

## **ATTACHMENT 3**

Public Correspondence received after publishing of  
the Planning Commission agenda

**From:** Lisa Warren <la-warren@att.net>

**Sent:** Wednesday, June 14, 2017 11:41 AM

**To:** Planning Commission 1; Planning Commission 2; Planning Commission 3; Planning Commission 4; Planning Commission 5; Planning Commission 6

**Cc:** City Clerk; CAO Main; The Office of Mayor Sam Liccardo

**Subject:** June 14, 2017 Planning Commission study session Concern - to include in Public Record

Dear Planning Commission and City Staff,

It was brought to my attention by a few residents of San Jose and neighboring cities that there appears to be a significant and potentially serious flaw in the manner in which a Planning Commission agenda for today, June 14, 2017 has been amended. The last agenda file posted is 6-14 Agenda Amended\_201706131727019782. pdf.

At least one amendment to the agenda is of concern since it changed a "Study Session" to a "Study Session & Continued Public Hearing." The public, and perhaps some in government, would not expect to have a Public Hearing, and possible subsequent PC decision made part of this Study Session.

I would urge all of you to consult with the City Attorney prior to 5:00PM today, or at the opening of the Study Session, and to also consider your personal moral compasses as they relate this subject.

Please do not take action at the "Study Session & Continued Public Hearing" as any actions taken could very well be a violation of the Brown Act.

Respectfully,  
Lisa Warren

**From:** Lisa Warren <la-warren@att.net>  
**Sent:** Wednesday, June 14, 2017 1:14 PM  
**To:** Planning Commission 1; Planning Commission 2; Planning Commission 3; Planning Commission 4; Planning Commission 5; Planning Commission 6  
**Cc:** City Clerk  
**Subject:** Regarding SCAG - San Jose Urban Village collection of items - for Public Record

City of San Jose Planning Commissioners,

With your Study Session and Public Meeting only hours away, I am hoping that you receive this message and are able to review/read it.

If it is too much to digest the entire thread, **PLEASE at least take the time to open attachments and view photographs.** Pictures Say A MILLION Words.

**City Clerk,**

I am requesting that this email, including all attachments, but included in public records for today's, June 14, 2017, Planning Commission study session, and regular meeting.

Thank you.

Lisa Warren

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

**From:** Lisa Warren <la-warren@att.net>  
**To:** "chappie.jones@sanjoseca.gov" <chappie.jones@sanjoseca.gov>  
**Sent:** Monday, May 15, 2017 2:37 PM  
**Subject:** Fw: SCAG -- San Jose Urban Village collection of items for meeting May 11, 2017 - for Public Record

Councilman Jones,

I was just made aware of your direct email address.

I am hoping you already have my previous emails on this subject. I have chosen to forward to what seems like a more direct route.

After attending the May 11 SCAG meeting and witnessing the dynamic, I have some real concerns about the process and the direction that the city of San Jose is going as far a development is concerned.

Please take the time to read -from bottom, up- the email exchange below, and also access the attached documents.

Thank you.

Your 'Neighbor' for 32 years,  
Lisa Warren

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

**From:** Lisa Warren <la-warren@att.net>

**To:** Christina Pressman <christina.pressman@sanjoseca.gov>; Lesley Xavier  
<lesley.xavier@sanjoseca.gov>

**Sent:** Monday, May 15, 2017 2:10 PM

**Subject:** Fw: SCAG -- San Jose Urban Village collection of items for meeting May 11, 2017 - for Public Record

Christina,  
Re-sending this to confirm that you and Lesley received it.

I understand that there is some discussion about SCAG getting back together to re-hash some things.

I thought that there was not time in the schedule to get all members together again prior to Planning Commission meeting where recommendations were to be presented.

With other concerns from the public about this process that San Jose in undertaking, a possible 'last minute' change that may potentially be made by only a portion of an Advisory Group, does not seem appropriate. Additionally, how would an additional meeting of this kind be 'noticed' to the public ?

Please confirm receipt of this email, and answer what you can.  
Thank you.

I have BCC'd the [district1@sanjoseca.gov](mailto:district1@sanjoseca.gov) email address.

