Water Resources Control Board , EPA, City of San Jose.

07- Greenhouse Gas Emissions

1. The assumption of the project is that people will live and work at the plaza. Given that the majority (or all) of the housing will be market rate owned townhomes or market rate apartments, and the majority of the jobs proposed are low-skill and low-wage jobs, the assumption that people will live at the plaza is faulty as most workers would not be able to afford the housing at the plaza. Therefore, what mitigations will the EIR consider be put in place to ensure additional greenhouse gases are not created by workers traveling to the plaza to work? In the [September 2016 First Amendment to the Draft EIR for the Samaritan Medical Center Master Plan](#), it was stated that “Caltrans recommends the developer study providing a shuttle service to major transit centers such as Winchester and Caltrain stations.” (See page 24). What consideration in the EIR will be given to studying the same for this project?
2. Please provide your analysis that this project WILL generate a significant number of new bicycle trips. The EIR should study the impact of additional car trips to the plaza if the anticipated bicycle trips are not realized.

3. How will the EIR analyze how a reduction in traffic lanes to create new bicycle lanes, to be included on Camden Avenue in the future, if no new traffic lanes are proposed for Camden Avenue, will affect traffic north and south bound on Camden during commute and non-commute hours?
4. Given the project's contribution to area traffic and its proximity to SR 17 and SR 85, the project should contribute fair share traffic impact fees to the SR 85 Express Lane Project. These contributions would be used to lessen future traffic congestion and improve transit in the project vicinity. Will Staff recommend WG pay traffic impact fees to the SR 85 Express Lane Project?
5. The [2016 First Amendment to the Draft EIR for the Samaritan Medical Center Master Plan](#) at pages 24-25 has the following comment and answer:
 - a. Comment C7: 3. The project proposes to provide 1,946 parking spaces, more than the 1,901 spaces required by the City. Caltrans encourages the developer to reduce the parking supply, in order to discourage driving and reduce impacts to the STN. Please refer to "Reforming Parking Policies to Support Smart Growth," a MTC study funded by Caltrans, for sample parking ratios and strategies that support compact growth. Reducing parking supply can encourage active transportation, reduce regional VMT, and lessen future traffic impacts on SR 17 and SR 85 and the STN. Response C7: The proposed project provides approximately 45 more spaces than required by City of San José Municipal Code. The provision of these additional spaces is not an impact under CEQA.
 - b. Given that the developer was allowed to place MORE parking at the Good Sam development than otherwise required, why is the City refusing to allow the current developer to add more parking to CPP plaza which will then reduce the spillover into the existing neighborhoods and by consequence maintain the quality of life of the residents?

08- Hazardous Materials

1. How will residents who live on the fence line and in adjoining neighborhoods be protected from asbestos dust and other dust contained in the plaza buildings during the property demolition?
2. Will any hazardous materials be used during the construction? If so, will those be disclosed to residents? How will residents be protected from exposure to those materials?
3. How will residents, in particular those along the back fence line, be protected from exposure to construction dust during construction?

09- Hydrology and Water Quality

1. What contaminants and what level of those contaminants have been detected in the groundwater at the plaza to date? When will this information be disclosed to the public?
2. What methods will be used to test for contaminants in the ground water after the buildings are demolished to ensure that the groundwater has not been contaminated?

3. How will the groundwater be protected from toxins and contaminants contained in the plaza buildings when the buildings are demolished?
4. What measures will be taken to ensure that the 2040 levels of water use are built into this project and meet the newly approved Climate Smart San Jose Plan, Page 84 graphic, since this project is jumping horizons so should meet the 2040 goals to start, 20 gallons per day per person?
5. Will the study evaluate the environmental impact the development will have on stormwater runoff that is already an issue in the area?
6. How will the deep well at the corner of Camden and Union be protected during demolition and construction from contaminants? Well number 08s01W01N001 on APN 419-08-013.
7. How will the public and site personnel be protected from the deep well on APN 419-08-013 during and after approval of the Cambrian Park Plaza project?
8. If this is a signature project, is rainwater harvesting, LEED certified, and green roofing required to be used?
9. What measures are being taken to avoid the heat island effect of asphalt, roofs, paving?

10- Land Use

1. A number of new community applications have been proposed, including community gardens, dog park, playground etc. While we support the need for these types of applications in the area, we have concerns about their locations in the development. First of all, having a playground for young children close to a busy main street (Union Ave) poses a safety hazard and we believe the playground would be better suited in the interior of the development, closer to the central park and other amenities. Secondly the 0.2 acre dog park proposed at the rear Wyrick entrance is close to houses and a pre-school. We are concerned about the noise, smells, and safety and parking implications at that location. We believe there are several other better potential sites on the other side of Camden, for such a park including the Camden Community Center. Will consideration be given to location of community amenity areas?
2. The current design has two sets of single-family homes along the back edge of the plaza, paralleling Bercaw. While the plans are not fully complete, they appear to show a 30ft maximum height and a 10ft set back from the fence line. This causes significant overlook of the existing properties on Bercaw with angle of ~ 70 degrees which is greatly in excess of the normal 45 degree maximum. We would suggest that appropriate mitigation would be to reduce height and/or increase setbacks. Will this be considered?
3. The plan calls for trees to be planted along the back fence that parallels the property line and soundwall at the rear of the plaza. These trees are meant to give privacy. What tree type will grow three stories tall and not so wide in the small set back yards that it won't also interfere with the lines there? Currently there are telephone, cable, and power lines that run along the fenceline. Is there sufficient setback for planting trees at a safe distance from these power lines? Or will the power lines be removed, or reconfigured to be placed underground? PG&E recommendations can be found [here](#).
4. The current design appears to show ~1,200-1,300 non-private parking stalls, mainly underground. Since the proposal is to subdivide the property and sell the component parts to different operators, we want to see an explicit statement of how the parking will

- be allocated/managed. For instance, under building 1 there are two separate garages, one is two levels and has 1,045 stalls, while the other is single story and 180 stalls. Are any of these dedicated/private to a particular application such as apartments?
5. What happens to the traffic analysis if the use for any of the buildings is changed:
 - a. If assisting living is changed to another use that causes more people to come to the plaza, like offices.
 - b. If the retail/entertainment center is used for offices.
 - c. The traffic study should study these possible changes.
 6. Will shading of neighboring homes by the hotel and two and three story homes be studied?
 7. Where will people be expected to park when they want to access the Plaza Central park, Dog park etc? There is concern that parking in the County Pocket behind the Plaza may quickly become a nightmare. What plans are jointly being developed with the County to prevent this?
 8. Community Garden. Current levels of service for community garden space ($\frac{1}{2}$ acre per Planned Area) are not met in the Cambrian Park area per Memorandum from Marybeth Harasz to Parks and Recreation Commission dated February 10, 2014. The recommendations for levels of service are set forth in the City Community Garden Program plans, are consistent with the PRNS Vision of being a national leader of Parks and Recreation in cultivating healthy communities through quality programs and dynamic public spaces, as well as the PRNS Mission to build healthy communities through people, parks and programs, per the Memorandum; the analysis of the Memorandum states that there is a "high and unmet demand for community gardens in the City's General Plan Urban Village planning effort." What considerations in the EIR will be given to the allocation of the $\frac{1}{2}$ acre of community garden space to this project in order for Cambrian Park to meet the requirements in the Community Garden Program? The current plans appear to show $\frac{1}{4}$ acre community gardens.
 9. The County of Santa Clara Assessor's Tract NO. 542 shows a Union frontage road dedicated to traffic mitigation for Lots 11-16. The frontage road helps residents in those areas have access to street parking as well as separates the heavy traffic on Union to and from HWY 85 from local residential traffic. Will the EIR consider an expansion of the frontage road to the corner of Union and Camden for the CPP area to help address traffic through that protected intersection?
 10. The Cambrian neighborhood does not have a focal point. Is the City going to use this opportunity to create such a focal point at the Cambrian Park Plaza - a place where neighbors can congregate and enjoy a shared experience, thereby building community?
 11. What is the City going to do to ensure that a POPOS is a required component of the plan? Will steps be taken to assure the "shade" created by the various building heights near POPOS don't adversely affect the space?
 12. Restaurants that are not fast food establishments are desperately needed in this neighborhood. Will the EIR consider the impact to families being able to access healthy food?
 13. Establishments that are family focused (eg bowling, rock climbing) are desperately needed in this area. Are these in the plan?
 14. Will there be sufficient open space for the weekly Farmers Market?
 15. Will there be outdoor seating, gathering space for events (bike events, fairs and other temporary vending, space for community meetings)?

