

Appendix A: Draft EIR Comment Letters

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: New housing development on El Paseo
Date: Monday, November 29, 2021 8:38:20 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Namita Soin <nsoin@comcast.net>
Sent: Friday, November 26, 2021 3:33 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: New housing development on El Paseo

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Hi Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed
- This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.
- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better

location.

- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks

Your name

Namita & Sarv Soin

ADDRESS REDACTED BY PBCE STAFF

Saratoga, ca 95070

Sent from my iPhone

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Planned Zoning Request
Date: Monday, November 29, 2021 10:16:25 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Eva <eva7382@gmail.com>
Sent: Saturday, November 27, 2021 12:16 AM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Planned Zoning Request

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This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks,
Eva Baumgarten

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SARATOGA

California

Community Development Department
13777 Fruitvale Avenue
Saratoga, CA 95070
408.868.1222

November 18, 2021

Maira Blanco, Environmental Project Manager
City of San Jose
Planning, Building and Code Enforcement Division
200 E. Santa Clara St., 3rd Floor
San Jose, CA 95113-1905
Maira.Blanco@sanjoseca.gov

Re: Draft Environmental Impact Report for the 1312 El Paseo & 1777 Saratoga Avenue
Mixed-Use Project (PDC19-049 & PD20-006)

Dear Ms. Blanco:

Saratoga appreciates the opportunity to submit comments on the Draft Environmental Impact Report (DEIR) for the 1312 El Paseo & 1777 Saratoga Avenue Mixed-Use Project (Project). As a neighboring jurisdiction, Saratoga has been closely monitoring the proposed land use changes as they have the potential to adversely affect the City, its residents, and its environment.

Given the size of the proposed Project and its immediate proximity to Saratoga, it is imperative that the DEIR comprehensively evaluate and mitigate the Project's environmental impacts. As we explain below, the DEIR fails to provide this necessary impact analysis and also fails to identify feasible and effective mitigation measures and alternatives capable of addressing the Project's environmental impacts.

This letter is submitted along with the report prepared by Fehr and Peers regarding the DEIR's transportation analysis, attached as Appendix A. We offer the following comments for San Jose's consideration and respectfully request that San Jose coordinate closely with Saratoga to ensure the proposed Project is developed in an environmentally responsible manner.

I. San Jose's Urban Village Concept

As we explained in our October 26, 2020 letter on the Notice of Preparation, it is troubling that San Jose intends to proceed with the proposed Project before it has approved the Urban Village Plan for the Paseo de Saratoga area. San Jose's *Envision Task Force* sought to ensure that the large amount of growth contemplated by the General Plan proceeds in a balanced manner in order to avoid undermining the goals of the General Plan. See San Jose General Plan, Chapter 1, p. 70. Accordingly, the General Plan timeframe is divided into three Planning Horizons to facilitate coordinated planning and ensure an orderly pace of development. Commercial and mixed use non-residential development is allowed in any

Planning Horizon but only those properties within the current Horizon may develop a residential project. Based on San Jose's Envision 2040 General Plan – Growth Areas, Paseo de Saratoga is within the third Horizon; the Horizon Planning period that would appear to be contemplated for development closer to 2040.

In light of the fact that Paseo de Saratoga is within the third Horizon, Saratoga is concerned that issuing residential land use entitlements in advance of a plan for the Village would undermine the General Plan's goal of balanced land use planning and which could also adversely affect Saratoga. Compounding matters, we understand that San Jose now intends to approve a Costco within the Village boundaries.¹ The DEIR does not even acknowledge this large-scale project, let alone analyze the cumulative effects from the Village Project and the Costco project.

Furthermore, as we explained in our prior letter, it is imperative that San Jose support this massive development project (and Costco) with a comprehensive transportation network that provides viable alternatives to the automobile. Without a comprehensive transit, bicycle and pedestrian network, Saratoga's streets and intersections will likely be inundated with traffic. This increase in motor vehicles will also result in a substantial increase in vehicle miles traveled (VMT) which will interfere with the region's ability to achieve its greenhouse gas reduction goals.

According to the DEIR, Urban Villages are designated to provide a vibrant and inviting mixed-use setting to attract pedestrians, bicyclists, and transit users of all ages and to promote higher density housing growth in combination with a significant amount of job growth (DEIR, p. 219). Yet, while the Project would add higher density housing and significant new jobs, it lacks any public transit infrastructure. In fact, public transit ridership with the proposed Project would add only 8 to 16 new riders in morning and 9 to 18 riders in afternoon (DEIR, p. 229).

By deferring consideration of the proposed Project until San Jose completes its Urban Village Plan, it will ensure balanced land use planning. This would also allow the City to include Costco in its overall plan for the Village. Finally, it will allow San Jose time to develop a comprehensive transit, bicycle and pedestrian plan that is capable of meeting the Project's transportation demand.

II. The DEIR Fails to Comply With CEQA

A. The DEIR's Flawed Project Description Does Not Permit Meaningful Public Review of the Project.

¹ <https://www.mercurynews.com/2021/10/28/costco-big-new-store-west-san-José-develop-retail-real-estate/>

In order for an EIR to adequately evaluate the environmental ramifications of a project, it must first provide a comprehensive description of the project itself. “An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR.” *San Joaquin Raptor*, 27 Cal.App.4th 713, 730, (quoting *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193). As a result, courts have found that even if an EIR is adequate in all other respects, the use of a “truncated project concept” violates CEQA and mandates the conclusion that the lead agency did not proceed in a manner required by law. *San Joaquin Raptor*, 27 Cal.App.4th at 729-30. Furthermore, “[a]n accurate project description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity.” *Id.* at 730 [citation omitted]. Thus, an inaccurate or incomplete project description renders the analysis of significant environmental impacts inherently unreliable.

In addition, CEQA requires evaluation of “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.” CEQA Guidelines § 15378(a). Breaking the project into smaller sub-projects will lead to inadequate environmental review. *See, e.g., Bozung v. Local Agency Formation Comm’n* (1975) 13 Cal.3d 263, 283-84 (CEQA mandates that “environmental considerations do not become submerged by chopping a large project into many little ones”).

As discussed above, and in our October 26, 2020 letter, we remain concerned that San Jose is proceeding with the proposed Project before completing its full plan for the Village. Such an approach may likely result in piecemealing environmental review under CEQA. It is unclear whether the DEIR accurately identifies the full scope of development contemplated within the Village. Indeed, now that San Jose is anticipating approval of Costco as a project separate from the El Paseo Project, it appears that San Jose is in fact piecemealing the project. This approach thwarts the CEQA process and precludes informed public participation and decision making. It is imperative that the DEIR disclose all of San Jose’s development plans for the El Paseo Village so that Saratoga and the public are apprised of the full extent of San Jose’s plans.

The DEIR’s project description is also deficient because it omits significant details necessary to understand the Project. A notable defect is the DEIR’s failure to provide necessary information about the Project’s transportation improvements. Here, the DEIR simply states that a series of roadway, pedestrian, bicycle, and transit projects *could* be implemented (DEIR, pp. 28, 29). Transportation infrastructure, and specifically non-auto modes of transportation, should be a key component of this large-scale project. Consequently, the DEIR must clearly explain which transportation projects will be included in the Project and which will be considered as mitigation for the Project’s transportation impacts.

The DEIR also fails to describe the Project’s utility improvements. The DEIR simply asserts that lateral connections to sanitary sewer, storm drain and water lines would be required to serve the Project but it does not identify these infrastructure connections nor explain how they would tie in with existing systems. The DEIR also states that the Project will comply with the City’s required Best Management Practices and Treatment Control Measures

to prevent stormwater related impacts, but it fails to provide a description or a site plan showing the locations of these features (DEIR, p. 154). In a development of this size and duration, public and private improvements must be developed in a logical and viable sequence; infrastructure needs to be in place prior to demand for new development. Unfortunately, the DEIR contains no documentation, let alone evidence, that the residential and commercial development would be efficiently linked to necessary infrastructure.

The DEIR also fails to include information on the following construction-related components:

- construction schedule;
- construction equipment;
- number of construction employees;
- location of haul routes and construction-staging areas; and
- description of construction traffic management.

It is important that the DEIR provide this information because the Project's construction has the potential to cause traffic, noise and air quality impacts on nearby residents.

In other instances, aspects of the Project critical to its analysis are omitted altogether. For example, the DEIR states that the Project would include outdoor lighting and improvements, yet the document fails to include the lighting plan (DEIR, p. xviii). Similarly, the DEIR indicates that the Project would implement landscaping, including tree replacement consistent with various City requirements, but the landscaping plan does not appear anywhere in the document. And to the extent the City would treat these plans as mitigation rather than part of the Project, their omission from the DEIR would be an impermissible deferral of mitigation.

B. The DEIR Fails to Adequately Evaluate and Mitigate the Project's Environmental Impacts.

1. Transportation Impacts

(a) The DEIR Does Not Accurately Depict Local Roadway Conditions.

Saratoga relies on the DEIR and the Non-CEQA Local Transportation Analysis (LTA) to evaluate how traffic from the proposed Project would affect its transportation network. For this reason, it is imperative that the DEIR and LTA accurately depict existing conditions, the Project's trip generation, and its trip distribution. A review of the transportation analysis (DEIR Appendix I) reveals that it may have inaccurately characterized the local roadway and intersection network as follows:

- The transportation analysis appears to include incorrect lane geometry at the following intersections: (1) Prospect Road/Lawrence Expressway, and (2) Hamilton Avenue/San Tomas Aquino Road (Fehr and Peers at p. 2);

- The trip distribution on Quito Road appears to be incorrect (i.e., too low). Motorists use Quito Road to bypass SR 85 to avoid congestion during peak periods. The approach volumes at the Saratoga Avenue/Quito Road-Lawrence Expressway intersection show that more vehicles approach the intersection from northbound on Quito Road during the AM peak and go southbound on Quito Road than those vehicles using Saratoga Avenue (Fehr and Peers at p. 2);
- The trip distribution assumptions discussed above also implicate the intersection level of service analysis. Fehr and Peers at p. 3. The Project will have a significant adverse impact on the intersection of Quito Road/Cox Avenue, particularly when trip distribution is corrected. The DEIR should include a mitigation measure that requires a fair share contribution toward a traffic signal; and,
- Existing traffic counts may be inaccurate (i.e., it is unclear whether existing uses at the El Paseo site were operational at the time traffic counts were conducted).

We request that San Jose check the aforementioned roadway and trip assumptions and remedy those that are incorrect. To the extent these incorrect assumptions cause the LTA to underestimate trip generation, the DEIR may also underestimate VMT and greenhouse gas emissions.

(b) The DEIR and the Transportation Analysis Err Because They Fail to Consider Traffic From the Proposed Costco Facility.

San Jose is contemplating approval of a 166,028 square-foot Costco wholesale retail facility within the Village boundaries near the intersection of Lawrence Expressway and Prospect Road. The DEIR errs by not including this large retail warehouse project in the cumulative list of projects and by not including Costco's traffic and VMT in the LTA or the DEIR. (See DEIR Table 3.0-1: Cumulative Projects List and pp. 238-249). It is imperative that the revised DEIR describe how the Costco project will fit into the overall Village Project. It is also imperative that the DEIR and LTA be revised to include Costco's vehicular trips and VMT. To the extent the DEIR underestimates VMT because it omits the Costco project, it also underestimates the Project's greenhouse gas emissions.

(c) The DEIR Fails to Mitigate the Project's VMT-related Impacts.

An EIR's central purpose is to identify a project's significant environmental effects and then evaluate ways of avoiding or minimizing them. Pub. Resources Code §§ 21002.1(a), 21061. CEQA requires lead agencies to identify and analyze all feasible mitigation, even if this mitigation will not reduce the impact to a level of insignificance. CEQA Guidelines § 15126.4(a)(1)(A) (EIR "shall identify mitigation measures for each significant environmental effect identified in the EIR"); *Woodward Park Homeowners Ass'n, Inc. v. City of Fresno* (2007) 150 Cal.App.4th 683, 724 ("The EIR also must describe feasible measures that could minimize significant impacts."); 1 Kostka & Zischke, Practice Under the California Environmental Quality Act § 14.6 (2d ed. 2008) ("A mitigation measure may reduce or minimize a significant impact

without avoiding the impact entirely.”). Moreover, CEQA requires the agency to adopt measures that mitigate significant effects to the extent feasible before approving any project. *See Citizens for Quality Growth v. City of Mount Shasta* (1988) 198 Cal.App.3d 433, 443, fn. 8.

The DEIR determines that the residential component of the Project would exceed the City’s residential VMT thresholds. This exceedance constitutes a significant impact. DEIR, p. 232. According to Transportation Analysis Policy (City Council Policy 5-1), if a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance) and/or mitigating the impact through multimodal transportation improvements, or establishing a trip cap (DEIR, p. 220).

The DEIR proposes to mitigate the Project’s residential-related VMT exceedance by implementing a series of mitigation measures. MM TRN-1.1 calls for the applicant to implement a series of pedestrian network improvements, including for example, the removal of the “pork chop” island at the intersection of Campbell Avenue/Hamilton Avenue, modifying signal timing, installing new signal poles and constructing new sidewalks (DEIR, p. 232). MM TRN-1.2 calls for the applicant to submit a Transportation Demand Management (TDM) Plan that provides for unbundled on-site parking costs (DEIR, p. 233). The TDM Plan also calls for a vehicular trip (VMT) monitoring plan and a trip cap. If the VMT monitoring shows the Project is exceeding the trip cap, penalties shall be assessed. Finally, MMs TRN 2.1 and TRN-3.1 call for the implementation of a Commute Trip Reduction and Marketing and Education Plan to promote, for example, the use of transit and shared rides and a Telecommuting and Alternative Work Schedule Program (DEIR, pp. 234 – 236). Similar to MM TRN-1.3, MMs TRN-2.1 and 3.1 call for a trip cap, a VMT monitoring program, and the assessment of penalties for non-compliance with the trip cap.

The DEIR concludes that upon implementation of these mitigation measures, VMT impacts relating to the Project would be reduced to less than significant levels (DEIR, pp. 233-236). The DEIR further asserts these mitigation measures were shown in the City’s VMT Evaluation Tool to reduce the Project’s VMT by specified amounts (DEIR pp. 233 – 236).

There are numerous flaws with the DEIR’s mitigation measures. The end result is that DEIR lacks support for the conclusion that these mitigation measures would substantially lessen the Project’s VMT impacts to a less than significant level.

First, deferral of mitigation (e.g., the TDM Plan contemplated by MM TRN 1.2 and the Commute Trip Reduction and Marketing and Education Plan contemplated by MMs TRN 2.1 and 3.1) is allowed but only if there is a reason or basis for the deferral and the measures contain specific performance standards that will be met. *San Joaquin Raptor Rescue Ctr. v. County of Merced* (2007) 149 Cal. App. 4th 645, 669-71. Here, the DEIR contains no rationale for why it is necessary to defer preparation of the TDM Plan and Commute Trip Reduction and Marketing and Education Plan. Nor do MMs TRN 2.1 and 3.1 contain the necessary performance standards. While the Plans call for the implementation of a trip cap, the DEIR never identifies or describes the nature or amount of the trip cap. Nor does the DEIR make any attempt to

correlate the trip cap to the Project's VMT or VMT thresholds (i.e., how many trips could the Project generate before it exceeds the Project's VMT threshold?).

Second, the fact that MMs TRN 1.2, 2.1 and 3.1 call for the payment of penalties if the trip caps are exceeded does not provide the necessary assurance that impacts would be mitigated. The DEIR asserts that penalties for non-compliance would be assessed by the City as defined in the Council Policy 5-1 (DEIR, p. 233), but we can find no description of this policy in the DEIR. Nor does the DEIR make any attempt to explain how the payment of penalties would ensure that the trip cap will be met and that the Project's VMT will not exceed the thresholds of significance. Fee-based mitigation programs for traffic impacts-based on fair share infrastructure contributions by individual projects have been found to be adequate mitigation measures under CEQA. *Save Our Peninsula Committee v. Monterey County Bd. of Supervisors*, 87 Cal. App. 4th 99, 140 (2001). To be adequate, however, these mitigation fees must be part of a reasonable plan of actual mitigation that the relevant agency commits itself to implementing. *Id.* at 140-41. *See also Anderson First Coalition v. City of Anderson*, 130 Cal. App. 4th 1173, 1188-89 (2005) (explaining that fee-based traffic mitigation measures have to be specific and part of a reasonable, enforceable plan or program that is sufficiently tied to the actual mitigation of the traffic impacts at issue). Here, the DEIR's mitigation simply assumes that the payment will occur, that it will cause trips to be capped, and that VMT thresholds will be achieved, without providing an enforceable plan to achieve those results. The DEIR includes no evidence to support these assumptions.

Third, many of the provisions contained in the mitigation measures are vague and directory. Uncertain, vague, and speculative mitigation measures are inadequate because they lack a commitment to enforcement. *See, e.g., Anderson First Coalition v. City of Anderson*, 130 Cal.App.4th 1173, 1188-89 (2005)(holding traffic mitigation fee measure inadequate under CEQA due to vagueness in program for implementing required improvements). For example, MM TRN-1.2 calls for the TDM Plan to provide for the unbundling of on-site parking costs. DEIR, p. 233. While we agree that unbundling parking is a promising program to reduce driving and VMT, there is no explanation about how this program would work or how it would reduce impacts to a less than significant level.

Finally, although the DEIR asserts that the City's VMT Evaluation Tool shows that these mitigation measures would reduce VMT levels to a less than significant level (DEIR p. 233-236), we can find no factual support in the DEIR or the transportation analysis that supports this assertion. Consequently, for the reasons discussed above, the DEIR lacks evidentiary support that the mitigation measures would effectively reduce the Project's significant VMT-related impacts to less than significant levels.

(d) The DEIR Fails to Analyze or Mitigate Significant Impacts on Pedestrians and Bicyclists.

San Jose's General Plan emphasizes the importance of pedestrian and bicycle travel in achieving the City's mobility goals. San Jose's Bike Plan 2020 calls for reducing bicycle collision rates by 50 percent (DEIR pp. 218, 219, 222). Similarly, San Jose's Vision Zero Plan is intended to

create a community culture that prioritizes traffic safety and ensures that mistakes on roadways do not result in severe injury or death (DEIR, p. 222). Despite San Jose's clear priorities to protect pedestrians and bicyclists from harm, the DEIR does not evaluate the potential impacts on pedestrians and bicyclists that would be caused by the Project's increased vehicular travel. CEQA requires such an analysis. *See City of Maywood v. Los Angeles Unified School Dist.* (2012) 208 Cal.App.4th 362, 392-95 (holding EIR was inadequate because it failed to analyze and mitigate project impacts on pedestrians).

The DEIR's failure to analyze impacts to pedestrians and bicyclists is an egregious oversight given the increase in motor vehicle traffic and heavy-duty trucks that would be traveling on City streets to service the new development. In addition to the 5,000 to 6,000 new daily vehicular trips (not including trips generated by Costco) (*see* DEIR Table 3.17-3), the Project would also generate heavy duty truck traffic. The Project would develop a passenger loading zone and three truck delivery loading zones on the northside of Building 3 that would be accessible from the Mall Entrance driveway (DEIR, p. 25, 26). The northside of Building 3 is "Main Street" which is likely to be heavily traveled by pedestrians. Although DEIR Appendix I generally acknowledges the potential for conflicts between trucks and pedestrians/passenger vehicles (p. 77), the DEIR provides no analysis of these potential impacts.