Lisa Warren

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

**From:** Lisa Warren <la-warren@att.net>  
**To:** "Pressman, Christina" <Christina.Pressman@sanjoseca.gov>  
**Cc:** "Xavier, Lesley" <Lesley.Xavier@sanjoseca.gov>; "kirk@asliceofny.com" <kirk@asliceofny.com>; Bob Levy <robertlouislevy@yahoo.com>; Lisa Warren <la-warren@att.net>  
**Sent:** Friday, May 12, 2017 11:41 AM  
**Subject:** Re: SCAG -- San Jose Urban Village collection of items for meeting May 11, 2017 - for Public Record

Thank you Christina.

(Lesley, Kirk and Bob)

Is there a reason that my email with attachments is not being forwarded to each member of the Stevens Creek Advisory Group ?

That was my request.

Also, I had sent an updated pdf that included additional photos/captions of the existing six story glass building at Stevens Creek Blvd and Stern Ave in the city of Santa Clara.

I have attached that again here so that the SCAG Co-Chairs and Lesley Xavier will get that as well. Glare by day, Bright by night... all night.

I wish I had the time to photograph multiple developments throughout the region at multiple times of the day, but I do not.

Also, I was alarmed that a member of the SCAG was under the impression that a 150 foot building would be 8 stories. The fact that she said that 'the builders/developers' made that claim is very worrisome. Regardless of how high ceilings and 'space between' are, a story count is not a representation of true height. So, I hope that the SCAG has been on field trips and site visits to visualize what 45-150 foot buildings actually 'look like'... and what building envelopes and setbacks translate to in 'real life' During Day and Night. Guidance from the Planning Department in the form of a list of structures and their corresponding 'stats' would be helpful. I get the sense that this has not been done.

The kind of decisions that this group is being asked to make can not realistically be done by looking at two dimensional schematics. That should be obvious.

Thank you.

Lisa Warren

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**From:** "Pressman, Christina" <Christina.Pressman@sanjoseca.gov>  
**To:** Lisa Warren <la-warren@att.net>  
**Cc:** "Xavier, Lesley" <Lesley.Xavier@sanjoseca.gov>; "kirk@asliceofny.com" <kirk@asliceofny.com>; Bob Levy <robertlouislevy@yahoo.com>  
**Sent:** Friday, May 12, 2017 10:28 AM

**Subject:** FW: SCAG -- San Jose Urban Village collection of items for meeting May 11, 2017 - for Public Record

Hi Lisa,

Thanks again for sending this information and for attending the Stevens Creek Advisory Group meeting last night. I have cc'd the SCAG Co-Chairs (Bob Levy and Kirk Vartan). I also cc'd Lesley Xavier so your email and attachments can be added to the staff report/public record.

Again, please let me know if you have any additional questions or comments.

Best,

**Christina Pressman**

Policy & Legislative Director

Office of Councilmember Chappie Jones

San Jose City Councilmember, District 1

San Jose City Hall | 200 E. Santa Clara St., 18<sup>th</sup> Floor | San Jose, CA 95113

Phone: 408-535-4901 | Fax: 408-292-6448 [christina.pressman@sanjoseca.gov](mailto:christina.pressman@sanjoseca.gov) | [www.sjdistrict1.com](http://www.sjdistrict1.com)

**From:** Lisa Warren [<mailto:la-warren@att.net>]

**Sent:** Wednesday, May 10, 2017 4:32 PM

**To:** District1 <[district1@sanjoseca.gov](mailto:district1@sanjoseca.gov)>

**Cc:** Lisa Warren <[la-warren@att.net](mailto:la-warren@att.net)>

**Subject:** SCAG -- San Jose Urban Village collection of items for meeting May 11, 2017 - for Public Record

To the Office of Council member Chappie Jones

I am sending this email to your office and requesting that you forward it to all Stevens Creek Advisory Group members. I also ask the the full content of this message, including attachments, be made part of Public Records for SCAG and for the Stevens Creek Urban Village concept as a whole.

This message contains four pdf attachments with text and photos.

I am reaching out for myself, and many others who have strong and legitimate concerns about the direction the City of San Jose is going in regard to Urbanizing the region. I have doubts that an EIR would logically support approval for much of the Urban Village concept that is being studied by San Jose. With heights up to 150', setbacks being minimized, and density going beyond reasonable, there is no evidence that this kind of growth is sustainable. I realize that San Jose is not the only city in the West Valley that is feeding the frenzy, and the residents in a wide swatch of this area are left to wonder. "what the heck are they' thinking?"