16. Since the City wants to stimulate the use of bicycles how will bike parking be integrated into the design. The City has seen a substantial increase in bike theft over the last few years, so how will bike lockers be incorporated, rather than just simple racks?
17. Will there be opportunities for community based small businesses to rent space at a reasonable price?
18. Existing maps provided by Weingarten/the City show the development to the edge of the property line on Union Avenue. Some of this space appears to actually be sidewalk/street space. How will a revised map affect density/housing requirements?
19. Will there be covered walkways that reduce sun and rain exposure?
20. This needs to be a community space - what is the City doing to ensure that this is the case and fits with the Envision 2040 Plan of "the creation of great places"?
21. Will there be a small stage for music, outdoor concerts? Will this be located in the central park area?
22. Will there be a bookstore and/or other establishments where youth, seniors, families can gather to connect?
23. The concept of an Urban Village is to create a work, live, shop, play, environment. What jobs will be created to allow the employees at the center to buy or rent the market rate units created with this plan? What shopping will be created to support the residents who live at the new development? What entertainment and recreation will be provided for the new residents?
24. What is the City of San Jose and property owner offering that will increase and enhance the footprint of the current dedicated community space used for weekly and seasonal events like farmer's market, pumpkin patch, Christmas trees sales, etc?
25. The City of San Jose Housing Department has continued to restrict a landlord's ability to limit occupancy within rental units ([Ordinance 30031](#))
The most recent rules force a landlord to accept two adults per bedroom and an unlimited number of children. How will this additional occupancy impact traffic in the areas surrounding apartment buildings? Particularly the proposed apartment in this development? With two adults per bedroom how will that affect the parking ratios being implemented with this development?
26. The 2040 Plan narrative extensively discusses community input. How is the neighboring community's input used to shape this development? According to a neighborhood survey of greater than 500 residents who live within 1.5 miles or less of CPP, less than 10% of the respondents said this current plan is what they wanted. 86% of survey respondents said the current plan should not exceed four stories. How will this community input be used to modify the development proposal?

11- Noise and Vibration

1. The Occupational Safety and Health Administration (OSHA) has a noise exposure standard which is set at the noise threshold where hearing loss may occur from long-term exposure. The maximum allowable level is 90 dBA averaged over eight (8) hours. With this in mind, please have the EIR evaluate the following noise and vibration environmental issues:

- a. What is the estimated impact to residents along the property line and in the neighborhood of construction noise and vibration? What will be done to monitor noise levels as the construction progresses in order to protect residents?
 - b. What is the estimated additional impact of traffic noise and vibration along the back fence once the new right of way is added that will connect Union and Camden through the back fence road way?
 - c. What is the estimated additional impact of traffic noise and vibration along Camden and Union and Camden once the plaza is redeveloped?
 - d. How will the residents along the property fence be impacted and protected by this additional noise from cars or trucks using the back roadway? What will be done to mitigate the pervasive and continual noise that residents will be exposed to as a result of the creation of this new roadway?
 - e. How will the residents along the property fence be impacted by noise from cars or trucks using the other roadways in the project?
 - f. What time of day will trucks be permitted to access roadways inside the project? What types of limits on time of day access will be used to protect neighboring properties from excess truck noise and vibration?
 - g. Will trucks be allowed to access roadways for the homes that will be along the fence line or will it be limited to cars only to protect neighbors from noise and vibration?
 - h. Will cars belonging to those not living at the plaza be limited from accessing the roadway for the home along the fence line in order to reduce noise and vibration to residents along the fence line?
 - i. How will residents along the property fence line be protected from noise created by vehicles accessing the road for the homes along the back fence line if those vehicles do not reside at the plaza - ie. the cut through traffic. What steps will the developer take to avoid cut through traffic, like roundabouts or traffic humps?
2. What type of mitigation measures will be evaluated by the EIR should heavy earth compaction be needed given the close proximity to residential property lines?
 3. How will an adjacent residential property owner measure the construction impact on their home's vintage foundation? Will there be a foundation inspection "baseline" established before the earth compaction begins? Will there be an earth vibration calibration receptor device installed on the adjacent residential property that will record potential violations?
 4. How will the noise from demolition, asphalt grinding, construction vehicles, construction equipment, and other associated construction activities negatively impact the immediate neighbors? What mitigation will be done to keep this noise to an acceptable level?

12- Public Services

1. Will the EIR examine what upgrades should be made to existing public services for gas, electricity, water and sewage as a result of this development?
2. How will existing neighbors be protected from the impact to their existing services for gas, electricity, water and sewage?
3. San Jose is currently understaffed in the area of public safety, particularly the police department. How will the City handle the additional workload associated with the annexing and development of this property?

4. At the United Neighborhoods Association of Santa Clara County Mixer on March 17, 2018, in a presentation given by Sharon Erickson, San Jose City Auditor, she stated that the San Jose Fire Department is having a difficult time with response times due to travel time resulting from an increase in traffic. How will the additional traffic, combined with increased demand, impact emergency response times?
5. How will the City address emergency response times for Fire, Police, Ambulance, and other emergency responders, after the increase in congestion, combined with additional street parking which will effectively restrict the street width and reduce the availability of the shoulders, plus a 1,000%+ increase in bicycle traffic, a 1,000%+ increase in pedestrian traffic, combined with increased demand for emergency services due to an increase in population as well as an aging population?
6. How will the City mitigate the delta between existing services for gas, electricity, water and sewage and those not planned until the 2040 timeframe when this area was projected for development?

13- Transportation and Circulation

1. The EIR must study traffic flow during peak commute hours, pre-COVID, to get accurate information. Will the traffic flow during peak commute hours pre-COVID be studied?
2. The Cambrian Park Plaza currently has 170,086 square feet commercial development. However, this property has been significantly underutilized since the sale of the property in 2015 due to leasing uncertainty (Weingarten recently reported ~50% occupancy). Therefore, we believe that any current traffic studies will severely undercount the impact of a shopping center of this size. This can lead to inaccurate projections for how much traffic the new development will create. How will the current traffic counts be adjusted to account for the underutilization of the current center?
3. The plan currently proposes adding a new signal on Union at Chelsea, which would mean that there would be three signals in close proximity to one another along Union Ave. where traffic already backs up. The EIR should study the impact this will create and should require a coordinated effort between the traffic departments in the City and County to adjust the timing sequence of these lights to mitigate the increased queuing and blockage of these intersections.
4. The intersection of Camden and Union is a protected intersection class "F". The County neighborhood directly behind the CPP property does not have sidewalks and will not be annexed as part of this process.
 - a. The EIR needs to study the increase in traffic around this impacted intersection (Camden and Union) and impact of increased traffic into the County area behind the CPP property as it impacts the livability for County residents and *their* quality of life. This neighborhood has always been a quiet, suburban neighborhood, designed for 'country living in the city', that had no ability to impact the change to the City designation for Camden avenue to an Urban Village, yet it will now be directly impacted by this policy.
 - b. The EIR should also study the traffic impact of cars into the neighborhood across the street from CPP (Camden Avenue back to 85, bordered by Union and Bascom).