It is imperative that the DEIR disclose existing pedestrian and bicycle accident rates in the study area and then evaluate how these rates would change with the addition of Project traffic. This evaluation must include Saratoga Avenue between I-280 and Quito Road as this roadway segment is designated a "Priority Safety Corridor" as part of Vision Zero San Jose (DEIR, p. 222). At a minimum, the EIR must address the following questions: How many pedestrian and bicycle accidents have occurred on streets in the study area over the last decade? What was the cause of these accidents? What actions has the City taken to prevent such accidents?

Widening the sidewalk along Saratoga Avenue and removing the "pork chop" islands at the intersection of Lawrence Expressway/Saratoga Avenue are important public safety improvements but pedestrians still have to cross multi-lane high-speed arterials to access the commercial land uses. San Jose can and should do more to ensure that those walking or bicycling to the Project site are safe from motor vehicles and heavy-duty truck traffic.

(e) The DEIR Fails to Adequately Analyze the Project's Cumulative Environmental Impacts.

An EIR must discuss the cumulative impacts of a project if the incremental effects of a project are considerable when viewed in connection with the effects of other past, current, and probable future projects. CEQA Guidelines §§ 15130(a), 15065(c). Projects currently under environmental review by San Jose clearly qualify as reasonably probable future projects to be considered in a cumulative impacts analysis. *See San Franciscans for Reasonable Growth v. City & County of San Francisco*, 151 Cal.App.3d 61, 74 n.13 (1984). As discussed above, the DEIR fails to adequately analyze the Project's cumulative transportation impacts because it fails to include traffic and VMT from the Costco project.

The DEIR's and the LTA's cumulative transportation analysis is further deficient because it relies on a truncated study area. The DEIR identifies several large projects in the vicinity of the El Paseo Project (see Table 3.0-1: Cumulative Projects List), yet the DEIR's and LTA's cumulative transportation analysis assesses impacts only for those projects within San Jose. The DEIR asserts that pending developments in the City of Saratoga and City of Campbell would not contribute a significant number of trips to the intersections affected by the project; thus, these pending developments would not contribute to a cumulatively significant impact (DEIR p. 238). The DEIR lacks any evidence for this conclusion. CEQA requires that an EIR analyze environmental impacts over the entire area where one might reasonably expect these impacts to occur. See *Kings County Farm Bureau*, 221 Cal.App.3d at 721-24. This principle stems directly from the requirement that an EIR analyze all significant or potentially significant environmental impacts. Pub. Resources Code §§ 21061, 21068. An EIR cannot analyze all such environmental impacts if its study area does not include the geographical area over which these impacts will occur. The revised DEIR must examine the effect that vehicular trips from the projects listed in DEIR Table 3.0-1 would have on the local and regional transportation network. In addition, the revised DEIR must evaluate the cumulative increase in VMT from these projects.

2. Visual Resources Impacts

The 1777 Saratoga Avenue component of the Project would be located adjacent to an existing single-family residential area. The proposed development, would replace two story buildings with eight-story and ten-story buildings. This significant increase in density, mass, bulk, and height will substantially alter views in the area. Despite these changes, the DEIR fails to include visual simulations of the Project that would show the juxtaposition of the proposed development with the surrounding low density neighborhoods. In its prior letter, Saratoga explicitly requested the DEIR include visual simulations. Although the DEIR's project description chapter includes building elevations and conceptual renderings, they do not realistically simulate views from off-site locations. Simulations should have been presented that show the changed views from key vantage points.

C. The DEIR Lacks A Legally Adequate Alternatives Analysis.

CEQA emphasizes that an EIR must analyze a range of reasonable alternatives to the project. The alternatives must feasibly attain most of the basic project objectives while avoiding or substantially lessening the project's environmental impacts. Public Resources Code § 21100(b)(4); see also CEQA Guidelines § 15126.6(a). The CEQA Guidelines state that the selection and discussion of alternatives should foster informed decision making and informed public participation. CEQA Guidelines § 15126(d)(5). A range of alternatives is particularly important in this case because the Project is being rushed ahead of the planning process for the Urban Village in which it is located; without guidance from that process San Jose has more flexibility in considering Project objectives and the public has a greater interest in seeing a wide range of alternatives.

In addition to the two No-Project alternatives, the DEIR provides only one alternative to the Project, the Reduced Development Alternative (DEIR, p. 283). This is not an adequate range

of alternatives by any measure. Moreover, the DEIR determines the Reduced Development Alternative would not achieve the Project's objectives including the objective calling for the Project to achieve a minimum of 700 residential units. This approach is inconsistent with CEQA. An EIR cannot provide a meaningful comparison between a proposed project and various alternatives unless the project's objectives are defined broadly enough to make such options at least potentially possible. See *Kings County Farm Bureau*, 221 Cal. App. 3d at 735-37; *City of Santee v. County of San Diego* 214 Cal. App. 3d 1438, 1455 (1989). Here, the DEIR essentially states that 700 units must be built as planned by the proposed Project. This is tantamount to saying that the objective of the Project is to implement the Project. Narrowing the Project's goals in this way tilts the analysis of alternatives unavoidably—and improperly—toward the Project as proposed. Rather than providing the required reasoned, objective analysis, the DEIR seems to be nothing more than a post hoc rationalization for a decision already made.

The DEIR's analysis of the No Project-Redevelopment alternative is also deficient. Most critically, it calls exclusively for commercial development and fails to include *any* residential units. An alternative that adds only commercial development would appear to have been crafted to avoid meeting those Project objectives calling for housing development (i.e., Objectives 1, 2 and 3). Thus, rather than imparting serious information about potentially viable alternatives, the No Project-Redevelopment Alternative appears crafted specifically to avoid achieving the Project's objectives and thus has no intention of approving this Alternative). If San José were serious about a redevelopment alternative, it should have crafted the alternative to include some amount of residential development.

The DEIR also errs by crafting the 100 Percent Affordable Housing Alternative in an overly restrictive manner. The DEIR explains that under General Plan Policy IP-5.12, projects located at major intersections, such as the Project site, are precluded from 100 percent affordable housing development. We understand San Jose's position that projects that provide 100 percent affordable housing financing would not allow or support commercial uses (DEIR at xxi). But certainly San Jose could have crafted an affordable housing alternative that would include a sizable amount of affordable housing (e.g., 75 % or 50%) instead of one structured in a manner that directly conflicts with the General Plan.

Given the intensity and density of the proposed Project, the Project, including the Costco project, would result in significant environmental impacts to Saratoga. A reasonable and informative range of alternatives would include, at a minimum, an alternative that decentralizes or spreads the Project's development throughout the Village planning area to reduce these environmental impacts.

D. The DEIR Should Be Revised and Recirculated.

Under California law, the present DEIR cannot properly form the basis of a final EIR. CEQA and the Guidelines describe the circumstances that require recirculation of a draft EIR. Such circumstances include: (1) the addition of significant new information to the EIR after public notice is given of the availability of the DEIR but before certification, or (2) the draft EIR is

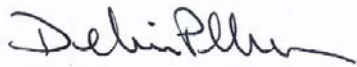
so “fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.” Guidelines § 15088.5.

Here, both circumstances apply. Decisionmakers and the public cannot assess the Project’s impacts or even its feasibility through the present DEIR. Among other fundamental deficiencies, the DEIR fails to adequately describe key components of the Project, it understates the Project’s significant environmental impacts and assumes that unformulated mitigation measures will effectively reduce these impacts. It also fails to adequately evaluate the Project’s cumulative impacts because it omits consideration of the Costco retail facility. The DEIR also fails to provide a legally adequate alternatives analysis. In order to resolve these issues, San Jose must prepare a revised EIR that would necessarily include substantial new information. This revised EIR must then be recirculated for public review and comment.

III. Conclusion

Saratoga appreciates the opportunity to provide comments on the DEIR. We respectfully request that San Jose defer consideration of the proposed Project until completion of an Urban Village Plan that includes a comprehensive transit, bicycle, and pedestrian plan capable of meeting transportation demand within the Village. Upon completion of the Plan, we request that San Jose revise and recirculate a DEIR and coordinate with Saratoga as the Project continues through the process.

Sincerely,



Debbie Pedro
Community Development Director

Appendix A – Fehr & Peers Memo, El Paseo Mixed Use Development Transportation
Analysis, November 12, 2021

cc: Michelle Flores, Planner

Memorandum

Date: November 12, 2021
To: Debbie Pedro, Community Development Director, City of Saratoga
From: Franziska Church, AICP, Fehr & Peers
Subject: **El Paseo Mixed Use Development Transportation Analysis – Peer Review**

1025-0446.03

This memorandum presents our peer review findings of the October 6, 2021 Transportation Analysis for El Paseo Mixed-Use Development (“El Paseo Project”) in San José, California.

Overview

Hexagon Transportation Consultants, Inc. prepared the Transportation Analysis for the El Paseo Project for the City of San José. The analysis included evaluation of two development options: “Non-Education Option” and “Education Option.” The Non-Education Option includes residential units, retail, and offices uses, while the Education Option includes a K-12 school with up to 2,500 students, fewer residential units, less retail square footage, and no office uses. Consistent with the City of San José’s *Transportation Analysis Handbook* (April 2018), the analysis included both California Environmental Quality (CEQA) elements (i.e., vehicle miles traveled (VMT) and additional operational analysis.

Fehr & Peers reviewed the Transportation Analysis for adequacy and appropriateness of VMT analysis, project trip generation, intersection analysis, and site access/circulation assumptions. The key items discussed in the subsequent sections may require further study or clarification.

VMT Analysis

We concur with the overall VMT assessment and conclusion that the residential, office, and school uses would have significant VMT impacts. The proposed mitigation measures include improvements to the Campbell Avenue/Hamilton Avenue intersection to provide for better pedestrian and bicycle access and travel demand management (TDM) strategies consistent with the application of the City of San Jose’s VMT tool. The City of San Jose could consider additional pedestrian and bicycle improvements to provide for a robust multimodal transportation network to help address the identified VMT impacts.



Local Transportation Analysis

Below are comments that would require updates and refinements to the analysis presented in the Local Transportation Section of the Analysis.

Intersection Lane Geometries

We request the City double check the lane geometry assumptions under Existing and Background conditions at the following intersection for accuracy, and update the analysis accordingly:

- Prospect Road/Lawrence Expressway (the eastbound approach should have two left-turn lanes)
- Hamilton Avenue/San Tomas Aquino Road (lane geometries were modified with the addition of bike lanes on San Tomas Aquino Road)

Trip Generation

The trip generation takes trip credits for the existing uses on the site, which is common practice. However, trip credits should be allocated according to the timing of existing counts. Please confirm whether existing uses at the El Paseo site were operational at the time traffic counts were taken for existing conditions, and if not, update analysis accordingly.

Trip Distribution and Assignment

Trip distribution and assignment were developed based on the existing trip distribution patterns in the project vicinity. The analysis expects between 5 to 10% of trips would travel to the project site via Quito Road, and that between 16 and 20% of trips would travel to the site via Saratoga Avenue from the west.

However, many cars use Quito Road to bypass SR 85 during peak congestion (northbound in the morning peak and southbound in the evening peak). The approach volumes at Saratoga/Quito-Lawrence intersection on Figure 18 of the report show that more vehicles approach that intersection from the northbound direction on Quito Road during the AM peak period and travel southbound on Quito Road in the evening than those vehicles using Saratoga Avenue. We request that the City revise these trip distribution assumptions to more accurately represent commute patterns and to shift more vehicles to Quito Road.

On-Site Circulation

On page 70, in the "Outbound Traffic at Driveways" section, "Eastbound Movement from Saratoga Site to Saratoga Avenue" subsection, the recommendation should be the first five parking spaces be removed, not four. The analysis states that 125 feet of clearance is needed. Applying the engineering assumption that each vehicle is 25 feet long, then the first five cars ($125/25 = 5$) would need to be removed.



Intersection Level of Service Analysis

For both education and non-education alternatives, the project will have an adverse effect on the Quito Road/Cox Avenue intersection. The analysis notes that the intersection operates at LOS F and select peak hour volume warrants are met. While the condition exists without the project, the El Paseo Project is contributing to the adverse effect and a fair share contribution toward a signal is recommended. Please note that the Project trips added would increase with the recommended trip distribution assumptions outlined above.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo de Saratoga Development
Date: Monday, November 29, 2021 10:51:51 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Nancy Lietzke <nancy@lietzke.com>
Sent: Saturday, November 27, 2021 5:57 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El Paseo de Saratoga Development

You don't often get email from nancy@lietzke.com. [Learn why this is important](#)

[External Email]

Hi Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed
- This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence Expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.
- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a

better location.

- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area. **We have just received a notice from San Jose Water Company that we will have to meet a mandatory water conservation/rationing program base on the CCF's our property will be allotted. Surely 700 to 1100 new homes/units in the El Paseo area will only add to the need for water and create even more severe rationing and high prices that surrounding residents have been incurring for the last several years and will incur even worse going forward.**

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks

Nancy and David Lietzke

ADDRESS REDACTED BY PBCE STAFF

Saratoga, Ca 95070

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Subject: El Paseo de Saratoga
Date: Tuesday, November 30, 2021 5:05:45 PM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Gail Falco <gailfalco@yahoo.com>
Sent: Monday, November 29, 2021 7:59 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Subject: El Paseo de Saratoga

You don't often get email from gailfalco@yahoo.com. [Learn why this is important](#)

[External Email]

Hi Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- A high rise building in this residential community is totally "out of place". This is a residential area with single family homes.
- This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock.

There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.

- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are.
- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga.

San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks,

Gail and Doug Falco

ADDRESS REDACTED BY PBCE STAFF

Saratoga, Ca. 95070

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October 19, 2021

Maira Blanco
City of San Jose
200 East Santa Clara St, 3rd Flr
San Jose, CA 95113

Ref: Gas and Electric Transmission and Distribution

Dear Maira Blanco,

Thank you for submitting the PDC19-049 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.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Comment on El Paseo High-Density Project
Date: Monday, November 29, 2021 8:37:55 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Nelson Yuen <nelsonyuen@yahoo.com>
Sent: Friday, November 26, 2021 3:28 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Comment on El Paseo High-Density Project

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[External Email]

Dear Maria,

As part of the public comment period of the EIR, I'm writing to express my STRONG opposition to the El Paseo project that San Jose is proposing for new housing. My family lives in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed
- This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.
- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.
- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks,
Nelson Yuen
Saratoga Resident

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Last 2.5 hours left. Please sign and send to Maira at the e-mail posted!!!
Date: Monday, November 29, 2021 4:33:37 PM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Gail O'Hanlon <ohanlongail@gmail.com>
Sent: Monday, November 29, 2021 4:28 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Re: Last 2.5 hours left. Please sign and send to Maira at the e-mail posted!!!

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[External Email]

Looks good to me.

On Mon, Nov 29, 2021, 2:33 PM Betty Bennett-Morse <bettebupe@pacbell.net> wrote:

—Suggested email to send to San Jose's Department of Planning, Building and Code Enforcement Maira.Blanco@sanjoseca.gov

Hi Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

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Thanks

Gail O'Hanlon

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November 30, 2021

Maira Blanco
City of San Jose
200 East Santa Clara St, 3rd Flr
San Jose, CA 95113

Re: PDC19-049 EIR
1312 El Paseo & 1777 Saratoga Avenue, San Jose, CA

Dear Maira Blanco,

Thank you for giving us the opportunity to review the subject plans. The proposed PDC19-049 EIR is within the same vicinity of PG&E's existing facilities that impact this property.

PG&E operates existing underground gas and electric distribution facilities within an easement on this property in the area of the proposed demolition and new development. The proposed new buildings appear to be within said building restricted easement. Therefore, your proposed project impacts our easement rights, and an easement modification or new easement may be necessary. Please provide updated plans referencing these easements and underground facilities so that the Company can make a proper determination.

Please contact the Building and Renovation Center (BRSC) for facility map requests by calling 1-877-743-7782 and PG&E's Service Planning department at www.pge.com/cco for any modification or relocation requests, or for any additional services you may require.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding our response, please contact me at alexa.gardea@pge.com.

Sincerely,



Alexa Gardea
Land Management
916-760-5738

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo project
Date: Monday, November 29, 2021 8:39:12 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: paulmw@bookbrowse.com <paulmw@bookbrowse.com>
Sent: Friday, November 26, 2021 3:36 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El Paseo project

You don't often get email from paulmw@bookbrowse.com. [Learn why this is important](#)

[External Email]

Hi Maira:

As part of the public comment period of the EIR, we're writing to express our **STRONG** opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. El Camino and Lawrence Expressway would be a better location.
- This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will only increase the traffic stress. There is only one bus line (line 26) that goes along this area. Developing without any consideration for traffic or proposed mass transit (not light rail which lacks credibility for many reasons) would be short-sighted.
- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.
- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thank You.

Paul Morgan-Witts

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: The El Paseo de Saratoga high-density project
Date: Monday, November 29, 2021 8:39:42 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Johnson Chen <jhaochen@yahoo.com>
Sent: Friday, November 26, 2021 3:36 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: The El Paseo de Saratoga high-density project

You don't often get email from jhaochen@yahoo.com. [Learn why this is important](#)

[External Email]

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Thanks
Hao Chen

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Notice of Availability (NOA) of a draft Environmental Impact Report for the El Paseo & 1777 Saratoga Avenue Mixed-Use Project (PDC19-049) and Public Comment Period
Date: Tuesday, November 30, 2021 5:03:24 PM

Comment from Valley Water below.

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Shree Dharasker <sdharasker@valleywater.org>
Sent: Monday, November 29, 2021 3:48 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Cc: Michael Martin <MichaelMartin@valleywater.org>
Subject: RE: Notice of Availability (NOA) of a draft Environmental Impact Report for the El Paseo & 1777 Saratoga Avenue Mixed-Use Project (PDC19-049) and Public Comment Period

You don't often get email from sdharasker@valleywater.org. [Learn why this is important](#)

[External Email]

Dear Ms. Blanco:

The Santa Clara Valley Water District (Valley Water) has reviewed the draft Environmental Impact Report (EIR) for the 1312 El Paseo and 1777 Saratoga Avenue Mixed-Use Village Project and has the following comments:

Valley Water notes that the Water Supply Assessment (WSA) is based on different mix of development than the project presented in the EIR. The WSA includes 850 residential units, 67,500 square feet retail, and 450,000 square feet commercial for option 1; while the EIR is based on 1,100 residential units and 165,000 square feet of commercial. Based on the use factors in the WSA, the proposed increase in water use for option 1 in the EIR would be similar to option 2, about 340 acre feet per year.

The WSA and EIR determine that there is adequate water supplies to support the project into the future and states that water conservation measures will be incorporated into the project to minimize water use, but does not define what measures would be required. Re-development of the site provides opportunities to minimize water and associated energy use by requiring water conservation measures above State standards. The City should consider requiring measures from the Model Water Efficient New Development Ordinance, which include:

- Hot water recirculation systems
- Graywater dual distribution plumbing

- Alternate water sources collection (like cisterns) and recycled water connections as feasible
- Encourage non-potable reuse of water like recycled water, graywater and rainwater/stormwater in new development and remodels through installation of dual plumbing for irrigation, toilet flushing, cooling towers, and other non-potable water uses
- Require dedicated landscape meters
- Require installation of separate submeters to each residential unit and individual spaces within commercial buildings to encourage efficient water use
- Weather- or soil-based irrigation controllers.

Even though the site is not adjacent to a formal recharge facility operated by Valley Water, the site is located in an area that generally supports natural groundwater recharge. The overall reduction in impervious surface can help increase nature groundwater recharge. Low impact Development (LID) elements required to support surface and groundwater quality should be designed to also support natural groundwater recharge of clean stormwater.