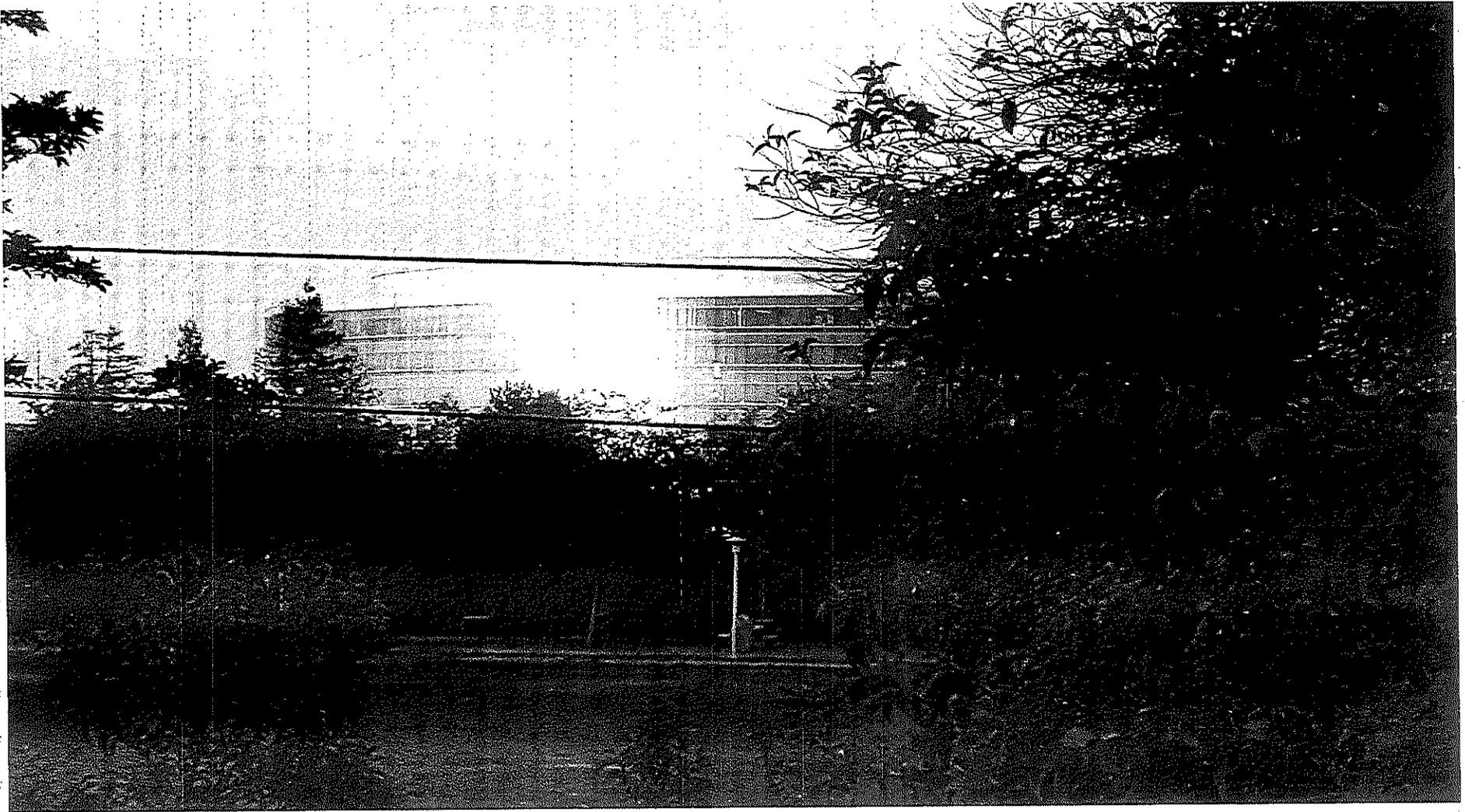
This email is an effort to give some very recent history of development issues that have arisen in the area of San Jose near Santa Clara and Cupertino 'borders' along Stevens Creek Boulevard. The area is directly 'in' or adjacent to a residential neighborhood with single family homes within the city of Cupertino. It is an area across Interstate 280 from

a residential neighborhood with single family homes within the city of Santa Clara. I am reaching out in hopes that your 'Neighbors', as well as many of your own residents, will be heard and respected.

Note that some of the correspondence attached to this email was written and submitted by the City of Cupertino, your neighbors to the West. One is current, one is older, but relevant to a large portion of your Stevens Creek Blvd planning.