- c. Lack of sidewalks in the County area combined with lack of street lights behind CPP makes the streets non-pedestrian friendly during daytime and at night, so any increase in traffic in those areas will have a safety impact that the City will not be required to address or mitigate. We would like the EIR to study the safety impact to pedestrians as a result of increased traffic. The assessment needs to cover the impact of any mitigating measures such as additional signal lights on Union and Camden that will drive traffic to County and City neighborhood streets around the area. The EIR should also address the hazards that increased traffic will pose and whether those can be mitigated.
 - d. How will the increased traffic from Harker Middle school, the Good Samaritan Project, the North 40 Project, the Dell Avenue Area Plan, the senior living project on Los Gatos Almaden Rd and Union, the Cambrian School District project at the site on Union/Cambrianna, and the Campbell Union High School District redevelopment plans for the land behind Lucky's, and the eventual Urban Village corridor of Cambrian be included in the traffic study?
5. What is the proposed traffic circulation plan for Union from Charmeran to Camden and on Camden down to Bercaw?
- a. The gas station on the corner of Camden and Bercaw currently has traffic queued out onto Bercaw, and occasionally directly onto Camden. This line of cars blocks circulation on Camden and on Bercaw. The line extending onto Bercaw often blocks cars from turning right from Camden onto Bercaw, creating further traffic delays on Camden and causing car accidents due to poor visibility. How will this situation be resolved with the additional traffic generated by this development? How will the additional traffic lights on Camden affect the congestion at Camden and Bercaw? How will the congestion at Bercaw and Camden affect the traffic flow in regards to the timing of traffic signals between Union and Ross?
 - b. There are currently uncontrolled turn lanes at the intersections of Camden and New Jersey and Camden and Taper. How will these intersections be reconfigured to accommodate the additional traffic from the new development? How will the new stoplight affect these turn lanes? Will there be sufficient queuing distance between the new stoplight and the corner of Camden and Taper to allow the left turn lanes to be safely utilized?
 - c. Will the new stop lights on Camden and on Union allow U-turns? How will this affect traffic circulation?
 - d. The distance between the intersection of Union and Woodard to Union and Camden is relatively short. Is there sufficient distance to create a left turn lane into the new plaza off of Union without interfering with traffic turning left from Union onto Camden?
 - e. The design of the public plaza and park are such that there will be significant pedestrian traffic crossing the private road that extends into the plaza at the Union and Woodard light. Is the vehicular queuing area between the pedestrian walkway and the plaza entrance of sufficient length to prevent vehicles from extending out onto Union Ave, further blocking traffic?
6. There are two truck loading zones on Main Street close to the public park, with trucks required to travel across the pedestrian access between the park and the 'Plaza Open Space'/Dining area. How will truck traffic affect pedestrian safety? How will trucks queued up for loading affect access to fire and other emergency vehicles?

7. It is stated that the plaza will be available for a farmers market and food truck type events. How will these uses affect flow of emergency vehicles within the plaza? How will normal traffic circulate?
8. The traffic exiting Highway 17 moving north towards Oakland at the Camden Street exit (where it meets White Oaks) already creates a dangerous situation. How will this freeway exit be reconfigured to create a safe environment with the additional traffic created by this development?
9. The intersection of Highway 17, Camden, San Tomas Expy, Curtner, and White Oaks currently has queuing issues that prevent a smooth flow of traffic. This creates traffic back ups which encourages reckless behavior and unsafe situations. How will this intersection cluster be reconfigured to accommodate the additional traffic from this development?
10. When traveling East on Camden, the left hand turn lane that turns into the Camden Shopping Center (Lucky's) does not currently have sufficient queuing capacity. This forces traffic to back up into the Eastbound travel lanes of Camden Ave., blocking through traffic, creating slowdowns and unsafe conditions. How will this left turn lane be reconfigured to accommodate the additional traffic attributed to the new development?
11. The left turn pocket on Union into the plaza at Woodward can only stack 4-6 cars, and the left turn pocket on Union to Camden North can only stack 8-10 cars. How will this issue be resolved to avoid traffic backup in both directions?
12. Camden & Bercau - will left turn go away on Camden north?
13. Traffic currently drives through neighborhoods on the following streets to avoid back ups on Camden and to avoid stoplights on Camden; Taper, New Jersey, Bernice, Geneva, and Foxworthy. What measures will be implemented to prevent additional cut through traffic to prevent dangerous situations for residents pulling out of their driveways, pedestrians, bicyclists, and school children?
14. The corner of Camden and Leigh is currently congested due to people turning out of McDonalds, Bernice Way, the Home Depot parking lot. How will this dangerous intersection be configured to support the additional traffic from the new CPP development?
15. When traveling Southbound on Leigh Ave, there is currently insufficient queuing capacity in the left turn lane onto Camden to accommodate the current level of traffic. How will this be resolved with the additional traffic created by the new development?
16. As Camden Avenue is a thoroughfare street that brings traffic from Almaden through Cambrian and over to San Tomas Expressway, the EIR should also study the impact on traffic on Camden where it reaches Almaden, where Hillsdale reaches 87, where Camden turns to San Tomas at 17, and where San Tomas then continues all the way to 101? The study should also review the impact to traffic on Highway 17 going north and south, both entering and exiting 17 at Camden/San Tomas, and during both AM and PM commute times.
17. Please ensure that the draft TIA Report includes an Auto Trip Reduction Statement (ATRS) as required per Section 8.2 and Appendix C of the updated 2014 VTA Transportation Impact Analysis (TIA) Guidelines. The ATRS is intended to highlight project features and efforts that improve the multimodal transportation system and reduce automobile trips, in addition to any formal trip reductions assumed in the TIA analysis.
18. The proposed plan is likely to have impacts on the operations of the following metered freeway on-ramps:

- NB SR 85/S. Bascom Avenue diagonal on-ramp (metered 6:00 am to 9:00 am)
- SB SR 85/S. Bascom Avenue diagonal on-ramp (metered 3:00 pm to 7:00 pm)
- SB SR 85/Union Avenue diagonal on-ramp (metered 3:00 pm to 7:00 pm)
- NB SR 17/Camden Avenue diagonal on-ramp (metered 6:00 am to 9:00 am)
- SB SR 17/Lark Avenue hook on-ramp (to be metered in the future)

During the ramp metering hours, how will the on-ramp queues be adjusted to accommodate the traffic demand by this development or what design changes to the on-ramps will be needed to accommodate the new traffic? Caltrans previously recommended in the September 2016 First Amendment to the Draft EIR for the Samaritan Medical Center Master Plan that the City provide additional storage on the on-ramps/local streets for the freeway on-ramp traffic to avoid the impacts or take vehicle reduction measures, as outlined below, to minimize project generated growth in auto trips. In said September 2016 DEIR, it also stated the following: “Caltrans encourages the City to locate future housing, jobs, and employee-related services near major mass transit centers with connecting streets configured to facilitate walking and biking. This would promote mass transit use, thereby reducing regional VMT and traffic impacts. These smart growth approaches are consistent with the MTC’s Regional Transportation Plan (RTP)/SCS goals and would meet Caltrans Strategic Management Plan.” (See page 24.)