Valley Water has no right of way at this location. The proposed redevelopment is located on the San Tomas Creek watershed, within flood zone D, areas where flood hazards are undetermined but possible. Valley Water records indicate that there is one abandoned well on the subject project. While Valley Water has records for most wells located in the County, it is always possible that a well exists that is not in Valley Water records. If previously unknown wells are found on the subject property during development, they must be properly destroyed under permit from Valley Water, or registered with Valley Water and protected from damage. For more information, please call Valley Water's Well Ordinance Program hotline at (408)630-2660.

Please contact me if you have any questions,

Shree Dharasker
Associate Engineer-Civil
Community Projects Review Unit
(408)630-3037

From: Blanco, Maira <Maira.Blanco@sanjoseca.gov>

Sent: Friday, October 15, 2021 1:42 PM

Subject: Notice of Availability (NOA) of a draft Environmental Impact Report for the El Paseo & 1777 Saratoga Avenue Mixed-Use Project (PDC19-049) and Public Comment Period

**NOTICE OF AVAILABILITY (NOA) OF
A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE
1312 EL PASEO & 1777 SARATOGA AVENUE MIXED-USE VILLAGE PROJECT AND PUBLIC
COMMENT PERIOD**

Project Description: The project is proposed on two sites and includes a rezoning to support the demolition of existing structures on the sites totaling approximately 121,600 square feet and the development of one of the following development scenarios:

Non-Education Mixed-Use Option

Under the Non-Education Mixed-Use Option, the proposed uses would be provided in three buildings ranging from eight to 11 stories (up to 145 feet tall). This option would consist of up to 1,100 multifamily units and 165,000 square feet of general commercial space.

Education Mixed-Use Option

Under the Education Mixed-Use Option, the proposed uses would be provided in four buildings ranging from seven to 10 stories (up to 130 feet tall). This option would construct up to 730 multifamily units, 66,000 square feet of general commercial space, a K-12 private school, and a 200-room dorm facility.

Location: The project is proposed on a total of approximately 10.7 acres located at the intersection of Saratoga Avenue and Lawrence Expressway/Quito Road in San José. The project consists of two sites:

- **El Paseo** (a portion of Assessor Parcel Number [APN] 403-33-014), which is approximately 8.9 acres in size and located at the southeast corner of Saratoga Avenue and Quito Road; and
- **1777 Saratoga Avenue** (APNs 386-10-033, -036, -044, -045, and -046), which is approximately 1.8 acres in size and located at the northeast corner of Saratoga Avenue and Lawrence Expressway.

Council District: 1

File No.: PDC19-049

The proposed project will have potentially significant environmental effects on Air Quality, Biological Resources, Hazardous Materials, Noise, and Transportation. The California Environmental Quality Act (CEQA) requires this notice to disclose whether any listed toxic sites are present at the project location. The site is not listed on the Cortese List.

The Draft EIR and documents referenced in the Draft EIR are available for review online at the City of San José’s “Active EIRs” website at www.sanjoseca.gov/activeeirs.

A hard copy of the of EIR is available for viewing at the Dr. Martin Luther King Jr. Library located at 150 E. San Fernando Street, San Jose, CA 95112 or by appointment at the San José City Hall Permit Center located at 200 E Santa Clara St, San Jose, CA 95113. Should you wish to review a hard copy, please contact by email Maira.Blanco@sanjoseca.gov.

The public review period for this Public Review Draft EIR begins on **October 15, 2021 and ends on November 29, 2021**. Written comments must be received at the Planning Department by **5:00 p.m. on November 29, 2021** to be addressed as part of the formal EIR review process. Comments and questions should be referred to Maira Blanco in the Department of Planning, Building and Code Enforcement via e-mail: Maira.Blanco@sanjoseca.gov, or by regular mail to:

Attn: Maira Blanco
200 East Santa Clara Street, 3rd Floor
San José, CA 95113

For the official record, please include your name in the comment letter and reference **File No. PDC19-049**.

Following the close of the public review period, the Director of Planning, Building, and Code Enforcement will prepare a Final Environmental Impact Report that will include responses to comments received during the review period. At least ten days prior to the public hearing on the EIR, the City's responses to comments received during the public review period will be available for review and will be sent to those who have commented in writing on the EIR during the public review period.

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Objection to the El Paseo de Saratoga high-density project
Date: Monday, November 29, 2021 10:16:50 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Alan Ji <alangji@gmail.com>
Sent: Saturday, November 27, 2021 2:16 AM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Objection to the El Paseo de Saratoga high-density project

You don't often get email from alangji@gmail.com. [Learn why this is important](#)

[External Email]

Hi Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

NONE of these 1,100 units are for low-income/below-market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong-minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that has failed

This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.

This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job

markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.

Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise, or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks

Alan Ji

ADDRESS REDACTED BY PBCE STAFF, Saratoga, CA 95070

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Opposition to the El Paseo project for new housing
Date: Monday, November 29, 2021 9:33:35 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Phoebe Poon <phoebe.poon@gmail.com>
Sent: Friday, November 26, 2021 5:58 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Opposition to the El Paseo project for new housing

You don't often get email from phoebe.poon@gmail.com. [Learn why this is important](#)

[External Email]

Hi Maira:

As part of the public comment period of the EIR, we're writing to express our **STRONG** opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

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Thanks,
Phoebe Poon

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo Project
Date: Monday, November 29, 2021 2:24:39 PM
Attachments: [image002.png](#)

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Jacque Phillips <jphillips@accucare.com>
Sent: Monday, November 29, 2021 2:21 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El Paseo Project

You don't often get email from jphillips@accucare.com. [Learn why this is important](#)

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Hi Maira:

As part of the public comment period of the EIR, we're writing to express our strong opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

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Thanks

Jacque Phillips

Jacqueline Phillips RN, BSN

President/Founder

AccuCare Home Health Care of St. Louis | AccuCare Event Medical

Email: jphillips@accucare.com

Phone: 314-692-0020 | Mobile: 314-520-0000

1185 N. Price Rd. | St. Louis, MO 63132

www.accucare.com | www.accucareeventmedical.com



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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo
Date: Monday, November 29, 2021 8:36:12 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Alan Levenson <allevenson@comcast.net>
Sent: Friday, November 26, 2021 3:07 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El Paseo

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[External Email]

Dear Ms Blanco

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. I live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

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Thanks

Alan Levenson

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Opposition to El Paseo Project
Date: Monday, November 29, 2021 10:37:56 AM

Maira Blanco
Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

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

From: Pranav Kotamraju <sargam9@yahoo.com>
Sent: Saturday, November 27, 2021 8:48 AM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Opposition to El Paseo Project

[You don't often get email from sargam9@yahoo.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

[External Email]

Hi Maira,

As part of the public comment period of the EIR, we're writing to express our **STRONG** opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

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Thanks

Pranav Kotamraju and Deepika Ummethala
ADDRESS REDACTED BY PBCE STAFF
Saratoga, CA 95070

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: 1312 EL PASEO & 1777 SARATOGA AVENUE MIXED-USE VILLAGE PROJECT AND PUBLIC COMMENT PERIOD
Date: Wednesday, November 24, 2021 9:53:46 AM

2 of 2

Maira Blanco
Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

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

From: Janice Lin <janiceclin@gmail.com>
Sent: Tuesday, November 23, 2021 8:55 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: 1312 EL PASEO & 1777 SARATOGA AVENUE MIXED-USE VILLAGE PROJECT AND PUBLIC COMMENT PERIOD

[You don't often get email from janiceclin@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

[External Email]

Hello,

I would like to participate in the public comment period.

I support trying to build something nice and pleasant, similar to Santana Row and Main Street Cupertino.

I do not support trying to bring in a large retailer like Costco. Is Costco one of the retailers being considered for these sites? It's common knowledge that traffic and parking around Costco stores are horrendous. There are schools around the area and it's already a busy thoroughway for many who commute. We cannot afford further traffic jams in that area.

Thank you,
Janice

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo Shopping center plans...
Date: Monday, November 29, 2021 11:05:09 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Austin Kilburn <austinkilburn2004@yahoo.com>
Sent: Sunday, November 28, 2021 5:53 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El Paseo Shopping center plans...

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[External Email]

Dear Maira.

I live in Saratoga off Quito and I strongly suggest that we do not allow this building exercise for 1100 homes go into effect. The traffic in the morning and afternoon can be pretty gnarly as it is now with the Lucky and other stores closed there and with no buses going thru that area on Saratoga Avenue, this new load will cause huge backups. Also the air pollution from those extra cars and heating and air conditioning units will be bad for the environment and I am quite certain that the electrical and water and sewage needs would not be able to be met without some major changes to Saratoga/Campbell. Please strongly consider alternatives to this planned huge project. Thank you for whatever you can do. Austin and Barbara Kilburn (Retired and living on ADDRESS REDACTED BY PBCE STAFF).

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Feedback: The El Paseo de Saratoga high-density project
Date: Monday, November 29, 2021 10:13:37 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Prijesh Patel <prijesh@gmail.com>
Sent: Saturday, November 27, 2021 12:00 AM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Feedback: The El Paseo de Saratoga high-density project

You don't often get email from prijesh@gmail.com. [Learn why this is important](#)

[External Email]

Hi Maira

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver's plan attempting to lower housing costs by increasing housing supply that have failed

This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.

This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.

Infrastructure is not addressed. Developers are getting a great deal with all this new state

legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks
Prijesh Patel
Saratoga CA

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Oppose El Paseo project...
Date: Monday, November 29, 2021 9:33:05 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Jeff Lichtman <samm717@yahoo.com>
Sent: Friday, November 26, 2021 5:24 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Oppose El Paseo project...

You don't often get email from samm717@yahoo.com. [Learn why this is important](#)

[External Email]

Hi Maira,

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- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.

- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

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Thanks

Jeff Lichtman

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Sent from my iPhone7

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Baker West Neighborhood Association

Making something good... Great!

November 28, 2021

City of San Jose
Dept. of Planning, Building & Code Enforcement
Attn: Maira Blanco, Environmental Project Manager
and Manual (Alec) Atienza, Project City Planner
200 East Santa Clara Street, 3rd Floor Tower
San Jose, CA 95113-1905

**Sent Via Email To: Maira.Blanco@sanjoseca.gov and
alec.atienza@sanjoseca.gov**

Re: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE 1312 EL PASEO &
1777 SARATOGA AVENUE MIXED-USE VILLAGE PROJECT

FILE NOs: PDC19-049 and PD20-006 PROJECT APPLICANT: El Paseo
Property Owner, LLC. APNs: 368-10-033, 386-10-036, 368-10-044, 368-10-045,
368-10-046, and a portion of 403-33-014

Dear Ms. Blanco and Mr. Atienza:

The Baker West Neighborhood Association (BWNA) would like to submit our comments on the Draft Environmental Impact Report (DEIR) on the above referenced City of San Jose El Paseo project (El Paseo). We continue to be deeply concerned about the El Paseo project and what has been deemed mitigated in your DEIR. As the neighborhood that is directly adjacent to the project, we seek clarity to understand the details of your various implementation plans to ensure that the impacts to our neighborhood will in fact be mitigated to a less than significant level.

We remain optimistic with the stated preference of the Non-Education Mixed-Use option but believe that on-going communications will remain critical. It is our understanding that there will be a designated liaison of the project for any issues that arise but that is not a sufficient mitigation measure. How will you solve neighborhood issues or construction non-compliance? What will the process be?

There are various areas that we would like to have addressed and will highlight the DEIR sections on aesthetics, land use and planning, noise, population and housing, public services and recreation, and transportation.

Aesthetics

The building heights will be the tallest in all of the surrounding vicinity going from the existing conditions of 1-2 stories to up to 11 stories. The DEIR section 3.1.2.1 *Project and Cumulative Impacts* states that both options of the El Paseo Project will not result in significant aesthetic impacts. BWNA understands that high-rise mixed-use projects can be 8 stories but disagrees with the DEIR assessment and would like to know how this is compatible with the adjacent single-family homes? How is this not changing the visual aesthetics and view shed of the neighborhood forever? What is the rationale for having such high residential density to push the height to 11 stories? We also understand the concept of a “*Signature Project*” and “*Urban Village*” designation but help us understand why 11 stories do not have significant impacts?

Land Use & Planning

BWNA would like to understand the entitlements to the El Paseo project of 2,500 dwelling units and only producing 1,500 jobs. The San Jose General Plan goals are to have 120,000 dwelling units and 382,200 jobs by 2040. Why is the project not required to have a higher ratio of jobs to dwelling units? What are the criteria being used to determine their entitlements of the entire area, not just the present project?

Noise

BWNA residents will be living with the El Paseo project daily for four years or more since it is estimated the completion of the first phase of the project estimated at 42/46 to 52 months. The impacts of a project with activities from 7am to 7pm every weekday is significant to those who live here. Additionally, the nighttime construction activities for concrete pouring from 7pm to 9pm causes even greater impacts to our neighborhood. Will we be given a schedule of activities with advanced notice? In the DEIR, these activities are for a 15-day period. Can we create a *Community Benefit Fund* to fine them if they go beyond the 15-day period? If the implementations of the mitigation plans are not complied with, what are the consequences?

Population & Housing

BWNA recognizes the need for affordable housing but it is unclear how many of these initial 1,100 multi-family will remain affordable. What is the ratio of market, low, very-low or any extremely-low income units in the El Paseo?

Public Services & Recreation

The creation of more open space and park area in the El Paseo project is a positive amenity. As the neighbor directly adjacent to the project, we recommend creating a preference for use by neighbors in the area. In the past, BWNA has had larger neighborhood activities and had to go through the process of street closures. Would this suggestion be a possibility? What criteria would be used for the use of the open space for small, medium or large events? Would the open space be dedicated and run by the City of San Jose Parks Department? Would it be maintained by the project proponents?

Transportation

Traffic, circulation, parking and safety are issues of major concern to BWNA. We continue to be concerned of the intersection of Quito and Northlawn Drive and how the El Paseo project contributes to continuous congestion impacts. The suggestion of a signal light at the intersection would alleviate some of the impacts and provide greater controlled mitigation measures. We also remain concerned about the increase impact of more traffic on Northlawn Drive that used as a bypass. The four-way stop signs on Northlawn Drive/Colusa Way and Northlawn Drive/Elmwood Drive & Mayfield Avenue are not safe with an increase in traffic that has cars or trucks speeding by. Can there be calming measures installed and required to mitigate the increase in traffic?

On-site parking has been provided but BWNA wants to have greater clarity on what mitigation measures will be provided to prevent the spillover of parking in our neighborhood?

We have also attached additional detailed comments and questions (Addendum A) that are more specific to the Hexagon report and would like to make it as part of this letter.

We look forward to hearing your responses to our questions and appreciate your attention to our neighborhood concerns.

Sincerely,



Rosemary Kamei
President, Baker West Neighborhood Association

cc: Vice Mayor Chappie Jones district1@sanjoseca.gov
Cassidy Kohl Cassidy.kohl@sanjoseca.gov

Addendum A

TRANSPORTATION ANALYSIS – Hexagon Transportation Consultants, Inc.

I.1 VMT Impact from residential occupants

The report states the residential portion of the El Paseo site exceeds the max San Jose VMT threshold and “would result in a significant transportation impact on VMT.”

Two mitigations are proposed on page (ii): (1) “traffic calming” at the Campbell Ave/Hamilton Ave “pork chop”; (2) unbundled parking space charges to residents to discourage second cars and/or discourage any vehicle. Hexagon claims an 18% reduction in VMT from the two mitigations, resulting in a 10.09 VMT vs. the SJ VMT max of 10.12.

I.1a. What is the calculated VMT reduction for each of the (2) mitigations individually? We cannot find these listed in the report.

I.1b. Mitigation #1: How does physical modification of the Campbell Ave/Hamilton Ave “pork chop” intersection help mitigate and reduce the VMT?

The detailed changes do not appear to significantly improve the underlying traffic infrastructure.

I.1c. Mitigation #2: While admirable, the plan may simply motivate residents to park their secondary or primary vehicles in surrounding neighborhood streets or nearby commercial lots such as Westgate. If this occurs the vehicular traffic is added back into the project total trips total and back on surrounding local surrounding roads.

What local data exists on vehicle suppression rates for such measures?
How does the data support the VMT reduction associated with mitigation #2?
What measures, if any, are used by other projects using such parking mitigation to prevent spill into surrounding neighborhoods and/or commercial lots.

Mitigation #2 does not appear to be a permanent, fixed mitigation but rather one whose impact varies with adoption by the then current residents. It seems an alternative way to mitigate VMT to meet SJ city targets is to decrease the number of residential units down from the report’s 1100 units. Clearly, this would decrease the associated number of vehicles and trips in our area but perhaps not VMT. There is no mention of this.

I. 2 VMT Impact from office/medical occupants

The report states the office/medical office portion of the El Paseo site exceeds the max San Jose VMT threshold and “would result in a significant transportation impact on VMT.”

Three mitigations are proposed on page (iii): (1) “traffic calming” at the Campbell Ave/Hamilton Ave “pork chop”; (2) office worker education & marketing to reduce the number of trips by encouraging employees to use alternate transportation such as “transit, shared rides, walking, and bicycling” for their work travel; 3) office tenant requirements for flex work schedules and employee telecommute options. Hexagon claims a 10% reduction in VMT after the three mitigations resulting in a 12.15 VMT vs. the SJ VMT max of 12.21.

2a. What is the calculated VMT reduction for each of the (3) mitigations individually? We cannot find these listed in the report?

2b. Mitigation #1: How does physical modification of the Campbell Ave/Hamilton Ave “pork chop” intersection help mitigate and reduce the VMT? The detailed changes don’t appear to significantly improve the underlying traffic infrastructure.

2c. Mitigation #2: How often is the transit campaign run during a year and when do the campaigns end? Is this an ongoing, regular campaign for the site owners? In the worst case, if the campaign(s) is not successful what is the impact to the VMT reduction?

2d. Mitigation #3: What are the detailed requirements on office tenants for the options on flex hours/telecommute? If the telecommute/flex hours are not used by employees what is the impact to the VMT reduction?

2e. The proposed project mitigations #2 & #3 do not appear to guarantee a permanent/sustained mitigation to achieving San Jose’s target VMT. What assures the longevity of the proposed VMT reductions?

2f. It seems an alternative way to mitigate VMT and meet SJ city targets would be to decrease the number of office workers and/or space allocated to offices. Clearly, this would decrease the associated number of vehicles and trips in our area but perhaps not VMT. There is no mention of this here.

I.3 Net New Trips for the non-Educational Plan

For the 1100 residences of the non-Education plan, Hexagon estimates on page v:

AM commute, peak hr:	386 net new daily trips In: 147; Out: 238
PM commute, peak hr:	434 net new daily trips In: 231; Out: 207

I.3a. Assuming only 1 resident per unit and using 238 net new resident trips during peak commute hours means that only 22% of the residents make a vehicular trip during peak commute hours. If correct, this seems unusually low.

What are the modeled and/or assumed daily travel/non-travel behaviors of the remaining 860 residents during the rest of the day?

I.4 Highway Access: Impact to Street Traffic from on-ramp backups

According to Table 6, page 43, the project generates 5159 new daily trips. We understand, according to figure 14 that the allocation of the 5159 daily trips to some roadways of interest is as follows:

Saratoga Avenue:	35% of residential trips; 25% of office trips
Lawrence Expressway:	15% of residential trips; 5% of office trips.
SB-85:	10% of residential trips; 5-15% of office trips
280:	15% of residential trips; 10% of office trips

With those numbers in mind we have the following comments and questions.

I.4a Saratoga Avenue to SB-85 N, S On-ramps:

Page 24 of the report states: *“On-ramps were not analyzed as all on-ramps from Saratoga Avenue to SR 85 are not metered during peak commute periods. Thus, vehicles may travel freely onto the freeway without experiencing delay due to a meter.”*

Pre-pandemic, both on-ramps were metered during the week. We believe this as the norm that should be analyzed. Currently, the northbound meters operate during the AM commute hours. Also pre-pandemic, both the northbound and southbound ramps onto SB-85 were jammed during morning commute hours causing traffic backups onto the Saratoga Avenue approaches. Assuming pre-pandemic traffic levels return, we expect these entrance ramp backups onto Saratoga Avenue commute to return and become worse due to this project.