I am assuming that San Jose has reached out to Cupertino Union School District (CUSD) and Fremont Union High School District (FUHSD) and also the City of Santa Clara in the form of Notice of Preparation (NOP). Please reply to this email and attach copies of any NOP letters that you have received from CUSD, FUHSD, and the city of Santa Clara.

Thank you.  
Lisa Warren  
Cupertino Resident

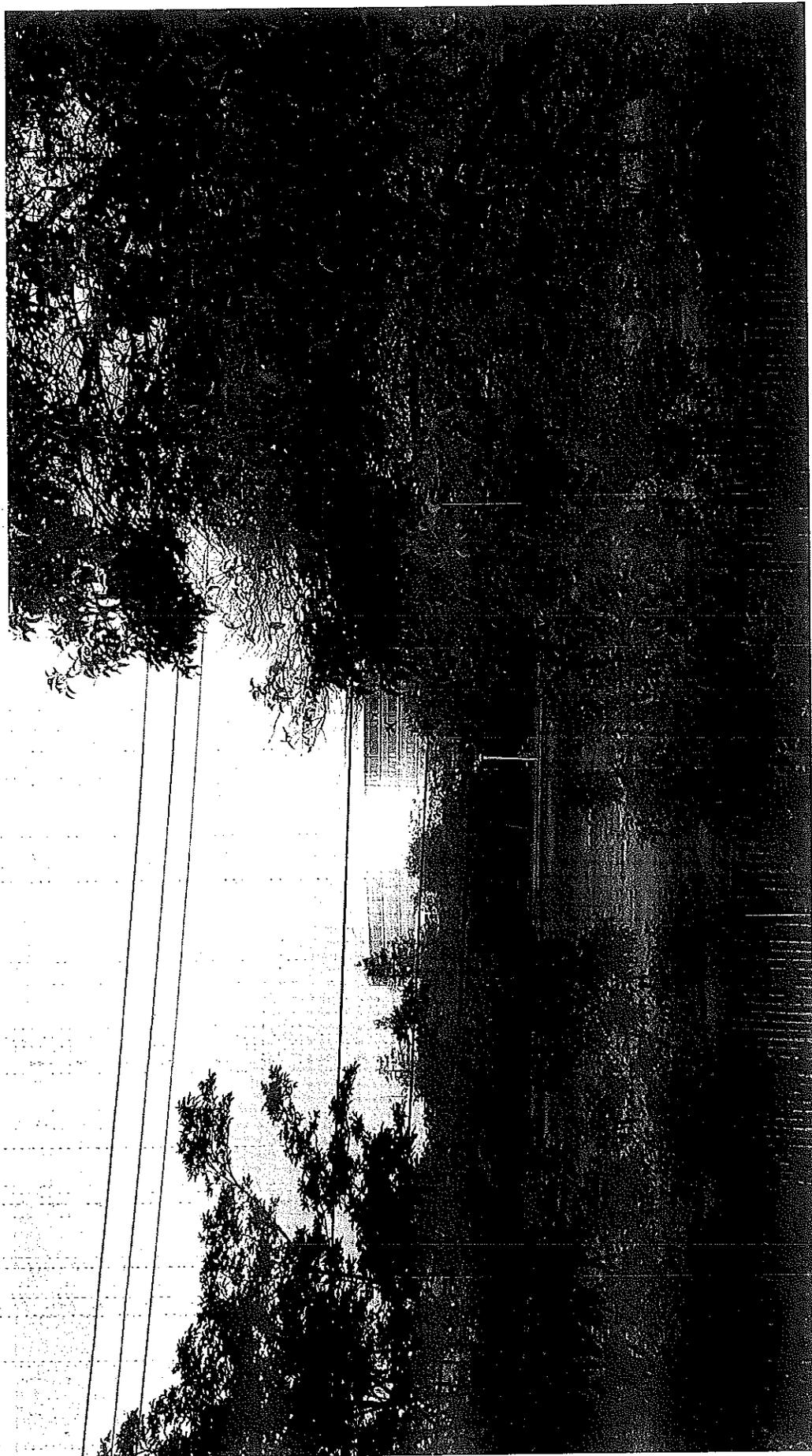


View of Apple leased blue 6 story office building on IHOP site Stevens Creek and Stern in Santa Clara - May 2017 . View is from Santa Clara single family neighborhood across Hwy 280 .

"Twin" 6 story building is approved for same site when IHOP is demolished.