19. Traffic queuing at Charmeran Avenue south side onto Union is long in the morning hours and exacerbated by the fact that a sharp corner right hand turn and narrow entrance at Charmeran onto Union can only easily be navigated by one car at a time, in addition to the fact that the frontage road cars have to wait to turn on to Charmeran until traffic has cleared. What mitigations will be provided to improve traffic circulation from Charmeran onto Union Avenue and to/from the frontage road on Union onto Union itself? Will the frontage road be removed?
20. Will the traffic study evaluate the impact of closing Bercaw Lane and New Jersey at both Camden and Charmeran to through traffic so that traffic does not divert through the residential neighborhood? If not, why not?
 - a. How will the City work with the County to study and then mitigate the traffic impact on Charmeran/Wyrick/Bercaw & New Jersey?
21. Will the traffic study evaluate the impact of closing Charmeran Ave on both sides of Union to through traffic so that traffic does not divert through the residential neighborhood? If not, why not?
22. The increased traffic will cross school bike and pedestrian routes to Leigh High School, Carlton Elementary, Farnham Elementary, St. Francis Cabrini, Union Middle, Harker and Oster elementary schools, how will the EIR study the safety impact on pedestrians, bikes and school car traffic in this area?
23. As stated by City staff who were present at the community meeting on March 5, 2018, in answer to concerns that the County pocket that leads into the back of CPP center has no sidewalks and is therefore already not pedestrian friendly, City staff replied, “The City does not have control over the installation of pedestrian improvements within this area.” Yet the City 2040 Plan and Signature Property requirements state that the project needs to become a part of the community and keep the feel of that community. How does the City recommend this County street access that it desires for the project meet the Envision Plan chapter 1, page 20, strategy #6 “A Complete Street provides safe, comfortable, attractive and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages, abilities, and preferences.”?

24. The City's 2040 plan discusses developing Urban Villages close to mass transit, however the existing public transit options serving the CPP plaza are limited, especially on the weekend. [In the last year or so the VTA has cut the existing bus services further.](#) The VTA 2040 plan does not view the Cambrian Park neighborhood as an investment priority for additional transit services. Will the City engage the VTA to develop a) a statement of any future changes to all current bus services and b) a proposal on how to enhance all transit services in line with the high density development proposed? The EIR should study and take into consideration the fact that the priority of encouraging bus use, walking and biking will be negatively impacted due to the fact that transit will not be readily available to facilitate less car use by persons living at the plaza, coming to the plaza to work, and coming to the plaza for recreation.
25. How will the EIR address and study one of the 9 key strategies listed in the Climate Smart San Jose Plan, Pillar 2- strategy 2.4 Develop integrated, accessible public transport infrastructure ([Page 101](#)) ?
26. In the previous design, Bus Stops were clearly marked on the conceptual circulation diagram, but don't appear to be shown in the current plans. This is a major omission. In the previous plans a bus stop was shown by the commercial driveway entrance from Camden Ave in the 'CONCEPTUAL CIRCULATION DIAGRAM'. It was shown next to a future class II Bike lane. Where is the pull out for the bus so that it does not obstruct motor vehicles and bicycles? How will the traffic study review how those stops may affect traffic on both Camden and Union Avenues?
27. In the previous plans there was a bus-stop shown on Union Avenue at the south end of the plaza by the proposed town-houses, but there does not appear to be a turnout to get the bus out of the way from motor-vehicle and bicycle traffic. How will this be accomplished?
28. Pre-Covid many of the major employers on the peninsula used the Plaza as a pickup and drop-off point for their shuttles, with employees leaving their cars at the Plaza during the day. What accommodation will be made for shuttle buses and associated parking ?
29. What consideration in the project plans for parking will be given to allocation of parking spaces that are uniform in size or reduced in size per CA Code of Ordinance 20.90.060? Will the City conduct a review of the average size of cars in the Cambrian area to determine the appropriate number of smaller car spaces that will be approved?
30. What consideration and encouragement in the project plans for parking will be given to allocation of parking spaces that are dedicated to charging stations for electric vehicles in order to encourage vehicles that are environmentally friendly?
31. The plan appears to show ~25 parking slots on the new public road at the back of the property. The EIR should study the impact that not having sufficient allocated parking spots for visitors to the houses or townhomes will have on the surrounding neighborhood. If there is not sufficient allocated visitor parking, then visitors to residents will not have a place to park their car within a reasonable distance of the house they are visiting and will cause additional traffic spillover into the neighborhoods.
32. It is possible that the property usage can change in the future to a different type of commercial use, therefore the EIR should study how consideration for additional parking spaces will be determined per [CA Code of Ordinance 20.90.060](#).
33. The [Climate Smart San Jose Plan](#) has a goal of having 36% of households within a ½ mile of high frequency transit by 2040. What plans does the VTA have in place for this development since it is a Horizon 3, 2030+ future vision development happening before

- it's time? If there are no plans in place, what plans and funding priorities will be put in place to meet the goals of San Jose City's Climate Smart San Jose Plan?
34. Traffic back-up at all of the turn signal lanes at the Union and Camden intersection is terrible during commute hours. The EIR should study what mitigations are needed to the turn lane length and traffic signaling, to relieve traffic back-up and reduce car emissions.
 35. Will the EIR evaluate whether or not improvements need to be made along Union Avenue (from Bascom to Blossom Hill) to accommodate the increase in traffic?
 36. Vehicle, pedestrian and bicycle traffic will be impacted during the construction. What steps will be taken to minimize disruption to traffic, particularly during commute hours?
 37. Pedestrian safety at the corner of Union and Camden is terrible, and cars disregard pedestrians waiting to cross the road when turning. What steps will be taken to not only protect pedestrians at the intersection (and surrounding) intersections, by the developer, but to improve pedestrian safety?
 38. In 2017, a car was speeding south on Camden Avenue and as it passed Union Avenue it collided with another car, jumped the sidewalk and ended up hitting some trees in front of Bank of West before coming to a stop further down the street. The plans appear to show street side seating proposed near the entrance at Camden & Union. What steps will be taken to protect patrons eating outside from injury by car accidents?
 - a. If street-side seating is proposed, what steps will be taken to ensure that children dining with their parents at the restaurant are unable to enter Camden or Union street? Given that the plaza is intended to be family friendly, the developer should fully expect that families with children of all ages will be dining at the restaurants and using the outside common areas. The dining areas outside as well as the outside common areas need to be made safe for children, and all patrons.
 39. Will a Transportation Demand Management Program be prepared? If so, what will it measure?
 40. Given that no increase in transit is proposed for Camden or Union, it is necessary that the EIR evaluate how the proposed development will function without adequate transit in place. In addition, it is necessary for the EIR to study how the proposed development will function without the local roads and intersections having any more widening capacity.
 41. The EIR must take into consideration the impact on traffic should VTA never provide an upgrade in the transit system to CPP, given VTA is a separate organization and the City cannot be assured that VTA will upgrade the efficiency and desirability of its transit system to accommodate the intensification of riders created by the plaza.
 42. The EIR needs to evaluate how the loading docks at the Plaza - and the subsequent need for large delivery trucks - will affect traffic on the surrounding City streets (Camden/Union) and what routes those trucks will be allowed to travel on. How will the safety of pedestrians in the plaza be assured during deliveries?
 43. Will the EIR evaluate how the proposed development will affect the Union frontage road to the south end of the plaza and the apartment complex on the Union frontage road and the ability for safety vehicles (Fire Trucks) to enter and exit the Union frontage road if access from the road into the plaza is blocked?
 44. Please clarify the plans for the dog park at the access from Wyrick Avenue to the Plaza. Clarification of all planned uses is needed, as well as the exact physical nature of the entrance. What size will the entrance be? Who will maintain the entrance and dog park - County or City? How will the smell of dogs, poop, etc. affect neighboring residents? How

will the noise of the dog park such as barking dogs and people present affect neighboring residents and children at the daycare center right next to it?