I.4b Saratoga Avenue to 280 N, S On-Ramps

There is no mention of these on-ramps ramps in the Hexagon report. Pre-pandemic, these entrance ramps were usually jammed in the AM and PM commute hours resulting in significant backup from the ramp onto Saratoga Avenue approaches. We expect the pre-pandemic backups on these Saratoga approaches to 280 to become worse due to this project as well as other Saratoga Avenue projects.

I.4c Lawrence Expressway to 280 On-Ramps

There is no mention of 280 on-ramps backups onto Lawrence during peak commute hours nor an analysis of impact from new project trips.

I.5 Project Impact to Surrounding Local Roads

1.51 Northlawn Drive

Page 79 of the report states that the project would not add any trips to the existing traffic volume. The basis for the statement appears to rely on analysis of Northlawn Drive traffic speeds and volume from 2015.

What is the validity of this approach?

Are there examples from other local projects to support this approach?

BWNA is concerned about bypass traffic created by the project as residents and office workers attempt to bypass project created congestion on Saratoga Avenue.

1.51 Bucknall Road:

There is little analysis of traffic impact to Bucknall Road especially in the morning commute hours.

Of particular safety concern are two educational facilities with loading zones situated off Bucknall: Baker Elementary School and Harker School.

The possibility of traffic seeking bypass relief from congestion on Saratoga and/or Quito onto Bucknall should be considered.

1.51 Impact of proposed Costco Site:

There is a proposed Costco warehouse development targeted within less than a mile of the El Paseo site development. There is no modeling or holistic view of how the El Paseo project and the nearby Costco project will interact and impact traffic on Lawrence, Prospect, Hamilton, and Saratoga Avenues.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: 1312 EL PASEO & 1777 SARATOGA AVENUE MIXED-USE VILLAGE PROJECT
Date: Monday, November 29, 2021 8:49:33 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Ray froess <ray@froess.com>
Sent: Friday, November 26, 2021 4:48 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: 1312 EL PASEO & 1777 SARATOGA AVENUE MIXED-USE VILLAGE PROJECT

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We are opposed to this development. Cramming more housing solves nothing.

Refer to the Draft Environmental Impact Report Project File No: PDC19-049 [637698916556470000](#) (sanjoseca.gov)

This project adds residential units to the existing retail shopping. Currently it has 96,440 + 25,184 = 121,624 sq ft of commercial space. There are two proposals. The non-educational proposal has 1,100 multifamily residential plus 165,000 sq ft commercial space. The educational mixed use has 730 (370 fewer) residential and 105,000 (60,000 less) commercial. Either proposal increases the total number of people on site.

In the Transportation Analysis [Microsoft Word - El Paseo TA 2021-10-06 \(sanjoseca.gov\)](#), the conclusions on page 116 says, "According to the VMT tool, the VMT generated by the residential use of the project (11.07 VMT per capita) would exceed the threshold of 10.12 VMT per capita; therefore, the residential use would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact."

The misleading word often used of "mitigation" has platitudes like "Provide Pedestrian Network/Traffic Calming Improvements", "Provide Commute Trip Reduction Marketing and Education" and "Telecommuting and Alternative Work Schedule Program" – In reality, we have a permanent traffic mess!

The area around El Paseo is already a congested area. As you know, a 10% increase of traffic in a congested area creates gridlock. Forty or so years ago, we were told how Highway 85 would solve Saratoga's traffic problems. Obviously it made it worse.

In the San Jose Water Assessment [Microsoft Word - El Paseo and 1777 Saratoga Ave Mixed Use Village WSA \(REVISED 05-15-2020\).docx \(sanjoseca.gov\)](#), on page 16, they conclude the project has negligible overall impact. They bury the local impact by adding it to all demand. This is typical of SJ Water misleading information. More people means more water consumption.

We already have traffic, water, electrical, waste recycling problems, etc. San Jose should stop exacerbating these problems and represent us by opposing illegal immigration.

Ray Froess

(408) **PHONE NUMBER REDACTED BY PBCE STAFF**

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: The El Paseo de Saratoga high-density project
Date: Monday, November 29, 2021 10:10:41 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: annexp1 <annexp@gmail.com>
Sent: Friday, November 26, 2021 7:27 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: The El Paseo de Saratoga high-density project

You don't often get email from annexp@gmail.com. [Learn why this is important](#)

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We object for the following reasons:

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- This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.
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Thanks

Jitendra Patel

Saratoga, CA

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: STRONG opposition to the El Paseo project
Date: Monday, November 29, 2021 8:46:50 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Baris Posat <baris_posat@yahoo.com>
Sent: Friday, November 26, 2021 4:38 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: STRONG opposition to the El Paseo project

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Thanks

Baris Posat

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo proposal
Date: Monday, November 29, 2021 11:01:42 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: randb65 <randb65@aol.com>
Sent: Sunday, November 28, 2021 6:53 AM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El Paseo proposal

You don't often get email from randb65@aol.com. [Learn why this is important](#)

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I am against either of the 2 proposed plans that involve high rise density living. That intersection with Westgate Mall and the soon to be developed Westgate West will only add to the congestion that already exists. And by the way, don't we already have a water shortage? Doesn't building more living spaces only contribute to that water crisis?

All this building and expansion only benefits Saratoga residents, NIMBY.

Rebecca Mitzel

ADDRESS REDACTED BY PBCE STAFF

Sent from my T-Mobile 4G LTE Device

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Strong Opposition El Paseo Project in San Jose
Date: Monday, November 29, 2021 10:13:10 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: J H <joannah2005@yahoo.com>
Sent: Friday, November 26, 2021 10:11 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Strong Opposition El Paseo Project in San Jose

You don't often get email from joannah2005@yahoo.com. [Learn why this is important](#)

[External Email]

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- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.
- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks!

Best regards,
Joann

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Object The El Paseo de Saratoga High-Density Project
Date: Monday, November 29, 2021 10:12:34 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Belle Chang-Li <bchangli@hotmail.com>
Sent: Friday, November 26, 2021 9:19 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Object The El Paseo de Saratoga High-Density Project

You don't often get email from bchangli@hotmail.com. [Learn why this is important](#)

[External Email]

Hi Maria:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed
- This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.
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better location.

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This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We must live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks!

Belle Chang-Li
ADDRESS REDACTED BY PBCE STAFF,
Saratoga, CA 95070

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File No: File No: PDC19-049 – Draft EIR
1312 El Paseo & 1777 Saratoga Avenue – Mixed Use Village Project

Subject: Resident Comments/Questions to Draft EIR

From: John Oberstar, Resident - Baker West Neighborhood

To: Maira Blanco, Project Manager
Maira.Blanco@sanjoseca.gov

Manual (Alec) Atienza, Project - City Planner
alec.atienza@sanjoseca.gov

cc: Charles “Chappie” Jones, Vice-Mayor & District 1 Councilman
district1@sanjoseca.gov

Cassidy Kohl
Cassidy.kohl@sanjoseca.gov

I am a resident of the Baker West neighborhood, directly south of the El Paseo project. Please find below my comments and questions regarding the Draft EIR, File PDC19-049, “El Paseo & 1777 Saratoga Avenue Mixed-Use Project.” The items are listed in order as they appear in the DEIR document and not in any rank order. Page and section numbers are in reference to the DEIR.

Page 19, Section 2: Project Information

According to this section, Building 3 on the El Paseo site would “be 11 stories tall (up to 145 feet of the tallest point of the building).” Additionally, on page 192, it is described as including “an 11th floor roof-top deck.”

The neighborhood has earlier expressed concerns about buildings of 10 stories and more. This was motivated by several factors:

- > Such building heights exceed other tall buildings in the area and do not fit in with the character of the area. For example, Kaiser Hospital on Lawrence is only ~ 90ft in height.
- > Such buildings do not fit the character of the community south of the project which the DEIR states consist of 1-2 story single family residences.
- > Concerns about the home and back yard privacy of residents on the project southern boundary from the residents in such tall buildings.

a. The DEIR proposes what I believe is a high-density structure on a small portion of the total El Paseo site acreage; 8.7 acres is ~ 1/4 to 1/3 of the site acreage.

What are the housing plans or housing constraints on the remainder of the El Paseo site?

b. The panoramic views of hillside areas including the “foothills of the Santa Cruz Mountains, are identified as key scenic features in the City” (page 44).

Is an 11-story, 145-foot-tall building in this area of significantly shorter structures not a substantial adverse effect on this “key scenic feature of the City”?

Pages 136 – 140, Section 3.9: Hazardous Materials

I concur with the recommendations on pages 1 and 2 of Appendix F regarding site assessment surveys for asbestos-containing materials (ACM) and lead-based paints (LBP) in the buildings as well as for any soil contaminants. As a resident of Baker West, the community closest to the project, this is of high importance.

- a. Does the DEIR confirm that that such assessments will be done to identify all potential hazardous materials before any demolition, excavation, and removal these materials?

Pages 164, Section 3.17.2.1, Land Use & Planning

Table 3.11.1 on page 168 summarizes the General Plan requirements on densities and FAR. Considering the neighborhood's earlier expressed concerns regarding building heights, I note that the proposed project density is 89 du/ac versus the SJ City General Plan threshold of 55 du/ac.

- a. Why is a high-density, 11 story structure being proposed on such a small portion of the total El Paseo acreage. 8.7 acres is ~ 1/4 - 1/3 of the total El Paseo site acreage.

Pages 231 – 233, Section 3.17.2.1: Transportation Analysis - VMT Mitigations Non-Education Use - Residential Component

Two mitigations are proposed on pgs. 232 and 233: **MM TRN-1.1**- "traffic calming" at the Campbell Ave/Hamilton Ave "pork chop"; **MM TRN-1.2** - unbundled parking space charges to residents to discourage primary or second vehicles. An 18% reduction in VMT (appendix I) is claimed from the two mitigations, resulting in a 10.09 VMT vs the SJ VMT max of 10.12.

- a. What is the calculated VMT reduction for each of the two mitigations individually, i.e... how much of the 18% reduction comes MM TRN-1.1 and how much from MM TRN-1.2?
I cannot find these listed in the report.
- b. MM TRN-1.1: How does physical modification of the Campbell Ave/Hamilton Ave "pork chop" intersection help mitigate and reduce the VMT? The detailed changes do not appear to significantly improve the underlying traffic infrastructure.
- c. MM TRN-1.2: As I understand it, this mitigation would encourage residents to not own primary and secondary vehicles by allowing them to rent out their unused parking space to other tenants. My concern is that this may motivate residents to park their primary/secondary vehicles in surrounding neighborhood streets or nearby commercial lots such as Westgate. If this occurs the vehicular traffic is added back into the project total trips total and back on surrounding local surrounding roads.
 - c.1 What local data exists on vehicle suppression rates for such measures?
 - c.2 How does the data support the VMT reduction associated with mitigation MM TRN-1.2?
 - c.3 What measures, if any, are used by other projects using such parking mitigation to prevent parking spillage into surrounding neighborhoods and/or commercial lots?

- c.4 Does the annual VMT monitoring plan continue indefinitely or is there a defined end to the monitoring?
- c.5 If sustained or repeated non-compliance occurs, what is the City penalty recourse? Is there any history that shows such penalties do result in sustained compliance?

Mitigation MM TRN-1.2 does not appear to be a permanent, fixed mitigation but rather one whose impact varies with adoption by the then current residents.

It seems an alternative way to mitigate VMT to meet SJ city targets is to decrease the number of residential units down from the report's 1100 units. Clearly, this would decrease the associated number of vehicles and trips in our area but perhaps not VMT.

**Pages 233 – 234, Section 3.17.2.1, Transportation Analysis - VMT Mitigations
Non-Education Use - Commercial & Medical Office Component**

Two mitigations are proposed on page 234: **MM TRN-1.1**- “traffic calming” at the Campbell Ave/Hamilton Ave “pork chop”; **MM TRN-2.1(a)** office worker education & marketing to reduce the number of trips by encouraging employees to use alternate transportation such as “transit, shared rides, walking, and bicycling” for their work travel; **MM TRN-2.1(b)** office tenant requirements for flex work schedules and employee telecommute options.

A 10% reduction in VMT (appendix I) is claimed from the two mitigations resulting in a 12.15 VMT vs the SJ VMT max of 12.21.

- a. What is the calculated VMT reduction for each of the two mitigations individually, i.e... how much of the 10% reduction comes from MM TRN-1.1, MM TRN-2.1a, and MM TRN-2.1b?
I cannot find these listed in the report.
- b. MM TRN-1.1: How does physical modification of the Campbell Ave/Hamilton Ave “pork chop” intersection help mitigate and reduce the VMT? The detailed changes don’t appear to significantly improve the underlying traffic infrastructure.
- c. MM TRN-2.1(a): How often is the transit campaign run during a year? Is this an ongoing, regular campaign for the site owners? If not, when does the campaign end? In the worst case, if the campaign is not successful what is the impact to the estimated VMT reduction?
- d. MM TRN-2.1(b): What are the detailed requirements on office tenants for employee flex hours and/or telecommute options? If the telecommute/flex hours are not utilized by the employees what is the impact to the estimated VMT reduction?
- e. The proposed project mitigation MM TRN-2.1 (a),(b) do not appear to guarantee a permanent/sustained mitigation to achieving San Jose’s target VMT. What assures the longevity of the proposed VMT reduction from MM TRN-2.1?

Pages 241, Table 3.1.7.3 – Summary of Project Trip Generation Rates

For the 1100 residences of the non-Education plan, Table 3.1.7.3 lists:

AM commute, peak hour.: 293 net new daily trips

PM commute, peak hour.: 333 net new daily trips

Assuming only 1 resident per unit and using an average net new resident trip of 310 during either the AM or PM peak commute hour means that only 28% of the residents make a trip during a peak AM or PM commute hour. If correct, this seems low. When do the remaining residents travel and by what means?

- a. What are the modeled/assumed daily travel behavior of the remaining ~70%, ~770 residents during the rest of the day?

Pages 248, Section 3.1.73 - Freeway Ramp Operations - Both Options

The DEIR refers to Appendix I for ramp operations.

According to Appendix I, Table 6, page 43, the project generates 5159 new daily trips.

According to Appendix I, figure 14, I understand that the allocation of the 5159 daily trips to some roadways of interest is as follows:

Saratoga Ave:	35% of residential trips; 25% of office trips
Lawrence Expwy:	15% of residential trips; 5% of office trips.
SB-85:	10% of residential trips; 5-15% of office trips
280:	15% of residential trips; 10% of office trips

With those numbers in mind, I have the following comments and questions regarding highway ramp operations.

a Saratoga Avenue to SB-85 N,S On-ramps:

- * Page 24 of Appendix I states:

"On-ramps are not analyzed as all on-ramps from Saratoga Avenue to SR 85 are not metered during peak commute periods. Thus, vehicles may travel freely onto the freeway without experiencing delay due to a meter."

- * Currently, the northbound meter operates during the AM commute hours. (The operation of the southbound meter was not checked.) This is not consistent with the statement in Appendix I, page 24.
- * Pre-pandemic, both on-ramps were metered during weekdays. I believe this to be the norm that should be analyzed.
- * Also, pre-pandemic, both the northbound and southbound ramps onto SB-85 were often filled during morning commute hours causing traffic backups onto the Saratoga Avenue approaches. Assuming pre-pandemic traffic levels return, I expect these entrance ramp backups onto Saratoga Avenue during commute hours to return and likely become worse due to this project.

b Saratoga Avenue to 280 N, S On-Ramps

- * I do not see a discussion of these on-ramps in the DEIR or in Appendix I.
- * Pre-pandemic, these entrance ramps were often jammed in the AM and PM commute hours resulting in backups from the ramps onto the Saratoga Avenue approaches. I expect the backups on these Saratoga Ave/280 approaches to eventually return to pre-pandemic levels and become worse due to this project as well as due to the other Saratoga Avenue project.

c Lawrence Expwy to 280 On-Ramps

* Looking at the DEIR or Appendix I, I see no discussion of 280 on-ramps backups onto Lawrence during peak commute hours nor an analysis of impact from new project trips.

Pages 248, Section 3.1.73 – Impact to Local Roads

There are questions/concerns about local roads which do not appear to be addressed in the DEIR or in Appendix I.

a. Northlawn Drive

Appendix I, page 79 of the report states that the project would not add any trips to the existing traffic volume. The basis for the statement appears to rely on analysis of Northlawn traffic speeds and volume from 2015.

- * What is the validity of this approach to new project trips?
- * Are there examples from other local projects to support this approach?

I and others in the neighborhood are concerned about bypass traffic that might occur from the project by residents/office workers who attempt to bypass new traffic on Saratoga Avenue.

b. Bucknall Road:

There is little analysis of traffic impact to Bucknall Road especially in the AM commute hours. Of safety concern are the two educational facilities with loading zones situated off Bucknall: Baker Elementary School; Harker School.

The possibility of traffic seeking bypass relief from congestion on Saratoga and/or Quito onto Bucknall should be considered.

c. Impact of proposed Costco Site to Lawrence, Prospect, Hamilton, and Saratoga

The proposed Costco warehouse development is within less than a mile of the El Paseo site development. There is no modeling or holistic view of how the El Paseo project and the nearby Costco project will interact and impact traffic on Lawrence, Prospect, Hamilton, and Saratoga avenues

Page 278, Section 7.2.1.2 –Reduced Development Alternatives

Table 7.2-2 states that the “Reduced Development” alternative meets only 5 of the 8 Project Objectives (page 30). The DEIR states that Project Objectives 1,2, and 3 are not met under the reduced development alternative.

If I understand correctly, the DEIR “Reduced Development Alternative” scenario used the minimum required residential units (586) and the minimum amount of commercial square footage (164,928) (page 284). However, according to the El Paseo Project Objectives listed on page 30, those chosen “Reduced Development Alternative” numbers, 586 units and 164,928 sq ft, immediately fail to meet the minimums cited in Objectives 1,2,3 (700 units and 165,000 sq ft of commercial space).

- a. Is there no combination of residential units and commercial space above the minimums of 586 du and 164,928 sq ft but below the current proposed Project values of 1100 units that results in a “Reduced Development” that meets all Project Objectives 1 through 8?

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: The El Paseo de Saratoga high-density project
Date: Monday, November 29, 2021 9:17:14 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Mr Rohit Puri <rohitdpuri@yahoo.com>
Sent: Friday, November 26, 2021 5:13 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: The El Paseo de Saratoga high-density project

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Hi Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed
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would be a better location.

- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks,
Rohit Puri

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: File No. PDC19-049 Opposition Letter
Date: Wednesday, November 17, 2021 6:52:40 PM

Hi Natalie – please see comment below.

Thanks!

From: Betty Bennett-Morse <bettebupe@pacbell.net>
Sent: Wednesday, November 17, 2021 6:48 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Cc: Betty Bennett-Morse <bettebupe@pacbell.net>
Subject: File No. PDC19-049 Opposition Letter

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FILE NO: PDC19-049

1312 El Paseo & 1777 Saratoga Avenue Mixed-Use Village Project

I've been a resident of Saratoga Woods for over 60 years. I have seen this area change significantly over those years.

I'm not opposed growth and to improving this site to enhance usage and provide much needed storefronts to support our cities.

My concern over the recent plan for growth at these two sights are basically two-fold.