Santa Clara CC denied application to increase the 2<sup>nd</sup> building's height to 9 stories in 2015.

Cupertino weighed in on the height increase proposal. San Jose may have done so also.





Taken July 2014 from same Santa Clara home, same basic location.



Photo taken just before Midnight May 4, 2017 with this note : " took this photo with my phone. It is through my home's window screen.

The floors in the blue oval building are not fully lit. - the lights aren't on all the way. It's in nighttime mode where the lighting turns down probably where/when employees are not working. But there are some nights when multiple floors are fully lit up, and then it is much much brighter.

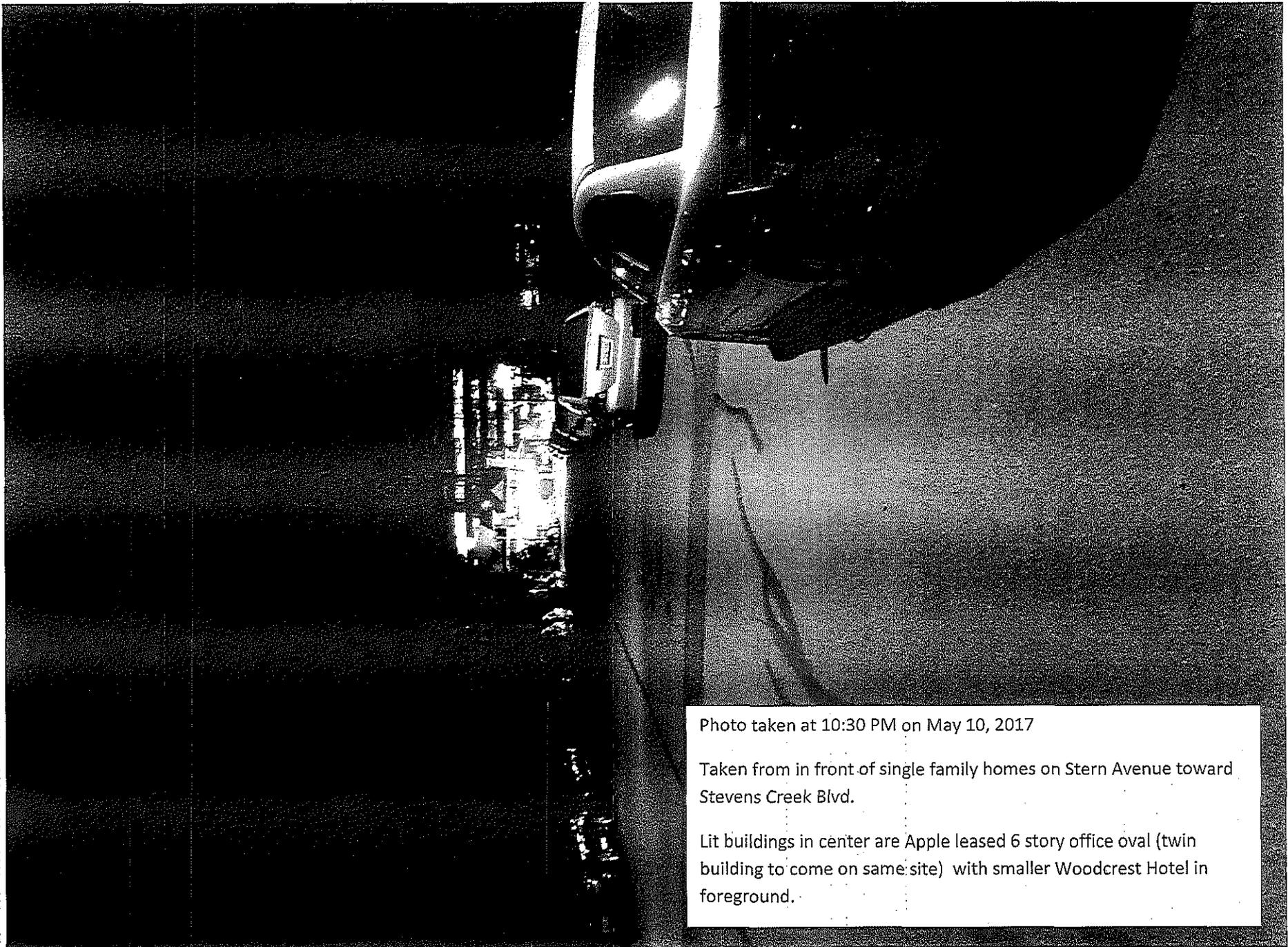


Photo taken at 10:30 PM on May 10, 2017

Taken from in front of single family homes on Stern Avenue toward Stevens Creek Blvd.