45. What will be done to ensure that the road from Camden along the back of the plaza, in front of the houses, to Union is not used as a cut through for drivers looking to avoid the protected intersection at Union & Camden? Could the road be closed and capped in the middle by adding cul de sacs? Will traffic calming measures like roundabouts or speed bumps be put in place?
46. The San Jose 2040 plan calls for a reduction in parking for all new development under the premise that people visiting nearby commercial developments will park on the underutilized street parking and other parking on nearby private property. The 2040 plan also calls for increasing bicycle usage from just over 1% to over 15% with similar increases in pedestrian traffic. Residents along Camden Avenue are already parking on their lawns, driveways, median strips and sidewalks, in addition to all available street parking. Residents in the County pocket behind CPP do not even have formal parking areas as often their grass ends and the street begins. How will these additional parking requirements be addressed in a safe manner while still handling a more than 1,000% increase in bicycle and pedestrian traffic?
47. How will the continued increase in delivery vehicles associated with online shopping impact the traffic in the area surrounding the proposed development?
48. There are new heuristics being implemented by Waze, Google maps, and other applications that provide directions to drivers. How will these programs affect traffic on the residential streets as they guide traffic around the additional congestion from this development, also adding more traffic to a protected intersection? What efforts has the City made to work with apps like Waze to remove residential side streets from the app as a cut through measure in order to reduce traffic flow on side streets that are not intended for thoroughfare traffic?
49. How will the increase in autonomous vehicles affect traffic density and flow along Camden, Union, other feeder streets and surrounding residential neighborhoods once this and other nearby projects are completed?
50. With increased traffic and more heavily utilized street parking, how will autonomous vehicles affect pedestrian and bicycle safety on the surrounding streets?
51. As more autonomous vehicles enter our roadways, will these vehicles drive through residential neighborhoods to avoid heavily trafficked roads such as Camden and Union? How will this additional traffic impact the safety of schoolchildren, pedestrians, bicyclists, and neighborhood pets, that may be entering or sharing the residential roadways?
52. How will the City's proposed new regulations regarding ADU's affect the overall density in the areas surrounding the development? Will these increase traffic? Will they reduce available parking in the surrounding neighborhoods?
53. The Camden-Hillsdale Urban Village plan indicates that the Cambrian Park Plaza should be redeveloped as a regional center. From what outside areas would this regional center pull in patrons? What impact will this additional traffic have on local roadways? At what times of day does a regional center create additional traffic?
54. How will demolition and construction activities impact the traffic on Camden, Union, and other nearby roads?
55. The EIR traffic analysis needs to evaluate the impact of u-turns at the intersection of Union and Camden in the afternoon, when drivers are attempting to make a u-turn from Camden north to Camden south.

56. Will the EIR consider whether a complete stop of traffic at Camden and Union to allow for pedestrians to cross the street diagonally would enhance pedestrian safety?
57. Will the EIR consider whether for right hand turns, the vehicles be provided with a right hand turn signal prior to allowing pedestrians to cross the street, in order to improve the flow of traffic?
58. Is it anticipated that vehicular, bicycle, and pedestrian traffic will be impacted during the construction of the proposed project requiring traffic restrictions and detours?
- How will pedestrian access through the construction zone for residents or cars wanting to enter the plaza at Wyrick be made in accordance with the Americans with Disabilities Act (ADA) regulations? (See Caltrans' Temporary Pedestrian Facilities Handbook for maintaining pedestrian access and meeting ADA requirements during construction at: www.dot.ca.gov/hq/construc/safety/Temporary_Pedestrian_Facilities_Handbook.pdf) (see also Caltrans' Traffic Operations Policy Directive 11-01 "Accommodating Bicyclists in Temporary Traffic Control Zones" at: www.dot.ca.gov/hq/traffops/policy/11-01.pdf).
 - Will all curb ramps and pedestrian facilities located within the limits of the project be required to be brought up to current ADA standards as part of this project, and if so, at what point during the project?
 - What is the traffic control plan during the construction phase?
59. Congestion cost U.S. drivers nearly \$305 Billion in 2017, an average of \$1,445 per driver. Los Angeles is the worst-congested city in the world. The [INRIX data](#) comes from 300 million connected cars and devices over 5 million miles of road. MTC "Miles Travel in Congestion" has increased every year at Union south and north bound and Camden west and east bound are very congested during commute hours and unsustainable with projected development densities.
60. The Camden and Union intersection is classified as "protected" and is in direct conflict with traffic safety as stated in the [VZSJ \(Vision Zero San Jose\) ASAP](#) - a site dedicated to those who have lost their lives in a traffic crash, those who have been severely injured, and to their families and friends. Their loss inspires everyone to do everything possible to eliminate traffic deaths and provide safe streets for all, as soon as possible. How is the City of San Jose currently executing VZSJ and what are the plans to improve this with the CPP current proposal?
61. The current proposal is for 378 new residential DUs at the plaza. Approximately 1,000 new persons will be added to the Cambrian Community at the Plaza according to calculations using the City of San Jose's estimates for the average # of people per DU type. The local market rental rates and local housing prices combined with the lack of living wage employment in the Cambrian area indicate most residents will be employed outside the Cambrian neighborhood. Since there is extremely limited transit in this area there can be no reasonable expectation the new residents will bike, walk or use public transportation as a means to get to their places of employment for the majority of new residents. The only reasonable expectation is the new residents will own and use automobiles to get to their places of employment. The new residents will also require places to store their vehicles while not in use. Parking must be allocated to keep all vehicles on the Cambrian Park Plaza property and to prevent overflow parking on nearby residential streets to the detriment of existing residents and in such a way as to perpetrate a change in the environment enjoyed by nearby residents for many years. The request is made to evaluate the environmental impact of 1,000 new residents and

the possible overflow parking from the new residents of Cambrian Park Plaza into the established neighborhoods adjacent to and near the Cambrian Park Plaza.

62. The new Cambrian Park Plaza residents will utilize nearby streets, primarily Union Avenue and Camden Avenue to transit to and from their residences. Please evaluate the impact of more trips per day on nearby streets and the added pressure it will put on existing traffic to use the new roadway through the Cambrian Park Plaza as a cut through thoroughfare. Please evaluate the impact of more trips per day on the congestion on nearby streets. Please evaluate the pluses and minuses of adding a new stoplight on Union Avenue and Camden Avenue on impeding traffic flow and causing increasing congestion and causing increasing traffic pressure on the main thoroughfares, making it more reasonable for drivers to seek other routes through existing neighborhoods.
63. There are applications that will draw non-residents to the plaza, including hotels, commercial retail, assisted living etc. Due to lack of transit, all of these will increase traffic and parking requirements and this needs to be clearly broken out in the analysis
64. Traffic in the area is already congested, especially during rush hour. Traffic headed north up Union is often backed up at the junction with Camden. There is significant concern that drivers going in this direction will not wait through multiple lights and will instead cut through the plaza, especially on the new 'public road' at the back of the plaza. It is critical that this be investigated and mitigations put in place. The optimum mitigation approach is to divide the public road into two cul-de-sacs with 60ft turn circles at Wyrick. An additional mitigation would be to create a dedicated right turn lane from Union on to Camden, with land donated by the developer.