1. Rezoning of this area. The congestion of business's and housing on this corner by changing the zoning and allowing building heights up to 12 stories will no way be feasible. Theses areas were previously zoned to protect the residential areas nearby and to keep traffic moving. Allowing easier access from Saratoga Ave. onto Lawrence Expressway (a highly utilized route during rush hours for automobile access). Recent changes to this section of roadway from Prospect Rd. to the entrance to Saratoga Woods has caused more traffic backups on Saratoga Avenue d/t the proximity of street lights (El Paseo entrance and Prospect Ave/Saratoga Avenue) as well as back-up to the primary entrance to Saratoga Woods. Zoning change must not be allowed. This area is not a downtown area where 10,11 & 12 story buildings are expected. This area is surrounded and abuts to R-1-5 zoning. The quality of life for all residents needs preserved and the nature and height of buildings in the area maintained. Maximum of 60ft with a maximum of 4 stories thus allowing the space required by the current

zoning preserved.

2. Supportive open space and resources. Water, parks and open spaces are already scarce. This area cannot support access to much needed space for all of the newly proposed residents. Resources are already lacking and are being rationed with little relief insight. We live on a fault and with fire dangers increasing yearly the proposed congestion at this intersection barely allows traffic movement daily not to mention should there ever be an evacuation required.

Ultimately, this level of ambitious and inappropriate building heights on these sites will destroy the quality of life for current and future residents of both San Jose and Saratoga. Carefully planned growth is acceptable. The current proposal is irresponsible and not in-line with past, present and future area preservation.

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From: [John T. Reagan](#)
To: [Blanco, Maira](#)
Subject: comments on: NOTICE OF CEQA POSTING: NOTICE OF AVAILABILITY OF A DRAFT EIR FOR THE EL PASEO AND 1777 SARATOGA AVENUE MIXED-USE PROJECT
Date: Saturday, November 27, 2021 11:00:00 PM

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11-27-2021, 11:00pm

Ms. Blanco:

I am opposed to the proposed project El Paseo for the following reasons:

1. We are already being forced to ration water, why is the City approving more housing to further stress the water resources? My electricity seems to go out in every storm. Something is wrong with the electricity here and adding a major project like this doesn't bode well for future power outages without significant investments in infrastructure. What assurances are you putting in place to ensure the existing local grid is maintained or at least is not negatively impacted by this project?
2. 8-12 story buildings don't belong in this neighborhood. Please be respectful of the individuals in the adjacent neighborhoods and consider reducing the maximum height to something more reasonable like 3-4 stories or to whatever was there previously.
3. This will bring a large amount of traffic to this area, something that no one wants. Has anyone at City of San Jose given any thought as to what will happen if/when we return to lockdowns to the ever-emerging COVID-19 variants? No one will be shopping at these new shops and they may not make it. With telecommuting so prevalent now, why is there such a rush to add this high-density housing/mixed to this area?
4. I moved out of Santa Clara because the City government was completely unresponsive to the neighborhood's adjacent to the massive developments at Lawrence and El Camino. The traffic situation there was already so bad (rating D by the County) that the only reason it "passed" was because for it to fail it had to be projected to reduce the County traffic rating by **two levels**. Since the current situation was already 1 spot away from the worst possible rating, it could not possibly reduce it two levels...and therefore it was a "pass". Clearly, in that decision making process, the people making decisions lacked any common sense and should not have been in that position and hopefully they have been voted out by now. I hope that you don't repeat the mistakes of the past.
5. If this project is rammed through by City government in spite of the neighborhood concerns, I will not spend my hard earned money there and will be very hesitant to spending money in San Jose in the future. I will also encourage my friends and neighbors to do the same.

Respectfully,

John T. Reagan

ADDRESS REDACTED BY

PBCE STAFF Saratoga, CA

95070

John.t.reagan@comcast.net

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo de Saratoga high-density project
Date: Monday, November 29, 2021 10:46:04 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Sanmeet Dhillon <sanmeet28@gmail.com>
Sent: Saturday, November 27, 2021 9:10 AM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El Paseo de Saratoga high-density project

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Hi Maira,

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

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Thanks,
Sanmeet Dhillon

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo project
Date: Monday, November 29, 2021 8:40:10 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Bob Goedjen <bgoedjen@aol.com>
Sent: Friday, November 26, 2021 3:50 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El Paseo project

You don't often get email from bgoedjen@aol.com. [Learn why this is important](#)

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would be a better location.

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Thanks

Robert Goedjen

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Comments on El Paseo Project Draft EIR

November 29, 2021

City of San Jose
Dept. of Planning, Building & Code Enforcement
Attn: Maira Blanco, Environmental Project Manager
200 East Santa Clara Street, 3rd Floor Tower
San Jose, CA 95113-1905

**Re: A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE
1312 EL PASEO & 1777 SARATOGA AVENUE MIXED-USE VILLAGE PROJECT, FILE NOs: PDC19-049**

Dear Ms. Blanco,

Per the NOA public comment period ending 11/29/21, I am submitting comments/questions on the El Paseo Draft EIR.

2.1 Project Information

1. Given that this project is so dependent on the fact that it's located in the Paseo de Saratoga Urban Village growth area, the project location information and maps should include the full Paseo de Saratoga Urban Village site, including total acreage of Paseo Urban Village.
2. EIR should define how much of this project (if approved) would affect the remainder of the Urban Village growth area by comparing this project's potential allocation against what is allocated for the entire Urban Village site. For example, up to 1,100 residential out of 2,500 total and 43,376 sf net commercial out of 450,000 sf allocation of new commercial.
3. On Figure 2.2-1 what is Linear Residential?
4. Where is project information related to location of trash and recycling dumpster areas. Will all dumpsters be contained inside garages?
 - a. Where is discussion of noise, obnoxious odors to neighbors, access/circulation of garbage trucks, safety, unsightly views for residents and customers?
5. General Plan (GP) and Zoning: The proposed project must meet all the criteria of a "Signature" project as stated in GP Policy IP-5.10. The applicant does not meet the Signature project criteria because they have not proven that the project will contribute more than their fair share of job-producing uses. The EIR does not adequately define how the project meets this requirement. The EIR in Table 3.14-1 states 660 jobs are provided based on a note that shows the calculation defined for separate square footage for Commercial/retail vs. Office, but the project description does not break down the commercial uses, it states "general commercial".

Therefore, the correct calculation is provided on page 272, footnote 151, 300 sf of commercial development equates to one new job. Using 300 sf x 165,000 sf general commercial, the total jobs are 550. This number needs to be compared to existing conditions which would provide 530 jobs and therefore, provide a net increase of 20 new jobs. The EIR should include a table to provide a more accurate breakdown of net new jobs.

While meeting the criteria for housing density at 55 du/ac or higher is easy to demonstrate, the threshold for more than fair share of jobs is not clear. My calculations (see tables below) based on formulas provided in footnotes of the EIR, indicate that the project does not provide more than fair share of jobs, when comparing jobs to housing. This project would provide between 700-1,000 dwelling units and only a net increase of 20 new jobs.

This lopsided ratio clearly does not meet the Signature project criteria as well as the vision of the San Jose 2040 GP, which states “the vision is for the City of San Jose to achieve fiscal sustainability and improve its jobs-to-housing balance”. The EIR needs to address how the applicant is meeting this requirement. Please explain the city’s stance, from a jobs-to-housing perspective, on how one project can propose to use 45% of the residential allocation but propose only 10% of new commercial.

El Paseo and 1777 Saratoga	Existing Comm/Retail Bldgs. Sq. Ft.	Existing Office Bldgs. Sq. Ft.	Existing Jobs
Existing Bldgs.	96,440 sf	25,184 sf	
Existing Jobs	386 jobs	144 jobs	530

El Paseo and 1777 Saratoga	Proposed General Commercial (Retail vs. Office not specified)	Proposed project Total Jobs	Total Net NEW Jobs	Total New Multi-Family Residences Proposed
	165,000 sf	550	20	700-1,100

Data: p. 198, Table 3.14.1, Note #1 - 1 employee/250 sf Comm/Retail and 1 employee/175 sf Office; p. 272, Footnote 151 - 300 sf of Commercial Development equate to one planned new job in Urban Villages; p. 30 Applicant’s objectives: #3 providing approximately 700-1,100 multifamily units.

6. Other criteria of the Signature project are pedestrian friendly and high quality architecture and site design. The EIR does not provide enough street level building frontage details along Quito and Saratoga to confirm high quality design with pedestrian scale amenities to demonstrate street activation along the frontages. How will the city determine high quality design? How will the public provide feedback?

3.1 Aesthetics

1. p. 43, the photos are mixed up. El Paseo is photos 1-6, 1777 Saratoga is 7,8.
2. p. 45, the EIR states that the project is within a transit priority area. Where is the definition of what a TPA is and where are the defined boundaries that show the project is located in the area.
3. The EIR found the project insignificant for aesthetic impacts. This does not change the fact that many residents do not support 10 and 11 story buildings on the El Paseo site. The towers will block views of the mountains and cause huge shadows over the shopping center.

3.3 Air Quality

1. p. 59, MM AIR-1.1, Water exposed surfaces three times a day. Will the city require recycled water for all mitigation of dust?
2. p. 63 What is “unbundled on-site parking costs”? Will all the parking be paid parking?

3.15 Public Services

1. p. 207, “The project would include 4.1 acres of private and publicly accessible open space”. How much and what type is public and how much is private?
2. Who would maintain the park?

3. How are PDO/PIO fees tracked? How does the public confirm that fees are used within .75 mile radius of the project and when will the fees be used?

3.11 Land Use Planning

1. The project must demonstrate it achieves pedestrian-friendly design. Figure 2.2-12 Vehicle and pedestrian circulation plan, is this map showing existing or proposed? Some defined pedestrian routes are questionable such as:
 - a. walking down the north side of the main mall entrance driveway from Saratoga. There is no sidewalk currently on that side of the driveway. Will the project build this sidewalk?
 - b. provide a better detail/explanation of how pedestrians are supposed to walk with cars around the two roundabouts.
 - c. a new sidewalk/handicap ramp should be added from the bus stop on Saratoga to the mall.
2. p. 168, GP (Signature projects) calls for minimum 55 du/acre. The project proposes 89 du/ac and 134 du/ac. Did the EIR discuss a scaled back version of the project that still meets the GP required density?

3.14 Population and Housing

1. p.198, Table 3.14-1 is misleading and incorrect when stating 660 proposed jobs. This number should represent net new jobs proposed (see my comments in 2.1 above).
2. What is the city's policy on projects providing a portion of low income housing and how is the policy applying to this project?

3.17 Transportation

1. Where are the parking numbers broken down by use: residential, office and retail?
2. How much of parking garages are reserved spaces vs. open to public?
3. Saratoga Avenue is designated a Grand Boulevard and a major transportation route. The city is pushing for more alternative transportation and the project is taking advantage of reduced parking requirements. However, a very large piece of Saratoga Ave. does not currently provide bike lanes. Can the city require the project to create space for bike lanes along the frontage of Saratoga Ave.? Is a 22-foot sidewalk deemed more important than a bike lane? Can both be provided?
4. Figure 3.17-1 is misleading in that Quito Rd. has very sporadic Class II bike lanes. Will the project be required to paint the bike lanes along their frontage?
5. A signal study is needed at Northlawn and Quito and potentially traffic calming on Northlawn to reduce cut through traffic.

Thank you for reviewing and responding to my comments and questions.

Sincerely,

Julie Schaer
Resident Baker West Neighborhood

c: BWNA leadership group

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Comments about the El Paseo EIR
Date: Thursday, November 18, 2021 7:26:34 AM

Hello Natalie,

Please see comment below on the Paseo EIR. Thank you

From: Shelley Hoyt <shelleyhh@comcast.net>
Sent: Wednesday, November 17, 2021 9:25 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>; Jones, Chappie <Chappie.Jones@sanjoseca.gov>
Cc: morelandwestna@gmail.com
Subject: Comments about the El Paseo EIR

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I live quite close to the El Paseo shopping center so I am very concerned about the development that is planned for there. I understand that the City of San Jose has set some goals that they want to reach and that this kind of development brings money to the city. However, this kind of development impacts the quality of life of the people who live in the adjacent neighborhoods, so I wanted to provide some feedback.

I have not studied every word of the Environmental Impact Report; I focused primarily on the Traffic section. I have been concerned about the impact to traffic since they announced so many apartments bringing so many new families into the area, all with cars and people having to go to work. This report did not make me feel any better. The focus seems to be more about making it pedestrian- and bicycle-friendly. That's all fine, but I think they are sadly mistaken if they think a large number of people living in that complex will walk, ride bikes, or take public transportation to work every day. The other thing they are focused on appears to be something they call "Traffic Calming Improvements." Yikes. The speed limit through this area is a maximum of 35 miles per hour, and we almost never go that fast because there are so many traffic lights through this area. If traffic gets any "calmer," we will barely be moving! It already takes longer than it should to go a few blocks on Campbell Avenue from Fallbrook Avenue to Lawrence Expressway because there are so many traffic lights and so much traffic, and we aren't even back to pre-pandemic levels yet. Ditto for Saratoga Avenue for the few blocks where this development is going. If I understand this report correctly, they say to help traffic we should make the traffic lights longer to allow more turning options. Longer lights does not help us get where we need to go.

The EIR says that this area can support people coming to the shopping center. That's likely true because there have always been people coming to the shopping center. However, it doesn't do much to address 1,100 new families commuting through here. Some of those families will likely have two cars, others will have one car, and if we are lucky, some will have none. I know that the

businesses are supposed to bring jobs to this area, but how often do people get the jobs that are in their neighborhood? Usually that's teenagers or people in service industries, isn't it? Not adults supporting their families with professional careers.

As a side note, I read somewhere that they want the shops to be high-end shops like at Santana Row. Maybe the Saratoga folks can afford that, but many of us that live closest to this shopping (within walking and biking distance) do not have the money to spend so freely. That means traffic from the areas that can afford it, and fewer people walking and biking to shop there. It also means we could be priced out of our own neighborhood. I remember the first meeting where the developers asked the area residents what kind of stores they wanted to see in the development. I don't remember any suggestions for high-end shops. We asked for restaurants, a grocery store, a hardware store...the types of stores that we could patronize.

Thank you for giving me an opportunity to express my thoughts.

Sincerely,
Shelley Hoyt



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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo de Saratoga EIR Comment
Date: Monday, November 29, 2021 11:05:32 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Bob Levy <robertlouislevy@msn.com>
Sent: Monday, November 29, 2021 6:35 AM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Cc: District1 <district1@sanjoseca.gov>
Subject: El Paseo de Saratoga EIR Comment

Some people who received this message don't often get email from robertlouislevy@msn.com. [Learn why this is important](#)

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Thank you for the opportunity to review the El Paseo de Saratoga. I would like to address two areas of the EIR that I believe to be inaccurate and incomplete. I do not believe the transportation impacts to the project can be reduced to less than significant with the mitigation measures suggested. I also disagree with the EIR's conclusion that the project will not result in any growth inducing impacts.

Transportation

The EIR fails to adequately address transportation impacts. It incorrectly assumes that the mitigation measures proposed will reduce the transportation impacts to less than significant. The EIR totally fails to address the impact to bicycle transit.

- Impact TRN-1 correctly indicates that the project will result in a significant transportation impact. Unfortunately the mitigation measures listed are all traffic related measures. They do not address reducing VMT. Without reducing VMT the impact cannot be reduced to less than significant.

- Impact TRN-2- correctly indicates that the project will result in a significant transportation impact that is less than significant. One of the impact's two mitigation measures recommends the implementation of a marketing campaign focusing on walking, bicycling, and transit. None of which are effective means for the vast majority of the people to commute to the site. Especially since the site does not adequately consider safe bicycle transit with in its design.
 - Lack of focus on bicycle (and micro transit) commuting.
 - Quito Road is a major cycling corridor for individuals commuting to West Valley College and the Saratoga Civic Center.
 - Bicyclists avoid Saratoga Avenue because of safety concerns with the highway 85 on and off ramps.
 - The traffic study indicates that Quito Avenue between Prospect and McCoy will experience F level of service. The EIR fails to provide adequate mitigation measures to address this impact such as a separated class 2 bike lane on Quito.
 - The EIR does not address bicycle, pedestrian, and micro transit access to the site from the Baker, Baker West, Sunland Park, or Bucknall neighborhoods to the site.
- Non-automotive commutes to and from the site would be forced to use Quito. The EIR should include a mitigation measure that allows for a break in the berm side of the site to accommodate pedestrian and bicycle traffic.

Growth Inducing Impacts

The General Plan identifies the proposed project as being located within the Paseo de Saratoga Urban Village. The proposed project consumes approximately 7% of the urban village's acreage. Yet it utilizes 44% of both the housing units and jobs that are allocated to be built within the urban village. The density of the project potentially sets a precedent for development within the rest of the urban village.

Best regards,

Bob Levy, District 1 Resident

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Kathryn L Charlton](#)
To: [Blanco, Maira](#)
Subject: El Paseo Project
Date: Sunday, November 28, 2021 4:19:29 PM

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Sent from [Mail](#) for Windows

Hi Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed
- This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.
- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.
- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks

Kathryn Charlton

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo project.
Date: Monday, November 29, 2021 8:36:54 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Shonna Larson <shonnalarson@gmail.com>
Sent: Friday, November 26, 2021 3:11 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El Paseo project.

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Hi Maira:

As part of the public comment period of the EIR, I'm writing to express my STRONG opposition to the El Paseo project that San Jose is proposing for new housing. I live near this proposed development.

I am against this for these reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable.
- This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area.
- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are.
- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. I have to live with decisions made by San Jose when we don't live in San Jose. Thus, strongly urge a no vote on this project.

Thanks,
S R Larson

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Opposition to the El Paseo project
Date: Monday, November 29, 2021 8:47:36 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: gmoc6@sbcglobal.net <gmoc6@sbcglobal.net>
Sent: Friday, November 26, 2021 4:45 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Opposition to the El Paseo project

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Hello Maira:

I am writing as part of the public comment period of the EIR, I need to express my **STRONG** opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed
- This project will impact the environment. There needs to be a focus on green space to mitigate the environmental impacts of existing high density growth. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.
- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.
- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

- The only winner is the developer who reap huge profits at the detriment of the community.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks

Clifford Wiles

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Objection: The El Paseo de Saratoga high-density project
Date: Monday, November 29, 2021 9:34:35 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Kiran Garlapati <kgarlapati@gmail.com>
Sent: Friday, November 26, 2021 7:26 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Objection: The El Paseo de Saratoga high-density project

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Hi Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

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- This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.
- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.
- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large

housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks

Kiran Garlapati

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: 1312 EL PASEO & 1777 SARATOGA AVENUE Mixed use village Project (File No. PDC19-049)
Date: Tuesday, November 30, 2021 5:03:33 PM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Soni Shukla <sonishukla@gmail.com>
Sent: Tuesday, November 30, 2021 4:10 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: 1312 EL PASEO & 1777 SARATOGA AVENUE Mixed use village Project (File No. PDC19-049)

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Hi Maira:

As part of the public comment period of the EIR reg **File No. PDC19-049**, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

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-This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.

- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.

- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities like Saratoga where I live. Placing this large housing site right at the city line of Saratoga. San Jose doesn't have a great history in terms of doing any regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. **strongly urge a no-vote on this project.**

Best rgds

Soni Shukla

ADDRESS REDACTED

BY PBCE STAFF

Saratoga, CA 95070

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: File No. PDC19-049
Date: Monday, November 29, 2021 8:34:10 AM

Good morning Natalie,

I'll be forwarding all of the comments received over the holiday break. See Dan Rhoad's comment below.

Thanks,

Maira

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Dan Rhoads <dr.hoadsg@gmail.com>
Sent: Friday, November 26, 2021 9:34 AM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: File No. PDC19-049

You don't often get email from dr.hoadsg@gmail.com. [Learn why this is important](#)

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Hi Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

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-This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.

- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.

-Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, noise or traffic that satisfy such a large housing project in this area.

This project is a "middle finger" to surrounding cities like Saratoga. Placing this large housing site right at the city line of Saratoga. San Jose is a bad actor in terms of doing any regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

--

Daniel and Carolyn Rhoads

ADDRESS REDACTED BY PBCE STAFF Saratoga

Dr.HoadsG@GMAIL.COM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Kyle Vandenberg](#)
To: [Blanco, Maira](#)
Subject: Comment submission for File No. PDC19-049 (1312 El Paseo de Saratoga and 1777 Saratoga Avenue Mixed-Use Village Project)
Date: Friday, October 22, 2021 10:58:46 AM

You don't often get email from kyle.vandenberg10@gmail.com. [Learn why this is important](#)

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Hello Maira,

We're submitting a comment for File No. PDC19-049 (1312 El Paseo de Saratoga and 1777 Saratoga Avenue Mixed-Use Village Project).

We are residents of Elmwood Drive, which directly borders the proposed development. While we're pleased to see a number of important pieces of neighbor feedback incorporated into the project (especially removing the Education Mixed-Use Option for the project), we we have a few concerns from reviewing the EIR:

- The construction is currently projected to exceed 1) air pollution and cancer risk mitigation thresholds, and 2) noise and vibration thresholds.
 - "The maximum cancer risk as a result of the project (under either option) would occur on the first floor (five feet above ground) at a single-family residence located on Elmwood Drive" (from EIR page 68)
- The parking garage entryways will be directly behind the residential neighbors on Elmwood Drive, leading to noise and ground vibration at all hours (including overnight) as well as additional air pollution for residential neighbors (including ourselves). In contrast, this area is currently an access road blocked by bollards during non-business hours. We'd like to see the parking garage entryways adjusted to not directly border the residential neighbors on Elmwood Drive, or a sound wall built behind the berm to absorb the noise.
- The berm and tree line along it are key for noise and pollution mitigation as well as to block view of the finished building - we'd like to see continued assurances that the berm and tree line will be (at minimum) maintained, and ideally enhanced.

Thank you,
Kyle & Alisha Vandenberg

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo Project In Saratoga
Date: Monday, November 29, 2021 4:06:54 PM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Sue Soennichsen <suebsonic@gmail.com>
Sent: Monday, November 29, 2021 3:56 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El Paseo Project In Saratoga

You don't often get email from suebsonic@gmail.com. [Learn why this is important](#)

[External Email]

Hi Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed
- This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.
- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further • North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.

- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

- this new state legislature that does not require developers to address infrastructure issues. This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a NO vote on this project.

Thanks,

Susan Soennichsen

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El paseo De Saratoga Comments
Date: Tuesday, November 23, 2021 9:47:01 AM

Hi Natalie,

Please see comment below. Thanks

From: Daniel Onn <danielonn2002@yahoo.com>
Sent: Tuesday, November 23, 2021 6:47 AM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El paseo De Saratoga Comments

You don't often get email from danielonn2002@yahoo.com. [Learn why this is important](#)

[External Email]

Hello Ms. Blanco,

As a Saratoga resident I would like to give you my feedback regarding El Paseo De Saratoga. First of all there are many homeless people who panhandle and security needs to address the. I would like Panda Express closed as their ventilation systems causes a bad smell throughout the shopping center

I would like to see Peet's Coffee more American restaurants , restaurants that are affordable , a Barnes and Noble Bookstore, Internet Cafe, Cafe Aroma from Israel, Landers Cafe from Israel, Illy's Espresso or Lavazza Cafe, indoor Farmers market, a Free shuttle running daily to Saratoga, Los Gatos , Santana Row and surrounding areas including Valco.

Ensure that it's 100 percent non smoking , a bridge to Westgate Mall and Prospect shopping center.

I would like to see Lucky Supermarket return as well as a Monoprix Supermarket from France.

Have free parking for Saratoga , West San Jose residents.

Have a VTA Bus station with covered stops . In Israel cities have indoor bus stations with shopping .

Have trash cleaned daily . I do not want too many homes or a school if it takes away from the retail

Offer retail for as many price points as possible

Offer indoor areas for winter and summer with comfortable lounge seating, laptop work areas etc where it's not too hot or too cold

Late night coffee shop early morning . Open a Bakery Cafe like Panera with early morning and late night offerings .

Offer Carts to drive individuals with disabilities and during the rainy season around center.

Bring back Mimi's Cafe . Have a Chevy's, Yardhouse, Blue Line Pizza , Pizza My Heart , Menchies Frozen Yoghurt, Dunkin Doughnuts, Cinnabon, Au Bon Pain, Seattle's Best Coffee, Lapperts Hawaiian Ice Cream etc.

Offer an Airport Off Site Checkin for SJC with TSA Pre Check and TSA security with a secure bus that drives you directly to the terminals.

Offer free High Speed Fiber WIFI with ways to read Mercury News, NY Times , Wall Street Journal etc.

Only play Easy Listening Soft Rock music as opposed to hip hop loud music.

Offer a Community Creativity Center for art , homework study or just a safe place to hang out.

Have a SJPD Substation for added security.

Open a Carbon or City Health Health Urgent Care Center with walkin free COVID testing for travel etc.

Have a public park with swings , picnic tables and group picnic areas.

Offer free shuttle from West Valley College daily with early morning and late night service servicing Saratoga Village , Herriman Ave etc .

One line to Los Gatos Old Town and one to Valley Fair Santana Row and Valco work with these organizations for funding. VTA can run the community shuttles.

Hope these tips help.

Thanks

Daniel

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello,

My name is Kylie Clark and I'm the Public Policy Coordinator at West Valley Community Services. I am writing today to submit comments for the Public Review Draft EIR. I chose to do this after seeing backlash against the development from several community members. Unfortunately, most of the concerns I've heard are rooted in misinformation. I would like to comment on some of the concerns and state why they are not, in fact, a problem.

Water

Many are concerned about the development due to a water shortage. While we do have issues with water, they would not be significantly exacerbated by this project. While increased housing will lead to more demand for water, it will not contribute to water shortages because the drought will not be resolved by reducing indoor water consumption. In fact, only 3% of California's water usage derives from urban residential use. And newer and denser housing is significantly more water efficient. This style of housing- which community members concerned about water are also opposed to- may actually be a solution to the water shortage. And if we really hope to solve this problem, we should look towards landscaping and agriculture as the keys to addressing our drought challenges, not blocking new and needed housing.

Parking

While I do believe that parking can be a legitimate concern with new housing developments, the EIR provided an extensive assessment of parking, the challenges it will present, and the solutions to these challenges. For example, the project would provide a parking garage that is not attached to a single development but can be shared by land uses on the site. Additionally, it would provide the minimum amount of parking required to adequately serve the residential, retail, and school parking demand of the project, creating necessary parking while avoiding excessive parking supply. This is only to name a couple of the plethora of measures that will be taken to mitigate parking-related issues.

Traffic

Overall, dense/affordable housing is actually likely to decrease traffic. First, new housing can allow people to live closer to their jobs, significantly decreasing commute traffic. This is a problem our community is struggling with more than ever, and this development would help solve it. Second, households near transit have been found to drive significantly less than those living further away. Transit-rich neighborhoods that include low-income housing have less traffic than those with only higher-income housing. The EIR also took transportation into consideration in so many areas, and clearly this has been given a lot of thought.

Urban Plan

I have also heard community members saying that this should not be done without a proper “urban plan.” I would implore these individuals to spend some time looking at the EIR. A lot of planning has gone into this development and every imaginable component has clearly been given a lot of thought.

Jobs

As I stated above, we actually have a housing-to-jobs shortage, not a jobs-to-housing shortage. We have jobs that we can’t staff due to a lack of housing.

Schools overcrowding

Many fear that building dense, affordable housing will burden the local school system. Research has actually found that this does not happen due to changing demographics. In our county, many schools are closing because they don’t have *enough* students- the opposite problem. As Baby Boomers age and leave the child-rearing to their children and grandchildren, their descendants have fewer kids of their own. As a result, school systems are able to keep up with any influx of children affordable housing may bring over time. There is a clear benefit for children living in affordable housing. Frequent moves caused by unaffordable housing can negatively impact a child’s education, while stable housing promotes long-term relationships with teachers, peers, and mentors, molding them into successful and contributing community members.

Thank you for your time and for considering my comments. I would also like to add that I’ve seen a petition against this development floating around lately. I want to remind you that the vast majority of signatories signed it over two years ago, and almost all signed it at least a year ago. I don’t think this petition should be given much (if any) weight.

Please don’t hesitate to reach out with any questions or need for clarification.

In community,

Kylie Clark

Public Policy Coordinator

West Valley Community Services

kyliec@wvcommunityservices.org, 408-471-6122

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: The El Paseo de Saratoga high-density project
Date: Monday, November 29, 2021 9:34:06 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Suh Tang <suhtang@yahoo.com>
Sent: Friday, November 26, 2021 6:20 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: The El Paseo de Saratoga high-density project

You don't often get email from suhtang@yahoo.com. [Learn why this is important](#)

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Hi Maira:

As part of the public comment period of the EIR, we're writing to express our **STRONG** opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed
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- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway

would be a better location.

- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a **no vote on this project.**

Thanks

Sue Tang

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Dave Whitmore](#)
To: [Blanco, Maira](#)
Subject: El Paseo High Density Housing
Date: Sunday, November 28, 2021 11:51:19 AM

You don't often get email from whitmoredave65@gmail.com. [Learn why this is important](#)

[External Email]

Hi Maira:

As part of the public comment period of the EIR, we're writing to express our **STRONG** opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

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Thank you.

David Whitmore

ADDRESS REDACTED

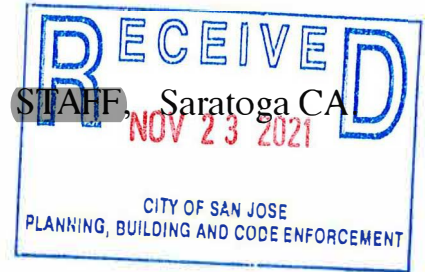
BY PBCE STAFF

Saratoga

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Linda Ringsrud

ADDRESS REDACTED BY PBCE STAFF, Saratoga CA



To San Jose City Planning Dept

From Linda Ringsrud

11/18/21

Regarding. FILE NO: PDC19-049, 1312 El Paseo & 1777 Saratoga Avenue Mixed-Use Village Project, Response to EIR.

I am writing to respond to the proposed redevelopment of my community. I have read and digested the proposal for the Urban Village, and I am not opposed to redevelopment of the parcels, but I am vehemently opposed to:

- 1) the proposed rezoning of the parcels from commercial-6 story height limit to an urban village attaining heights not seen for miles around. The use of 10 to 12 story buildings in this area proposes a stark and drastic change to the neighborhood, and I'm shocked it is even being considered. Presently, one must drive miles down Lawrence Expressway to the Stevens Creek Boulevard intersection to find a 6-story building. Mind you, that's a 6-story building which is within the current commercial zoning height limit. To find a building in the realm of the proposed 10 to 12 stories, one must look across the valley to the Pruneyard Tower in Campbell, or travel farther to downtown San Jose. In both of those instances, the heights are reasonable: the Pruneyard Tower sits nestled in a large parking lot approximately 200 feet from the roads so its height is minimized when walking near it and not obtrusive; the downtown buildings are appropriate to a a downtown business environment. The proposed buildings on the 1777 site sit within 6 to 8 feet of the sidewalk on Saratoga Ave, and close to that on the others of the street, and would be a brutish change to the existing area.

I've heard this proposed urban village likened to Santana Row on steroids. Santana Row is charming; but the proposed redevelopment is on steroids and will look like steroids implies: a bad idea, grossly out of scale to the neighborhood, and unhealthy for those who live here and would live here.

- 2) the lack of an additional park for the new residents is a huge problem. 960 to 1100 additional residences and no new park, just small open space to walk a dog. The nearest park is Quito Park a mile away. It's really hard to get practice time for soccer teams there because of existing demand—this situation will be made hugely worse if no additional park is included in the redevelopment.
- 3) I don't accept that we can commit to water for this large number of additional residences given the scarcity of water in California.



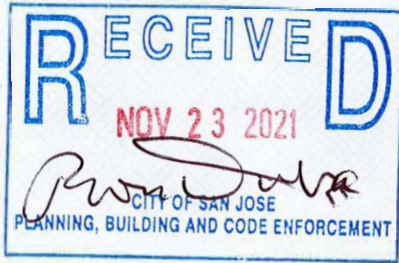
Linda Ringsrud

Alec Atienza, SAN JOSE CA 950

19 NOV 2021 PM 4 L



ADDRESS REMOVED



San Jose City Planning Dept.
200 E. Santa Clara St.
San Jose CA 95113-1903

Attn: Response to EIR draft review File # PDC 19-07
1312 El Paseo & 1777 Saratoga Ave.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo de Saratoga
Date: Tuesday, November 23, 2021 9:47:01 AM

Good morning Natalie,

Please find a comment from Ms. Domrose below.

Thanks

From: Tacia Domrose <taciadomrose@gmail.com>
Sent: Monday, November 22, 2021 10:57 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El Paseo de Saratoga

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[External Email]

We are displeased with the size and height of the mixed use development at Saratoga and Lawrence Expressway and also at El Paseo de Saratoga at Quito Rd.

A better use of the space would be single family homes which would fit into our existing neighborhood. As long time residents of over 40 years, we are concerned about sensible use of the El Pase de Saratoga space to fit with the current environment of existing single family neighborhoods.

Kind Regards,
Tacia Domrose

--



Call me when friends, colleagues & family sell or buy homes & land.

TACIA DOMROSE

The Domrose Team

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Realtor, DRE # 01752751

Ph. 408-375-7821

E. taciadomrose@gmail.com

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+ \$ HOW MUCH?

> HOW \$ SAVED or EARNED

+ \$19,000 Hugo Ln. San Jose
MY CLIENT SAVED \$19,000

> NEGOTIATED WITH BUYER

+ \$97,000 140 Big Tree Ln. Watsonville
MY CLIENT EARNED \$97,000 EQUITY IN 4 MONTHS.

> NEGOTIATED PURCHASE PRICE.

+ \$102,000 San Benito Ave. Los Gatos
MY CLIENT EARNED \$102,000 EQUITY IN 18 MONTHS

> NEGOTIATED PURCHASE PRICE.

+ \$925,000.00 Dolphin Dr., Aptos
WORTH \$1,400,000 IN 5 YRS.

> ADVISED TO PURCHASE @\$475K

+ \$150,000.00 Fortuna Ct., Saratoga
IT SOLD FOR \$150K MORE

> CORRECTED SCHOOL DISTRICT BOUNDARY, THEN

+ \$40,000.00 7 Trees Village Way, SJ
VIRTUAL TOUR & CONTRACTOR REPAIRS

> SOLD FOR \$40K OVER LIST DUE TO STAGING,

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW:
Date: Monday, November 29, 2021 9:15:46 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Debbie Manser <dmans71@gmail.com>
Sent: Friday, November 26, 2021 5:05 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject:

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Hi Ms Blanco:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for both plans for up to 11 story buildings. We live in Saratoga not far from the proposed site at Lawrence & Saratoga Avenue (El Paseo Shopping Center), travel Quito/Saratoga Roads daily, and will be negatively impacted by such a massive project.

We object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. 8-11 story towers do not fit in this location. Two or three stories maximum.
- This project will impact the environment. While many stores in El Paseo are empty, there is still huge amount of traffic in the Saratoga/Quito/Lawrence/Prospect intersections. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted. Quito Road is one lane in each direction about a block from this project all the way to Los Gatos.
- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.
- Infrastructure is not addressed. Developers are getting a great deal with all this new state

legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area. Water is in critical supply now. This exacerbated the problem.

- Brick & mortar retail stores have been closing across the county in droves even before the pandemic. Why will this development be different?

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell & Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thank you,
Debbie & Steve Manser

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Letter to Department of Planning, Building and Code Enforcement Re: El Paseo Project
Date: Monday, November 29, 2021 8:46:19 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Lisa Hazen <lhazen@stanfordalumni.org>
Sent: Friday, November 26, 2021 4:32 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Letter to Department of Planning, Building and Code Enforcement Re: El Paseo Project

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Hi Maira:

As part of the public comment period of the EIR, I am writing to express my very STRONG opposition to the El Paseo project that San Jose is proposing for new housing. My husband and I live in Saratoga near the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. So the entire project is being done under a false pretense.
- If San Jose is serious about addressing housing, then any new homes should be affordable. More housing will NOT lower prices. It is also likely that people will purchase these units as investment properties and rent them, which is completely counter to the objective.
- There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed
- Traffic is already very bad in this area, and this will only make it significantly worse.
- While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.
- This project will impact the environment.
- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.

- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area. This is a scam of a project and likely funded by developers, with no interest in helping people, and only about lining their pockets with lots of money.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks

Lisa Hazen

Lisa Hazen - lhazen@stanfordalumni.org

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From: [Terry Westrup](#)
To: [Blanco, Maira](#)
Subject: El Paseo project at Saratoga Ave
Date: Sunday, November 28, 2021 6:17:03 PM

[You don't often get email from twestrup@hotmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

[External Email]

Please do not allow them to put a high density project in that area.
The traffic is already bad there and more people living there would make it worse. We are already concerned about water usage. Where are we getting more water? Please do not allow more housing in that area.
Sincerely,
Terry Westrup
Sent from my iPhone

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo project in San Jose
Date: Monday, November 29, 2021 8:37:24 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Deepak Mansharamani <dmansha@yahoo.com>
Sent: Friday, November 26, 2021 3:12 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El Paseo project in San Jose

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[External Email]

Hi Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

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would be a better location.

- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks

Deepak

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Mark & Brenda Grimse

ADDRESS REDACTED BY PBCE STAFF

San Jose, CA 95130

29-Nov-2021

Ms. Blanco, Maira.Blanco@sanjoseca.gov

Manual (Alec) Atienza, alec.atienza@sanjoseca.gov

City of San Jose

Dept. of Planning, Building & Code Enforcement

RE: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE 1312 EL PASEO &
1777 SARATOGA AVENUE MIXED-USE VILLAGE PROJECT

FILE NOS: PDC19-049 and PD20-006 PROJECT APPLICANT: El Paseo

Property Owner, LLC. APNs: 368-10-033, 386-10-036, 368-10-044, 368-10-045,
368-10-046, and a portion of 403-33-014

Dear Ms. Blanco and Mr. Atienza,

We are long term residents of San Jose and are concerned about the current development project for El Paseo and would like to note these comments for the Draft Environmental Impact Report (DEIR).

Specifically, the following came to our attention:

- The new job to resident ratio does not fit the expected San Jose General Plan goals of 3.1 (382,200/120,000) of new jobs to new dwelling units. The development project appears to have a ratio of 1.8 (2,500/1,500). I would expect the city to require the development to match the goal ratio.
- Noise mitigation for the several years of construction appears to be almost non-existent. What recourse will the residents have if the noise levels are exceeded? How will monitoring occur? How will the residents receive any remedies if the mitigations fail?
- Traffic mitigations also appear to be concern. Spillover parking from the development to the streets of Baker West Neighborhood need to be mitigated and yet are not addresses. Traffic from the single lane Quito to Lawrence was extreme during the commute pre-pandemic, what mitigations will be taken to address this? What mitigations can be done to address the pass-thru of traffic from/to Campbell Ave./Quito via Northlawn?
- Transportation is of critical importance for such a dense development. Lawrence/Prospect/Saratoga area is not a transportation hub, not on a VTA line, and only two bus lines are adjacent to the development. How will traffic be reduced, or mass transit e used if such poor mass transit options are available

Ms. Blanco, Maira.Blanco@sanjoseca.gov

29-Nov-2021

Page 2

- The aesthetics of the project also concern us. There is not another 10 story building, in San Jose, within 3 miles of the development (stevens creek/Winchester area?). How does a 10-12 story development look next to a predominant 1-2 story residential area? Where else in San Jose has this abrupt change in building elevations taken place without negatively materially changing the character of the surrounding area? The visual aesthetics will change the viewshed of the neighborhood forever.