14- Utilities

1. How will the neighboring residents' sewer lines be protected from any usage disruptions when the lines for the plaza are disconnected?
2. What is the proposed increase in sewage and water waste that the plaza will create based on the current proposed design and the impact to City lines?
3. Were the current City sewer lines built to accommodate an increase in usage of sewage and water?
4. What will be the impact on the sewer lines of the increased flow of sewage and waste water from the new residents to those sewer lines?
5. The area around the development has been and continues to be suburban low density area. We are concerned that the current utilities infrastructure does not have the capacity to service a development of this size, not just at the immediate development area but also downstream from the development. Will the EIR consider not just the immediate infrastructure or will it cover the differential for downstream flows from the site? We would like that to be covered to ensure we don't have sewage spillage in the area.
6. What upgrades will be made to the power lines to accommodate an increase in usage and how will this affect the environment for surrounding neighbors? If there is a power outage at the property, how will neighbors be protected from experiencing the same power outage - can the lines be separated to minimize the impact on neighbors?

7. Current property proposal shows trees being planted along sound attenuation walls. Currently there are power and phone lines along this easement space. The city requires tree species be no taller than 25 feet in height and full canopy be no closer than 10 feet from lines/ poles. (See chapter 4 San Jose- references PG&E A Guide to Planting Small Trees Near Distribution Lines in Northern California p.2-3). Do the plans show these trees being planted at the correct distance so our current utilities won't be jeopardized but yet our aesthetics are being considered?
8. The EIR for the initial 2040 plan seems to only address the water requirements of approximately 10% of the city and does not cover the balance of San Jose served by San Jose Water. What impact will this development and the rest of the Camden Urban Village have on water usage and future restrictions during drought conditions?
9. The portion of the EIR for the 2040 plan discusses significant rationing requirements, for the 10% of San Jose that is addressed in the report, should our water supply be curtailed by 40% due to drought. Yet the report states that we can handle a doubling of population without any significant impact on our water. What specific rationing and water use programs will be required of our current residents should our population increase by 40% as part of the 2040 plan?

10. Water Supply Impacts

Implementation of the Envision San José 2040 General Plan would increase the demand for water from the SCVWD and three water retailers serving San Jose. Based on the SCVWD's UWMP 2015, the potential for water demand to exceed supply after 2025 would result in the need for additional water storage and sources of supply. What are the current plans to address and offer a sustainable supply of water to meet current and projected demand of proposed density levels of the CPP urban/signature project?

Water Supply Reliability

Delta Pumping Restrictions: Restrictions imposed by the biological opinions issued by the US Fish and Wildlife Service (December 2008) and the National Marine Fisheries Service (June 2009) to protect the Delta Smelt and other endangered fish affect the ability of the SWP and CVP to deliver imported water to multiple parts of the State, including Santa Clara Valley.

What conservation strategies have been identified to improve the overall ecological health of the Delta? What is the plan to address toxic pollutants, invasive species, and impairments to water quality?

Imported Water Delivery

The DWR has estimated potential SWP deliveries under future conditions in 2029 based on Delta pumping restrictions and climate change scenarios.

Water Use Impacts

CEQA requires that an EIR disclose and consider the impacts of supplying water to a proposed project, which in this case is the Envision San José 2040 General Plan. The EIR must identify current and future sources of supply, disclose any uncertainty about the reliability of future supplies, and if needed, where additional water is likely to come from, and what environmental impacts would occur from developing the additional water sources and delivering the water.

Projected Countywide Demand (June 2011)

The SCVWD's baseline projection in the Integrated Water Resources Planning Study estimates Countywide water demand to grow from approximately 382,000 acre-feet per year to approximately 475,000 acre-feet per year in 2040, an increase of approximately 24 percent. Over this same period, Countywide population is expected to grow by 54 percent, from 1.7 million people to 2.6 million.

Projected Water Demand and Supply

The three water retailers serving the City of San Jose rely on four sources of water supply including imported water from the SFPUC and imported water treated by SCVWD, local surface water treated by SCVWD, groundwater, and recycled water. The SCVWD provides treated surface water directly to the SJWC and SJMWS and also indirectly supplies groundwater to all three water retailers by recharging the Santa Clara Valley sub-basin (of which San Jose is one of multiple users) with imported Delta water. These four sources would remain the primary sources of water over the life of the proposed Envision San José 2040 General Plan.

San José Municipal Water System

SJMWS assumes use of its entire allocation of SFPUC imported water would be available through 2035. Increases in groundwater from the Santa Clara Sub-basin and other supplies from the SCVWD will be necessary to meet future demand.

15- Other Topic Areas

1. Will there be a detailed lighting plan, so that the EIR can determine nighttime lighting impacts to residents on Bercaw Lane, Wyrick Avenue, and other nearby residential streets?
2. How will lighting of the two and three story homes along the back fence line impact the adjacent homes on Bercaw Lane, and what will be done to mitigate light spill over into those homes?
3. How will the new construction change the grade of the existing lot? Will this construction raise the grade? Will this affect runoff and drainage, negatively affecting adjacent landowners? Will any additional grade raise the effective height of the buildings? Or will maximum building height be measured from the level of the existing street?

16- Significant Unavoidable Impacts

California Climate Adaptation Strategy and Executive Order S-13-2008

The guiding principles of the subsequently prepared California Climate Adaptation Strategy (2009) include ensuring a coordinated effort in adapting to the unavoidable impacts of climate change, establishing strong partnerships between agencies, the private sector, and non-government agencies, and coordinating with the California Air Resources Board AB 32 Scoping Plan process. Recommendations in the Strategy

include building resilience to increased temperature increases. Local health departments and other agencies are anticipated to use state developed guidance to mitigate effects on vulnerable populations and communities. Executive Order S-13-2008, signed by the governor on November 14, 2008, called for state agencies to develop a strategy for California to identify and prepare for expected climate change impacts. One of the possible effects of climate change is increased temperatures and associated elevated levels of ozone.

Since the City of San Jose and developer are pushing prematurely the urban development, signature projects well ahead of schedule at a non-suitable location "CPP", what is the City's plan today to address Climate Change Executive Orders from EO-S-13-2008 to EO-B-32-15 with regard to the development of the CPP project?

17- Cumulative Impacts

District 9 EIR

The Cambrian Park Plaza EIR has a direct impact on the quality of lives of the City of San Jose residents, County residents and adjacent neighborhoods. This correlation and impact must include all other existing and proposed District 9 EIRs. How is the Cambrian Park Plaza EIR taking into account all other District 9 EIRs?

Supporting Signatures:

Name (First and Last)	Street you reside on (optional)
Peter Clarke	Carm Ave
Aine O'Donovan	Tomrick Ave
Michael Smithwick	Wyrick Avenue
Nadine Siguenza	Bercaw Lane
Christine Kouvaris	Bercaw Lane
Carolyn Robinson	Bercaw Lane
Oscar Siguenza	Bercaw Lane
Janet Gillis	Woodard Rd
Bob Burres	Bernice Way
Donna Adam	
Paul Gallagher	Herring Ave
Jessica Burres	
Randee Mcqueen	
Marisa Hoff	Minna Way
Spencer Kent	Nelson Wy.
Sekou Dia	Woodard Rd
Veronika Kent	Nelson Wy.
Souleye Dia	Woodard Rd
Jacqueline Tran	