Sincerely,

Mark and Brenda Grimse

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo Housing Proposal
Date: Monday, November 29, 2021 11:09:24 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Tom Feldman <tomfeldman@att.net>
Sent: Monday, November 29, 2021 9:35 AM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El Paseo Housing Proposal

You don't often get email from tomfeldman@att.net. [Learn why this is important](#)

[External Email]

Maira,

I am writing to share my concern regarding the El Paseo project that San Jose is proposing for new housing. I live in Saratoga and believe that this project will adversely impact our community for the following reasons:

- NONE of these 1,100 units appear to be for low income/below market housing. More housing does not mean cheaper housing.
- The project does not take into consideration the increased gridlock it will create in the Saratoga Avenue/Lawrence Expressway intersection. Bus service is not increasing and we have not other mass transit plans.
- This is not an area that offers additional jobs to the new residents. The project caters to the developers but not to the needs of the community.
- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thank You

Tom Feldman

Tom Feldman

tomfeldman@att.net

408 PHONE NUMBER REDACTED BY PBCE STAFF

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo project San Jose Proposing for New Housing
Date: Monday, November 29, 2021 10:47:52 AM

Maira Blanco
Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

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

From: Dennis Dougherty <dendougherty@gmail.com>
Sent: Saturday, November 27, 2021 4:15 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Cc: D Dougherty <dougherty741@gmail.com>
Subject: El Paseo project San Jose Proposing for New Housing

[You don't often get email from dendougherty@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

[External Email]

Hello Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

. None of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed

. This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.

. This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.

. Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San

Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Regards
Dennis Dougherty

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE 1312¹¹_{SEP} EL PASEO & 1777 SARATOGA AVENUE MIXED-USE VILLAGE PROJECT
Date: Monday, November 29, 2021 3:48:32 PM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Mark Conley <conley.mark@gmail.com>
Sent: Monday, November 29, 2021 3:22 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE 1312¹¹_{SEP} EL PASEO & 1777 SARATOGA AVENUE MIXED-USE VILLAGE PROJECT

You don't often get email from conley.mark@gmail.com. [Learn why this is important](#)

[External Email]

Good Afternoon Ms. Blanco,

It's my understanding that today is the deadline for submitting comments on the proposed DEIR on the El Paseo Project.

As a longtime resident living on Northlawn Drive (Baker West Neighborhood), I am directly impacted by the proposed El Paseo Project.

Please let me provide a short list of objections as a result of reading through the DEIR:

1. Signature Project Designation – This project does not fulfill the requirements of a “Signature Project” in several ways. However, one of the glaring examples is the lack of jobs that this development will create that is required by the “Signature Project” designation.
 - a. How does the DEIR allow this project to be labeled as such when the developer clearly has not met the criteria for jobs creation.
2. Traffic – Traffic on Northlawn Drive has changed dramatically since the addition of the CVS Pharmacy on Saratoga and Quito. Despite traffic studies showing otherwise, I know from first-hand experience observing the traffic patterns, especially since working from home during the pandemic, that thru traffic on Northlawn is terrible, and getting worse. If this project is allowed to go through, traffic issues will become an even bigger issue.

- a. Through traffic on Northlawn will need mitigation. Cars driving through Northlawn via Quito or Campbell Avenue will need to be “discouraged” from choosing Northlawn to make their way through. The 4 way stop signs at Colusa and Northlawn and Mayfield and Northlawn have done nothing to discourage drive-through traffic.
 - b. A street light at Quito and Northlawn will be required soon. At 7:30 AM on weekdays, it can take up to 10 minutes to make a simple right turn from Northlawn on to Quito Road due to rush hour traffic. Adding 1,200 to 3,000 new residents into this mix will only exacerbate this existing traffic problems of this area when, in fact, the developer nor the city have ANY plans to reduce traffic with this proposal.
3. Height of Buildings – While the DEIR states there will be no “significant impacts in aesthetics” to the area, there is no reason how one can make this ridiculous statement without seeing first hand that there are NO BUILDINGS anywhere close to this proposed development with 5 story buildings, much less 11 stories.

While others may provide higher levels of detail in their objections, I believe the above issues are more than enough to warrant the City of San Jose to reject this proposed development as is and encourage the developer to provide a new proposed development that:

1. Maximum Height: 3 – 4 stories with retail space on first floor.
2. Parking – Enough underground and above ground to support full time residents as well as retail shoppers.
3. Includes further development plans for the longer term (balance of the property where the theater and other retail locations are). Several large tenants at that end of the complex have gone out of business during COVID and finding replacement tenants for those spaces will be challenging as things are today.
4. Traffic Mitigation – City of San Jose and developer must consider the impact on traffic, as opposed to ignoring the problem.

While the additional tax revenue that this development will bring to the City of San Jose, the City also has an obligation to the tax paying citizens to protect and defend the neighborhoods that keep the City in ongoing revenue.

Sincerely,

Mark Conley

ADDRESS REDACTED BY PBCE STAFF

San Jose, CA. 95130

TELEPHONE NUMBER REDACTED BY PBCE STAFF

Conley.mark@gmail.com

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo Saratoga Development
Date: Wednesday, November 24, 2021 9:54:50 AM

Hi Natalie,

Forwarding a couple more comments on the Paseo draft EIR, 1 of 2.

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Tony Marsh <tmarsh288@gmail.com>
Sent: Tuesday, November 23, 2021 5:13 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El Paseo Saratoga Development

You don't often get email from tmarsh288@gmail.com. [Learn why this is important](#)

[External Email]

Maira:

I'm a long-time Saratoga resident, having lived in the city since 1979. I am all for the El Paseo de Saratoga project. We need more mixed use, high density projects in appropriate locations and this project fits the bill.

Tony Marsh

TELEPHONE NUMBER REDACTED BY PBCE STAFF

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo de Saratoga Project
Date: Monday, November 29, 2021 10:12:06 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Dick Thompson <RDT.Dean@comcast.net>
Sent: Friday, November 26, 2021 8:36 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El Paseo de Saratoga Project

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Maira Blanco

Department of Planning, Building and Code Enforcement, San Jose

Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed
- This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. No consideration for traffic or proposed mass transit.
- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.

- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks

Dick Thompson

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo Project
Date: Monday, November 29, 2021 8:41:00 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Marlene Coe <moonmaid65@hotmail.com>
Sent: Friday, November 26, 2021 4:29 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Cc: Marlene Kiehl <marlenecoe@comcast.net>; marlene@svspine.com
Subject: El Paseo Project

You don't often get email from moonmaid65@hotmail.com. [Learn why this is important](#)

[External Email]

Dear Ms. Blanco,

I am strongly opposed to the El Paseo Project. I live in Monte Sereno. I belong to the Southwest YMCA (for 27 years) on Quito Road and that entire neighborhood is my “shopping area”. I have lived in my neighborhood for 27 years and have seen the neighborhood around El Paseo evolve over all of these years with MORE businesses. When I do go and shop in the area (I shop at two grocery stores there) and also have our business post office box at one of the shopping centers, I time my trip there to “off hour” times currently!! There are several elementary schools, one middle school as well as a high school. With these schools and all of the businesses, the traffic currently can be in a gridlock! I cannot imagine having more housing built in that small area that will only add to the gridlock. The streets cannot handle the extra traffic. I hope you will seriously re-consider the plans as they currently are for the housing as well as more businesses in that small triangle of space.

Sincerely,
Marlene Coe

Sent from [Mail](#) for Windows

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW:
Date: Tuesday, November 30, 2021 5:05:11 PM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Valerie Curatola <valcuratola@yahoo.com>
Sent: Monday, November 29, 2021 8:53 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject:

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[External Email]

Department of Planning, Building and Code Enforcement Maira.Blanco@sanjoseca.gov

Hi Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

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Thanks

Valerie curatola

Sent from my iPhone

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: jbobroff@aol.com
To: [Blanco, Maira](#)
Subject: The El Paseo de Saratoga high-density project
Date: Saturday, November 27, 2021 11:56:48 AM

You don't often get email from jbobroff@aol.com. [Learn why this is important](#)

[External Email]

Hello Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

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Thanks

Dimitry and Ludmilla Bobroff

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am a resident of the Baker West Neighborhood bordered by Bucknall Road, Quito Road and adjacent to the proposed 1312 El Paseo mixed use development site (“the project”). My comments pertain to the Transportation Analysis (“the report”) published for the project.

I believe the report is not adequate in the following areas:

Unsupported Data:

Page 7 of the report indicates that increased traffic as a result of the project will be mitigated by “commute trip reduction marketing and education” and a “telecommuting and alternative work schedule program”, however there are no details to support the number of employees who would be required or allowed to telecommute or work an alternative work schedule and no rules about how such a program will be enforced, monitored or who will bear responsibility for making it effective. It is hard to fathom how an inadequately described program of “encouragement” can be used as data to support a conclusion in a technical report, especially one with such great consequences to the surrounding community.

The report also indicates that the project will be “integrated with existing transportation infrastructure”. There is no rail or light rail service in the area nor is it slated to in the city’s current or future plans. There is no proposal to increase service by VTA busses to accommodate the proposed development nor are there any statistics to support that existing public bus service would be used in any significant volume by commuters. VTA has been gradually cutting service to the area over the past several years due to low ridership. The integration of the project with existing infrastructure would have a negative impact on the surrounding community.

Northlawn Drive between Campbell Avenue and Quito Road

There is no consideration given in the report for Northlawn Drive and its importance to the Baker West neighborhood. Northlawn Drive is a residential 25 mph street that exists fully within the Baker West neighborhood and bi-sects the full length of Baker West from the intersection of Campbell Avenue and Fallbrook Avenue to Quito Road.

It was noted in the report that there is already a high volume of commute traffic along the Quito Road corridor and a poorly designed intersection at Northlawn Drive and Quito Road. Northlawn Drive and the Baker West neighborhood were not designed to be a major commute thoroughfare. It has always been a quiet and peaceful respite to the surrounding busy boulevards and retail establishments. If traffic were to increase as a result of the proposed development, the safe and quiet character of the neighborhood could be destroyed. Baker West has historically been very pedestrian friendly but residents who stroll with their dogs and children around the neighborhood must cross Northlawn Drive at the intersections of Colusa and Northlawn Drive and Mayfield/Elmwood and Northlawn Drive. By my observation 60% to 80% of traffic along Northlawn Drive is travelling above the speed limit and 50% to 60% of cars either don’t stop, make an incomplete stop and/or don’t acknowledge the presence of pedestrians in the crosswalks at the stop signs of the two intersections along Northlawn Drive. This unlawful driving behavior should be expected because the goal of most drivers using the full Northlawn Drive corridor between Quito Road and Campbell Avenue is to shave time by avoiding the already congested traffic of the surrounding transportation corridors.

A detailed analysis needs to be performed on the potential impact the development will have on the safety of pedestrians along the Northlawn Drive corridor and the essence of the Baker West neighborhood as a whole. It should be expected that the proposed entrance along Quito Road would encourage many drivers to cut through Baker West along Northlawn Drive.

A potential solution would be to replace the existing stop signs at the intersections of Colusa and Northlawn and Mayfield/Elmwood and Northlawn with roundabouts. This would potentially make it a less popular route for hurried pass through traffic, and make it safer for pedestrians. Use of traffic barriers to prevent a full drive along Northlawn Drive from end to end while still allowing local traffic to circulate could be another potential solution.

The intersection of Northlawn Drive and Quito Road

As noted in the report, the intersection of Northlawn Drive and Quito Road is poorly designed. I will add the word “dangerous” to describe it. There is a bus stop located at the intersection, however there is no safe pedestrian crossing to approach the bus stop. Not long ago, a pedestrian and resident of the Baker West Neighborhood was struck and killed in the vicinity of the bus stop by someone making a left turn onto Quito Road from Northlawn Drive.

Problems with the intersection include that there is no center buffer lane for cars turning left from Northlawn Drive onto Quito and they are blocked from full visibility of approaching cars by cars waiting to make a left off of Quito Road onto Northlawn Drive. Although the intersection is too narrow to make a U-turn they are a frequent occurrence for cars that accidentally overshoot the current shopping center at the proposed development site. Concrete islands exist along the length of Quito Road from Saratoga Avenue to Northlawn Drive so there is no earlier opportunity to approach the shopping center from Lawrence Expressway if the left turn onto Saratoga Avenue is missed or backed up traffic is entirely blocking the approach onto Saratoga Avenue as frequently occurs. When cars make a U-turn at on Quito Road at Northlawn Drive, the turn radius requires them to come out of the intersection and onto the top of Northlawn Drive, interfering with other cars at the intersection who initially think the car is making a left turn onto Northlawn Drive and begin to move with the wrong expectation. Another problem of the intersection is the lack of safety for pedestrians and cyclists travelling on Quito Road while crossing Northlawn Drive. The volume of traffic and speed of cars makes being able to safely cross difficult.

Sidewalk along and adjacent to Cul de Sac at Elmwood Drive and Quito Road

The report describes grand boulevard enhancements to be made along Quito Road adjacent to the proposed development site, including landscaping along the sidewalk area. There is no mention as to who will be responsible for maintaining sidewalk landscaping and how maintenance issues will be enforced. Currently, the landscaping along the sidewalk to the proposed development site and the cul de sac at Elmwood Drive and Quito Road, is not being adequately or safely maintained by the City of San Jose. An adjacent residential property owner performs daily heavy maintenance to keep the right of way clear and safe for pedestrians. Any plan to perform landscaping in that area needs to include clear and strict maintenance guidelines that will be adhered to and do not require work from adjacent property owners.

Campbell Avenue at Fallbrook/Northlawn drive

There is no data presented in the report for this intersection one block from the proposal site. It is the location of Moreland Middle School and the Moreland School District office complex. Aside from being an intersection requiring high measures of safety as a major school crossing, the angles of the intersection and setback make cars approaching from Fallbrook blind to cars traveling in either direction along Campbell Avenue. For this reason, red light runs by cars travelling through the intersection on Campbell Avenue are frequent because it appears as if there are no cars approaching the intersection when the light is red.

Additionally, there is no turn out for cars turning right off of Campbell Avenue onto Northlawn Drive. Pedestrian traffic on Campbell Avenue crossing Northlawn is not visible to turning cars until after a turn is initiated. Additionally, a car stopped for a pedestrian to cross before completing a right turn onto Northlawn from Campbell Avenue is at high risk of being rear ended because they need to stop in the middle of the intersection and approaching cars have no prior indication that the car in front of them may suddenly brake in the middle of the intersection instead of continuing their turn. Our family was involved in an accident at this intersection when we were rear-ended by a speeding car while making a left turn onto Northlawn from the unbuffered left turn lane. I have also seen a cyclist struck by a car and injured while crossing this intersection in the crosswalk.

A further complication is a side street along Campbell Avenue that can only be accessed from Fallbrook just prior to approaching Campbell Avenue. There are many traffic tie-ups from cars trying to access the side street when approaching from the wrong direction, thus disrupting cars queuing for the signal. It is a common occurrence for cars waiting at the signal at Fallbrook and Campbell Avenue to pull forward towards the intersection to let cars through to the side street, which blocks pedestrians from using the crosswalk forcing them to walk onto busy Campbell Avenue.

Adding more cars to the area as a result of the proposed development would likely increase the lack of safety of local students and families, yet there is no indication this intersection was studied for needed improvements.

Quito Road at Bucknall

The intersection of Quito Road at Bucknall is very unsafe for pedestrians, but is the only signal for pedestrians to cross Quito Road to gain access to the Bus Stop at Quito Road and Northlawn Drive. The crosswalk is at a blind angle to the right turn lane onto Quito Road from Bucknall. Pedestrians nearing the northeast corner of the crosswalk are not visible to cars until they have rounded the corner at which time they are accelerating onto Quito Road. I have almost been struck multiple times to the point that I will no longer use the intersection as a pedestrian. Projected increases in pedestrian and bicycle traffic as a result of the proposed development require a re-design of this intersection for safety. I suggest a no turn on red sign for cars turning right, with the cross signal timed to work while the light is red. .

Access to Highways 85 and 280 from Saratoga Avenue

It's not clear why the study only considered the impact to Highway 85 and not Highway 280 or Lawrence Expressway. The intersection of Saratoga Avenue and Highway 280 is fraught with problems and high traffic loads. Increased commute traffic along Saratoga Avenue requires adjustments to the timing of lights. A second turn lane onto the southbound 280 onramp approaching from the south on Saratoga Avenue needs to be added. At almost any day or time traffic is backed up from Williams Avenue to 280 by those trying to access the freeway. I have had the experience of it taking 35 minutes to drive along Saratoga Avenue from the proposed development site to the 280 onramp under ordinary traffic conditions. The impact of increased traffic from the proposed development along that corridor needs to be studied.

There are frequent accidents at the intersection of Highway 85 and Saratoga Avenue, including fatalities. There are two private schools on Saratoga Avenue near the intersection that create commute traffic in the morning and afternoon hours. Additionally, the intersection is the freeway access point for West Valley Community College. Many local residents pass through the intersection to gain access to the freeway and to the proposed development area and existing retail sites along the Saratoga Avenue corridor. The report's conclusion that the proposed development would have no impact on Highway 85 for the non-education option is impossible to fathom, as it is expected that anyone commuting to or from an area that does not border Lawrence Expressway would be required to use either Highway 85 or Highway 280 from Saratoga Avenue.

Conclusion

Baker West neighborhood residents have made vigorous efforts throughout the years to maintain the quiet peaceful atmosphere of our neighborhood. The cul de sac at Elmwood Drive was installed after speeding traffic was using it to access the current site of development and dumping trash along the way. The berm was built between the backyards of Elmwood Drive residents and the site of the proposed development to create a buffer for noise and activity. The dead end at Colusa drive was maintained to prevent it from becoming an entrance to the site directly from our neighborhood. History has shown that Baker West residents prefer to limit the impact of development at the proposed site on our neighborhood's character. Yet, there is a total lack of focus of the report on the potential impact on the Baker West Neighborhood, despite being immediately adjacent to the proposed project. I fear the positive qualities and relative safety of the Baker West neighborhood are at risk of being lost if traffic impact and mitigation studies of Baker West and surrounding intersections that our local families use regularly are not performed as part of the development review process.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Opposition of El Paseo de Saratoga High-density Project
Date: Monday, November 29, 2021 8:53:26 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Wen Tang <wtang7@gmail.com>
Sent: Friday, November 26, 2021 4:58 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Opposition of El Paseo de Saratoga High-density Project

You don't often get email from wtang7@gmail.com. [Learn why this is important](#)

[External Email]

Hi Maira:

As part of the public comment period of the EIR, we're writing to express our **STRONG** opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed
- This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.
- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.
- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.
- The high end stores in the village will potentially attract criminals that have been pretty active in robbing similar stores in the bay area and likely to increase the crime in the surrounding neighborhood.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks

Sincerely yours,

Wen Tang
Resident of Saratoga, CA 95070

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: El Paseo de Saratoga,
Date: Monday, November 29, 2021 11:07:02 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Donald Thomas <donethomasd@gmail.com>
Sent: Monday, November 29, 2021 8:00 AM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: El Paseo de Saratoga,

You don't often get email from donethomasd@gmail.com. [Learn why this is important](#)

[External Email]

Ms. Blanco,

As a resident of San Jose, I object to the development of luxury apartments at El Paseo de Saratoga. We know that the real housing crisis is lack of affordable housing, not lack of luxury apartments. (See: <https://sanjosespotlight.com/silicon-valley-residential-development-booming-but-not-affordable-housing/> "Increasing the stock of affordable housing remains one of the most pressing issues in Santa Clara County, and especially San Jose. A report from the National Low Income Housing Coalition shows San Jose residents pay the second-highest rental rate in the country, with a two-bedroom home going for \$3,051 a month.")