Ryan Moll	Adalina Ct
Maria Arellano	
Wendy Zhou	
Jason Reaves	Matson Dr
Virginia Dahl	Branham Ln.
Camille Johnson	Herring
Radharamanan Radhakrishnan	Alan Ave,
Deborah Sanders	Noella Way
Sandy Canepa	Wyrick Avenue
Kathryn Fake	Jennifer Way
Robert Canepa	Wyrick Avenue
Nicholas Canepa	Wyrick Avenue
Emma Canepa	
Dorian Baker	
Kathy Matsche	
Laurie Whittemore	
Deborah Cook	
Michelle Peters	Ebbesen Ave
Gina Dias	Tony Ave.
Ann Marie Ellis	
Ernestine Wordley Diegnan	Wyrick Ave.
Eric Meece	Leigh Ave. at Charmeran
Guy Gossett	Wyrick Ave
Basil Saleh	

Wendy Spears	Payton Ave
Stephen Spears	Payton Ave
Fiona Spears	Payton Ave
Brian Henderson	Sandy Lane
Beth R. Rocha	Kobara Lane
Claudine Puglisi Cagwin	Stratford Dr.
Pat Newton	Todd Way
Jim Dequine	Bercaw Lane
Haley Bisconer Topusidis	Chelsea Drive
Marina Murray	Elton Court
Vicki Williams	Taper Ave
Carolyn Johnstone	Foxworthy Avenue
Judy Scott	Sandy Lane (off Cole)
Erick Gonzalez	Woodard rd
Susan Versal	Charmeran
Elodia Gonalez	Woodard rd
Sherri Campbell	
Shirley Bartel	Jennifer Way
Nancy McMullen	Nelson Way and Wyrick
Joan Gregory	
Paul Quickert	Hallmark Lane
Lorraine Mckinley	Marlowe Dr
Sharlyn Maeda	
Jim Pappas	Minna Way

Amy Faucher	Kilo Avenue
Svyatoslav Pankov	Blossom Hill
Ford Young	Kilo Avenue
Olynda Head	
Robert Denig	Taper Ave
Theodore Head	
Timothy Lund	Gavota Ave.
Vadym Dubovyk	Kooser
Eileen Eitel	Winton way
Gregory Rocha	Kobara Lane
Vel Eitel	Winton Way,
Daniel And Richelle Dishno	Chelsea Drive
Alfonso De Tagle	
Daniel De Tagle	
Bryan Loomas	Kathleen St.
Sean Greenwood	Nelson Way
Shruthi Kadambi	Barrett Ave
Shana Howard	Bolla Ct
Olivier Despaux	
Sarah Despaux	
Lori Day	Dover st.
Dale Fuqua	Sycamore Ct
Robert Winger	
Larry And Anna Chivers	Browning Ave

Mark Alexander	Wyrick Ave
Kim Alexander	Wyrick Ave
Debbie Miller	
Aaron Miller	
Shawn Brammer	Weeth Dr
Russ And Sandi Baba	Bronson Ave
Deborah Bingham	Wyrick Ave
John Bingham	Wyrick Avenue
Cynthia Tacci	Custer Dr.
Margaret Bautista	Ross Avenue
Anthony Bartyczak	Paseo Del Oro
Diane Desilva	Via Carmen
Bob Berends	Joseph Lane
Carol Horan	Kimber Ct
Joanne O'Neill	
Philip O'Neill	
Ernest Gargas	
Janet Atkinson	Foxworthy Avenue
Christy Lawrence	Bercaw Lane
Rollie Lawrence	Bercaw Lane
Charles Sexton	Acton Ct.
Deanna Hisaw	Acton Ct.
Tammy Czarnecki	Herring Ave
Kathy White	Berry Way

Sonja Koppensteiner	Kathleen Street
Dan Snyder	Prescott Ave
Audrey Dodds	Bernice Way
Michele Snyder	Prescott Ave
Kelli Ghanati	Bronson Ave.
Christine Hejmanowski	Chevalier Drive
Julie Sikic	Willester Ave
Nick Sikic	Willester Ave
Colleen Meola	Amelia Drive
Denise Simmons	Payton Ave.
Eric Spinale	Chelsea Drive
Humberto Neves	New Jersey Av
Renee Neves	New Jersey Av
Donna Holt	Barrett Ave
Steven Giordano	Leigh Ave
Xu Zhao	Leigh Ave
Catherine Roberts	Westchester Dr.
Ying Hu	Leigh
Krystina Bolen	
Joanne Bolen	
Dan Bolen	
Ryan Nguyen	
Gina Stamps	
John Wanek	

Donna Hunt	Union
Steven Frehe	Terri Way
Marina Murray	Elton Court
Karen Dequine	Bercaw Lane
Kathy Yang	Paseo Dol Sol
Chris Mauntz	Herring Ave
Kathleen Thompson	
Malia Delvecchio	Chelsea Drive
A. Marina Fournier	La Jolla Ave
Joseph Gemignani	
Michael Ornelas	
Fahy Whitaker	
Michael Whitaker	
Amanda Baldino	Chelsea Drive
Brian Baldino	Chelsea Drive
Allyson Robinson	Bercaw
Hailey Robinson	Bercaw
Will Kouvaris	Bercaw Lane
Shar Estes	
Sharon Barbaccia	
Rich Barbaccia	
Frank R. Barbaccia, Jr.	
Jim Diaz	Kunkel Dr.
Nathan Barbaccia	

Joanne Howard	Berry Way
Logan Howard	
Tami Andrews	
Joan Lewis	
Sarah Andrews	
Scott Andrews	
Shella Hamilton Groth	
Kelly Groth	
Ellen Gohmann	Charmeran
Pam Raburn	
Marty Raburn	
William Jenkins	Esther Drive
Catherine Motroni	Payton Ave.
Kristine Murphy Grim	Acton Dr.
Patrick Sheridan	
Alice Elliott	Wyrick Ave.
Linda Malinsky	Harwood Road
Richard Malinsky	
Hannah Tam	Woodard Road
Roy Kanazawa	Wyrick Ave
Carole Kanazawa	Wyrick Ave
Maurya Leigh Ehret	Todd Way
Eva Pepitone	Charmeran Avenue
Rick Pepitone	Charmeran

Gail Bennett	Herbert Dr
Leland Bennett	Herbert Dr
Cole Cameron	Herring Ave
Kenneth J. Kelly	Frobisher Way
Pam Wilder	Oella Ct
William Hutton	Chelsea Dr
Steven Giordano	Leigh Ave
Kris Denholm	
Lei Xu	
Lei Gao	Nova Scotia
Karen Mcdonnal	Sunrise Drive
Dean Schoeppler	
Pamela Schoeppler	
Joseph Schoeppler	
Allison Schoeppler	
Vicki Alexander	
Saravanan Balasubramaniyan	Merrill Dr
Allisyn Emerson	Casa Mia Dr
Jennifer Lozada	Charmeran Ave
Shawn Church	Charmeran Ave
Dakota Lozada	Charmeran
Angela Benton	Charmeran Ave
Elizabeth Parashis	
Allisyn Emerson	Casa Mia Dr

Jim Willson	Matzley Ct
Barb Wilson	
Gwen Murphy	
Rose Knop	Geneva Street
Silvana Ladewig	Rustic Drive
Kevin Ladewig	
Karen Owczarczak	Noella Way
Jeff Owczarczak	Noella Way
Bill Broeder	Lauren Drive
Ajeeta Singh	Woodard Road
Amber Ashford	
Vicki Alexander	Bel Estos
Shirley Thomas	Lone Hill Rd
Shirine Fowler	Old Orchard Dr
Diana Loop	Weeth Drive
Jill Ballard	
Alena Brammer	
Garin Ballard	Weeth Drive
Kelsey Ballard	
Eliott Brammer	Weeth Drive
Avery Brammer	Weeth Drive
Steven Giordano	Leigh Ave
Gregg Witkin	Willow Drive
Barbara Smith	Esther Drive

Tim Smith	
Kelle Stevens	Somersworth Drive
Lisa Grunwald	
Regina Weeks	
Denise Morton	Sandy Ln
Jack Morton	Sandy Ln
Mckenna Giordano	Leigh Ave
Brenda Schutz	
Jan Feathers	Acton
Francis Anton	Cole Dr.
Cindy Van Hoy	
Diana Loop	Weeth Drive
Diana Loop	Weeth Drive
Cynthia Loque	Seifert Ave
Joan Roxburgh-Buel	Wyrick Ave.
Tatsiana Nasevich	Barrett Avenue
Rachel Daniels	
Shirley Burres	Bernice Way
Brenda Sutherland	Bercaw Lane
Jocelyn Martinez	Stratford Drive
Barbara Helmuth	
Tracy Davis	Brewster Ave.
James Lyons	Brewster Ave.

Eve Bretzke	Bercaw Lane
Peter Soule	Todd Way
Toshihiro Horie	Geneva St.
Mineko Horie	
Alycia Osborne	Wilfred Way
Ellen Zimmerman	
Chris And Janet Daniels	Woodard Road
Linda Garner	Twilight Dr.
William Garner	Twilight Dr.
Frank Kibbish Jr	Todd Way
James Wunderlich	
Joseph Mcgee	Taper Avenue
Sue Mcgee	Taper Avenue
Kelsey Mcgee	Taper Avenue
Grant Mcgee	Taper Avenue
Steve Nestle	Wyrick Ave.
Nathalie Bydeley	Kenlar Drive
Jennifer Castro	Elester Court
Barbara Helmuth	
Allen Leinwand	Casa Mia Drive
Dale Fuqua	Sycamore Ct
Jeanne Lang	Coronet Dr

Althea T. Kippes	Leigh Court
Armin J. Kippes	Leigh Court
Eugenie Kippes	Leigh Court
Nolan Sheridan	Bercaw Lane
Gina Dias	Tony Ave
Marla Kramer	Nelson Way
Shirley Bartel	Jennifer Way
Vivian Herzog	Rosswood
Nancy Pospishek	
Richard Skibinski	Abinante Ln
Jill Brown	Abinante Ln
John O'Donovan	Tomrick Ave
Ronan O'Donovan	Tomrick Ave
Sean O'Donovan	Tomrick Ave
Chris Carroll	Charmeran
George Midwin	Foxworthy Av
Steven Giordano	Leigh Ave
Kevin Brammer	Weeth Drive
Lu Anne Behringer	Plummer Avenue
Diane Calvello	Charmeran Ave
Donald Calvello	Charmeran Ave
Martin Smith	New Jersey Avenue

Tracy Kerns	New Jersey Avenue
Juliana Midwin	Foxworthy Avenue
Mike Boden	Harwood Road
Holly Child	Carlton Ave
Kimberly Leonhardt	Trenton Dr
Tim Murray	
Gina Dias	Tony Avenue
Hailey Robinson	Bercaw
Steven Giordano	Leigh Ave
Diana Loop	Weeth Drive
Lisa Kkoen	Taper Ave
Ken Koen	Taper Ave
Jesse Walker	
Kevin Van Hoy	Ebbesen Ave
Vivian Herzog	Rosswood
Mariam Ford	
Robert Lathrop	Lenray Ln
Aashish Sheshadri	Esther Dr
Teresa Jenkins	Esther Drive
Catherine Goodwin	Longfellow Ave
Lisa Alvarez	Stratford
Davone Rodgers	Gunston Way

Bonnie Wohl	Rafton Drive
Robert Bertuccelli	Paseo Del Oro
Lori Bertuccelli	Paseo Del Oro
Claudia Hamm	Blossom Dale Dr.
Jill Brigham	Price Way
Kathy Gates	Carm Ave
Ted Kopulos	Ronie Way
Todd Lyons	Todd Way
Greg Rossow	Nelson Way
Scott Balzer	Bronson Ave
Will Turner	Lilac Blossom
Marcella Balzer	Bronson Ave.
Russ Baba	Bronson
Sandi Baba	Bronson
MyrnaCohen	Bercaw Lane
Sinclair Cohen	Bercaw Lane
James McPeak	Charmeran
Cheng-Ching Yao	Charmeran
Shelly Cohen	Jennifer Way
Veronica Camolinga	New Jersey Ave
Steven Ehret	Todd Way
Dan Carpenter	

Linda Kent-Jansons	Charmeran Ave
Ted Hammer	Weeth Drive
Mary Egan	Nelson Way
Jessica Collins	Flood Drive
Michael Pierce	Cole Drive
Karen Schuler	Rosswood Dr.
Angela Corcorran	Berry Way
Käte Motroni	Payton Ave.
John Motroni	Payton Ave.
Melissa Montoya	Bel Estos
Eric Montoya	Bel Estos
Wayne Hossenlopp	
Sabina Hathaway	Branham Lane
Barbara Hoff	Minna Way
Jorge Torres	Barrett
Sarah Hurley	Cole Drive
Diana Weiss	Lenray
David Weiss	Lenray
Peishan Hung	Venn Ave.
Christine Connolly	Nelson Way
Ryan Connolly	Nelson Way
Nekzad Shroff	Leigh Ave
Julie Diehl	Rossmoyne Dr.
Alesha Walker	

William Matsumoto	Calico Ave
Anne Waltrip	
Dee Jones	Rosswood Drive
Doris Murray	Parsons Ct.
Richard Jones	Rosswood Drive
Judy Twitchell	Berry Way
Joe Twitchell	Berry Way
Judy Twitchell	Berry Way
Sheryl Tsai	
Pin Ting	
Michael Brown	Central Park Drive
Paul Giannetto	Woodstock Way
Jan Soule	Todd Way
Edward Sandoval	Casa Mia Drive
Suzette Sandoval	Casa Mia Drive
Loretta Kipp	Bel Escou Drive
Michelle Benavides	Camden Ave
Mary Miller	Camden Ave
Gail Collie	Clydelle
John Masciocchi	
Linda J Lezotte	Frobisher Way
Fred Betke	Charmeran Ave
Delecia Krevet	Bercaw Lane
Jennifer Anderson	
Anthony Lee	Wyrick Ave

Debra Rhodas	Charmeran Ave
Patricia Ikeda	Wyrick Avenue
Kenneth Thompson	Charmeran
Kathleen Tavalacci	Taper Ave
Jeri Bromley	
Gregg Bromley	
Jordan Davis	
Drew McGrane	
Daniel McGrane	
Michael Davis	
Shelia Davis	
Josh Davis	
Kiran Kadambi	
Vickie Kent	Standish Drive
Phil Kent	Standish Drive
Dorene Hylton	Adair Way
Brian Ahr	Barrett Avenue
Charlotte Ahr	Barrett Avenue
Donna De Carlo	Potrero Drive
Fred Luna	Potrero Drive
Craig Anderson	Calvin Avenue
Mary Therese Anderson	Calvin Avenue
Teresa Carstens	
Linda Hackleman	Bernice Way
Gus Peterson	Nelson Way

Luana Mullins	
Marsha Hamner	New Jersey Ave.
Tim Calder	Kobara Lane
Rob Jaworski	Acton Drive
Rita Jaworski	Acton Drive
Alesha Walker	
Sheila Gaudet	Cooper Avenue
Alan Gaudet	Cooper Avenue
Vini Carter	Stratford Drive
Leslie Carter	Stratford Drive
Christa Rumpler	Olympia Ave
Bruce Anderson	Donner Dr
Veronica Romero	
Michel Moisant-Thompson	
Raymond Schuler	Rosswood Drive
Patti Linder-Dodd	Dickens Ave