Luxury housing projects, such as this, will only exacerbate the income inequality of San Jose. The 2021 Silicon Valley index stated that the "Valley's income inequality has grown twice as quickly as the rest of the state and nation over the past 10 years. The top 16 percent of Silicon Valley households hold 81% of the region's wealth but the bottom 53% hold 2%." Luxury housing projects, such as this one, will accelerate this trend.

Don Thomas

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: A vote in favor of the El Paseo project
Date: Tuesday, November 23, 2021 10:42:02 AM

Another comment

From: Michael Metz <mimetz@gmail.com>
Sent: Tuesday, November 23, 2021 10:01 AM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Cc: Corinne Vita <pcvita@comcast.net>; Rishi Kumar <rishi1@gmail.com>; katherine metz <katmetz9@gmail.com>
Subject: A vote in favor of the El Paseo project

You don't often get email from mimetz@gmail.com. [Learn why this is important](#)

[External Email]

Ms. Blanco,

I'm a Saratoga resident of 30 years, we own our home on Valle Vista Drive not far from el Paseo, and have a daughter who has had to deal directly with the housing crisis in our area. We strongly support the el Paseo project and urge your approval. We must begin building more intensive housing in our area and this looks like a perfect example. Of course traffic, schools, utilities, etc must be taken into consideration and dealt with intelligently, and we urge you to do so. But these problems are not insurmountable and pale in comparison to the problems of young people finding suitable housing in the valley. Please approve and move forward with this project. We need it and more like it.

Regards,

Michael Metz

ADDRESS REDACTED BY PBCE STAFF, Saratoga

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Feedback re: EIR Report on the El Paseo & 1777 Saratoga Ave. Mixed Use Project(PDC19-049)
Date: Monday, November 29, 2021 5:36:26 PM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Donna Yuen <donnaryuen@aol.com>
Sent: Monday, November 29, 2021 4:43 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Feedback re: EIR Report on the El Paseo & 1777 Saratoga Ave. Mixed Use Project(PDC19-049)

[External Email]

Dear Maira,

In regard to the Project(PDC19-049) which is the El Paseo and 1777 Saratoga Avenue Mixed Use Project, I have major concerns regarding the traffic gridlock and the parking problem this project will create.

First of all, there will 1100 new additional residential units(RU) on these two properties which does not include the number of cars that will be generated from the additional office and retail space for this project. With a minimum of 1100 additional cars on the road, it will definitely create traffic gridlock at the intersections for Campbell Avenue and Saratoga Avenue, Saratoga Avenue and Lawrence Expressway, Campbell Avenue and Hamilton Ave, and Quito Road and Northlawn to name a few. There needs to be a **more thorough** investigation regarding how this many vehicles will affect the traffic flow for these major intersections.

Parking is another concern. The EIR report says that the project will allow for 1613 parking spaces for the El Paseo site and 331 spaces at the Saratoga site. When calculating the number of spaces, have they taken into consideration that many of the 1100 residents may have two vehicles? Since there will be retail and office space on this mixed use property, have they considered the number of parking spaces that will be needed for customers who are patronizing the retail stores in addition to the number of employees who need parking spaces as well?

These concerns need to be addressed when they do their final analysis. Thank you

for allowing the local residents to express their concerns.

Donna Yuen
Baker West Resident

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Opposition to El Paseo Project
Date: Monday, November 29, 2021 10:20:56 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: M SAFA <msafa7@yahoo.com>
Sent: Saturday, November 27, 2021 7:53 AM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Opposition to El Paseo Project

You don't often get email from msafa7@yahoo.com. [Learn why this is important](#)

[External Email]

Hello Maira:

As part of the public comment period of the EIR, I am writing to express my STRONG opposition to the El Paseo project that the City of San Jose is proposing for new housing. I live in Saratoga close to the proposed site (at Lawrence and Saratoga Ave) and will be negatively impacted by such a massive project.

I object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed
- This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit, this is short-sighted.
- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.
- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. I strongly urge a NO vote on this project.

Thank you,
Mohammad Safa

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: LAST DAY TO SEND A LETTER! SIGN THE BOTTOM SO THEY KNOW WHO IT IS FROM!!
Date: Monday, November 29, 2021 2:26:30 PM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: DUANE MORSE <morsent@pacbell.net>
Sent: Monday, November 29, 2021 2:24 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Fw: LAST DAY TO SEND A LETTER! SIGN THE BOTTOM SO THEY KNOW WHO IT IS FROM!!

You don't often get email from morsent@pacbell.net. [Learn why this is important](#)

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Department of Planning, Building and Code Enforcement Maira.Blanco@sanjoseca.gov
Hi Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed
- This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.
- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.
- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that

does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks

Duane Morse

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Moreland West Neighborhood Association

Serving the area of San Jose and Campbell bordered by
Hamilton Ave, Campbell Ave & San Tomas Aquino Rd

Department of Planning, Building, and Code Enforcement

Attn: Maira Blanco, Planner II

200 East Santa Clara Street, 3rd Floor

San José, CA 95113

Via email: Maira.Blanco@sanjoseca.gov

November 29, 2021

**Re: Draft Environmental Impact Report for the
1312 El Paseo & 1777 Saratoga Avenue Mixed-Use Village Project**
File No. PDC19-049
State Clearinghouse #2020090521

The Moreland West Neighborhood Association represents the area in San Jose and Campbell bordered by Hamilton Avenue, Campbell Avenue and San Tomas Aquino Road. Our neighborhood is located immediately to the east of the Westgate Center and the El Paseo de Saratoga shopping malls.

We have been monitoring the proposed El Paseo & 1777 Saratoga Avenue Mixed-Use Village Project since it was first proposed. Thank you for letting the community respond to the Draft Environmental Impact Report for the proposed expansion project.

Moreland West residents look forward to an exciting project in a commercial area crucial to adjacent neighborhoods, as well as the entire West Valley region. We commend the Sand Hill Property Company for including below-market-rate units on site (though 20% BMR would be better) and for seeking a grocer tenant. We like the project's overall aesthetic and the tiered design that locates the tallest buildings away from the Baker West neighborhood. We're glad Sand Hill has taken the "educational option" off the table.

After reviewing the DEIR, we have the following main concerns:

- **We believe the project is too dense and the buildings too tall:** Given the lack of major transit in the area, we recommend closer to 600 units instead of the 994 proposed, which is far above the already dense 55 units/acre city minimum for Urban Villages. Similarly, we believe a building height maximum of 8 stories is more appropriate for the area rather than the 12 stories proposed.

- **We believe the traffic analysis fell short on critical details**, failing to adequately spell out vehicle, bicycle, and pedestrian improvements.
- **We believe the developer's Transportation Demand Management plan is inadequate** and will not result in a project that meets the city's Vehicle Miles Traveled standards.
- **We find the DEIR's response to Moreland Middle School overcrowding to be inadequate.**

Following are our specific issues brought up by the DEIR:

Cumulative Impacts

- The cumulative projects considered in the analysis (Table 3.0-1) do not include the newly proposed, 160,000-square-foot Costco in Westgate West. We realize this project likely wasn't known when the DEIR was written, but this huge project should be addressed in the cumulative impact discussions throughout the document.

Section 3.17, Transportation

Roadways and Intersections

- It is nice to see a new northbound left-turn lane from Saratoga Avenue into the 1777 Saratoga site, and a second left-turn lane from Saratoga to southbound Quito, but why would that require removing another traffic lane? Do we want to remove traffic lanes in this already congested area slated for much higher density, with the El Paseo project as the area's trend-setter?
- The Lawrence/Prospect intersection will remain at LOS E, even with this project, but again, we anticipate potential major redevelopment at Westgate West and wonder what improvements are planned for this intersection?
- The traffic analysis indicates the project will add two more vehicles in the already over-capacity left-turn lanes from southbound Lawrence onto eastbound Prospect. Why does that not require some mitigation?
- It seems it was not within the scope of the DEIR, but we'd recommend a traffic study on the segment of Prospect-Campbell between Lawrence and Hamilton. Already congested and the cause of neighborhood cut-thru traffic, the increased densities ahead warrant close study and some action.
- Saratoga Avenue is a City-designated "Grand Boulevard", for which the City is developing a Multimodal Transportation Improvement Plan. Should that plan be completed before ratifying any El Paseo project, given the project's major impact on Saratoga Avenue?

- The Lawrence/I-280 southbound intersections will fall to LOS E and D in the a.m. and p.m. peak hours with El Paseo and other planned projects. What improvements does the city anticipate for this intersection, and what will be the El Paseo developer's obligation?
- Several other intersections will fall to a LOS of D or E in either the a.m. or p.m. (or both) peaks. These include Lawrence/Bollinger-Moorpark and Campbell/San Tomas Aquino. Are any improvements planned here and will the El Paseo developer have any obligation to help fund any improvements?
- Another intersection falling to LOS E is Lawrence-Quito/Saratoga. The DEIR talks about requirements to remove "pork chop islands" here and create an 8-way signal. We'd like more information on how that will improve traffic flow here and how eliminating the islands improves the Vehicle Miles Traveled (VMT) numbers.
- Same for eliminating a "pork chop island" at Campbell/Hamilton (MM TRN-1.1). How will that reduce VMT? We also would like more information on the exact plans for that intersection and what the recommended 5-way signal will do to traffic flow?
- The DEIR discusses considerable impact on the Quito/Northlawn intersection but recommends no specific improvements, merely suggesting more study post-pandemic. But the DEIR is already talking about LOS F at this intersection, so are any improvements anticipated there? Also, a traffic study on Northlawn is apparently not within the DEIR's scope, but when will that be studied?

Mitigation Measure MM TRN-1.2

- Unbundling parking for residents (parking spots billed separately only for residents who want a parking spot) is interesting, but we'd like to see projections on how that would reduce VMT and details on ways to discourage tenants from simply parking elsewhere.

Mitigation Measure MM TRN-2.1

- The DEIR calls for a Transportation Demand Management (TDM) plan for the commercial component of El Paseo expansion to get VMT below standards. The TDM requirement does include monitoring and some potential penalties, but we'd like to see more data on expectations for the TDM plan. For example, how does the developer encourage office tenants to encourage employees to telecommute or work alternative schedules? Also, will office tenants get free or reduced-cost Clipper passes?

Bicycle and Pedestrian Facilities

- Class IV bike lanes are planned for the major streets that front this project, but we'd like to know how this will be done on those busy streets and if this is required as part of the El Paseo project? Also, will this and other area developers contribute to the creation of

longer Class IV bike lanes apparently in the works for Saratoga Avenue and other major streets?

- Will the developer be required to pay for any studies that look at extending the Saratoga Creek Bike Trail? Are there any plans to extend that trail?
- The much wider sidewalks surrounding the project are great, but it's unclear how that will reduce the project's VMT.

Section 3.15, Public Services, Schools

- Schools have experienced a recent decline in enrollment, but El Paseo and other big projects could reverse that trend. The DEIR, in fact, anticipates this project could result in Moreland Middle School exceeding enrollment maximums. The DEIR says the impact on Moreland Middle School would be less than significant because the school could meet demand by "setting up portable buildings on-site." That seems to put quite an onus on the school district. Do they know this is the case and do they support this proposed response to overcrowding?

Thank you for your consideration of our comments.

Amy Y Cody

Amy Cody, President
Moreland West Neighborhood Association
Email: morelandwestna@gmail.com

Cc: Mayor Sam Liccardo
Vice Mayor Chappie Jones
City Council Members

From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: Opposition to El Paseo Project
Date: Monday, November 29, 2021 10:11:32 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Elaine Clabeaux <eac@pacbell.net>
Sent: Friday, November 26, 2021 8:34 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: Opposition to El Paseo Project

You don't often get email from eac@pacbell.net. [Learn why this is important](#)

[External Email]

Maira.Blanco@sanjoseca.gov

Hi Maira:

As part of the public comment period of the EIR, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed
- This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration

for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.

- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.
- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, school, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities; placing this large housing site right at the city line of Campbell, Saratoga. San Jose needs to do a better job with regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. We strongly urge a no vote on this project.

Thanks

Elaine CLABEAUX

ADDRESS REDACTED BY PBCE STAFF

Saratoga, CA

On Nov 23, 2021, at 2:41 PM, Rishi Kumar <rishi1@gmail.com>
wrote:

Dear neighbors,

We continue pushing back on the unreasonable high-density housing laws, that have ignored the needs of communities in relation to water, parking, traffic, sewers and the need for a proper urban plan. A San Jose mayoral candidate has also made this part of the campaign charter, speaking against these ill-conceived housing bills.

Here is the suggested action for you:

- Please sign the petition expressing your voice against the proposed El Paseo de Saratoga development. <https://www.change.org/p/san-jose-city-councilmember-we-do-not-want-high-density-10-12-stories-on-el-paseo-de-saratoga>.
- Please sign up to endorse this state ballot initiative, <https://ourneighborhoodvoices.com/> or volunteer. This ballot initiative will help to protect our neighborhoods and quality of life. Our Saratoga city council has unanimously supported this ballot initiative in a resolution last month.
- Please send your comments to the city of San Jose as explained below. Deadline

is Monday.

Instead of actually working to create new housing without traffic gridlock, sprawl and environmental damage — Sacramento politicians handed a blank check to developers to build what they want, where they want, without contributing to new transit, schools, or roads — and without our ability to speak out. It is apt that communities across California are collaborating and pushing back.

Thanks
Rishi

On Nov 22, 2021, at 10:28 PM, Rishi Kumar <rishi1@gmail.com>
wrote:

Dear neighbors,

The San Jose City Council is moving forward with the 1312 EL PASEO & 1777 SARATOGA AVENUE MIXED-USE VILLAGE PROJECT.

We are now in public comment period and any objection or feedback is due November 29th. Follow the instructions here

<https://www.sanjoseca.gov/Home/Components/News/News/3438/4699>

Comments and questions should be referred to Maira Blanco in the Department of Planning, Building and Code Enforcement via e-mail: Maira.Blanco@sanjoseca.gov Please review the latest with the project here - <https://hoodline.com/2021/10/new-west-san-jose-development-mix-could-mix-housing-high-end-retail-and-a-school/>

An internship opportunity

College admission in a world without SAT or ACT scores has changed dramatically. Test-optional now, so the weighting factors have changed drastically too. As we know, letters of recommendations and great personal essays make a huge difference. Essays are being reviewed with a fine-tooth comb. Students are writing essays that are different, that are about activism, and how they have changed the world.

Our political internship provides students the opportunity to showcase their leadership, get volunteer hours, even a recommendation letter, and make an impact in their local community.

Apply to the Kumar for Congress [internship program](https://rishikumar.com/fellowship) - we are interviewing now High school and college students can join a fabulous internship program today. Submit your application at <https://rishikumar.com/fellowship> to be invited to a virtual interview.

Did you know that more and more universities are looking for high school students to demonstrate a depth of community engagement with their volunteer experience. Our all-

year internship program provides students exactly that! Start now and ramp up through the school year via our regular training programs and get ready for the summer volunteerism. Many of our interns who join today will be promoted by next summer and geared for success with stellar management and leadership experiences. Our interns experience empowerment, engagement with complex community issues, expand their outlook of the world, while significantly enhancing their soft skills. We are recruiting now for the 4th year of our fellowship program.

—

Follow Rishi on [Twitter](#)

In solidarity,
Rishi Kumar
Candidate for United States Congress CD18
Councilmember, City of Saratoga CA
Vaccine: <https://rishikumar.com/vaccine> | | Phone 408 805 5993
Contribute: RishiKumar.com/contribute
[Facebook](#) | | [Instagram](#) | [TikTok](#) | | [Medium](#) | | [Substack](#) | | [Youtube](#)
Paid for by Kumar for Congress | | COMMITTEE ID C00695866

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I will certainly not follow the rest of the city council down a cliff in the spirit of teaming and comradeship. I will hold the feet to the fire and call out the issues. Our people deserve to know!

When the rest of the city council tells me - "Rishi, we can't do much with San Jose Water because we do not have jurisdiction" I will continue to challenge San Jose Water Company as that is the right thing to do. We should give up without even trying? We have already pushed back 9 rates. I will do the same when they say, "Rishi, talk about burglaries will drop Saratoga's real estate." When they move forward with a new road tax, with my dissenting vote, I will ask for optimization of our city budget to free up money. I serve at the behest of our people.

- Rishi Kumar

—  —

Visit my FAQ page <https://tinyurl.com/SARATOGAFAQ>

Direct city related emails to rkumar@saratoga.ca.us

PHONE 408 805 5993 | | Facebook.com/VoteRishi | | [Twitter: RishiKumar1](https://Twitter.com/RishiKumar1) | | INSTG:
KumarforCongress

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From: [Blanco, Maira](#)
To: [Natalie Noyes](#)
Subject: FW: 1312 EL PASEO & 1777 SARATOGA AVENUE Mixed use village Project (File No. PDC19-049)
Date: Monday, November 29, 2021 11:10:19 AM

Maira Blanco

Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: Maira.Blanco@sanjoseca.gov | Phone: (408)-535-7837

From: Muralikrishna Gandluru <muralikrishnag@gmail.com>
Sent: Monday, November 29, 2021 9:56 AM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>
Subject: 1312 EL PASEO & 1777 SARATOGA AVENUE Mixed use village Project (File No. PDC19-049)

You don't often get email from muralikrishnag@gmail.com. [Learn why this is important](#)

[External Email]

Hi Maira:

As part of the public comment period of the EIR reg **File No. PDC19-049**, we're writing to express our STRONG opposition to the El Paseo project that San Jose is proposing for new housing. We live in Saratoga close to the proposed site at Lawrence and Saratoga Ave and will be negatively impacted by such a massive project.

We object for the following reasons:

- NONE of these 1,100 units are for low income/below market housing. If San Jose is serious about addressing housing, then any new homes should be affordable. San Jose seems to think like the wrong minded YIMBY folks that more housing will lower housing costs in the area...they won't. There are many examples as to why increasing housing does not lower costs. There are books about the city of Vancouver plans attempting to lower housing costs by increasing housing supply that have failed

-This project will impact the environment. While many stores in El Paseo are empty, there is still a lot of traffic in the Saratoga Lawrence expressway intersection. Adding an additional 1,100 or 700 homes will cause gridlock. There is only one bus line (line 26) that goes along this area. Without any consideration for traffic or proposed mass transit (not light rail which is a joke) is short-sighted.

- This project is wrong for the area. Building south of most of the Valley's job areas will make commuting worse. A building of this type would seem better suited for further North where the job markets are. Suggestion for El Camino and Lawrence Expressway would be a better location.

- Infrastructure is not addressed. Developers are getting a great deal with all this new state legislature that does not require developers to address infrastructure issues. There are no adequate plans for water, sewer, parking, noise or traffic that satisfy such a large housing project in this area.

This project is not good for surrounding cities like Saratoga where I live. Placing this large housing site right at the city line of Saratoga. San Jose doesn't have a great history in terms of doing any regional planning. We have to live with decisions made by San Jose when we don't live in San Jose. **strongly urge a no-vote on this project.**

Best rgds
Murali Gandluru
ADDRESS REDACTED
BY PBCE STAFF
Saratoga, CA 95070

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