Lit buildings in center are Apple leased 6 story office oval (twin building to come on same site) with smaller Woodcrest Hotel in foreground.

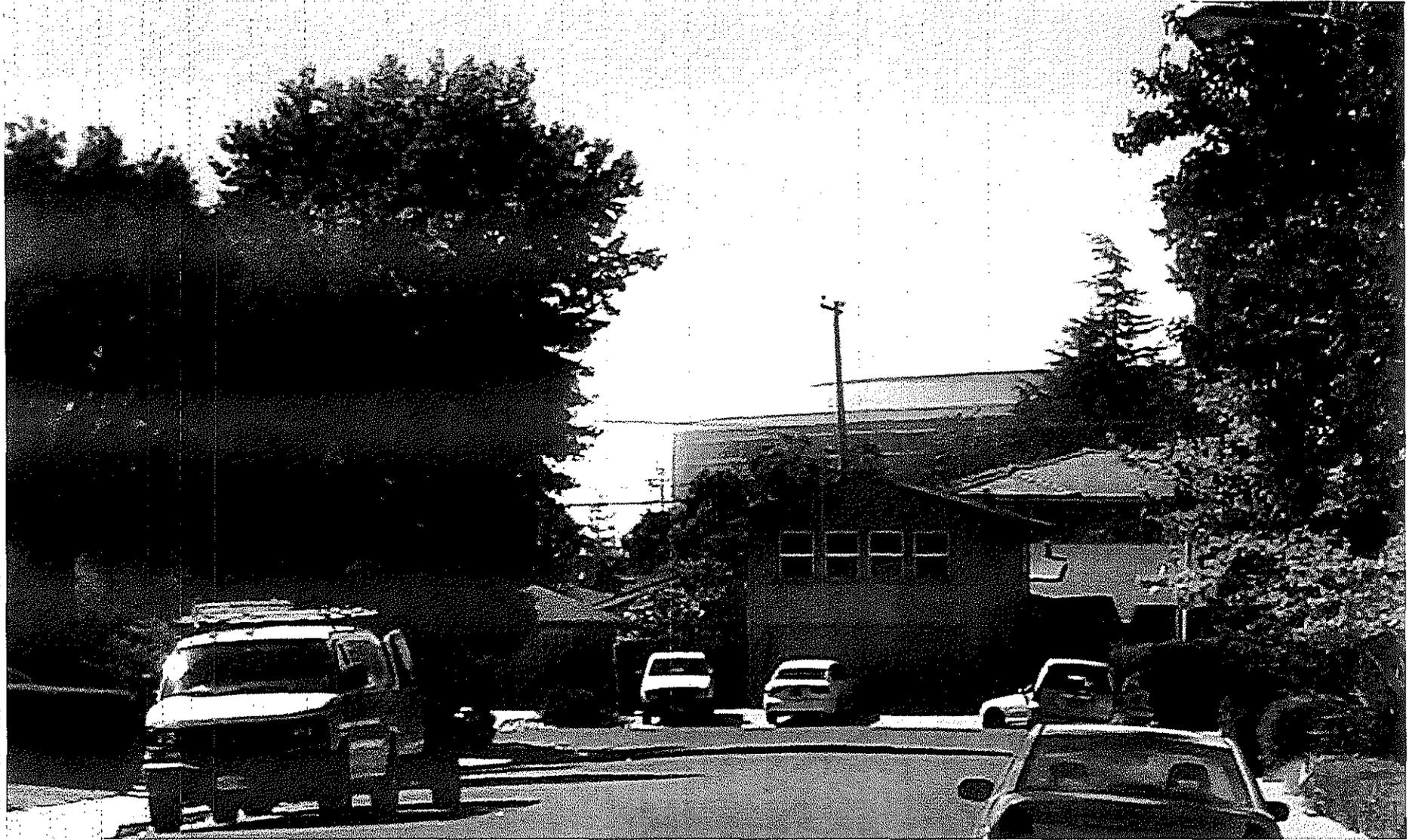


Photo shows the existing 6-story building that is easily seen from this residential neighborhood. (Photo taken from corner of Dawson and Sullivan, facing south). c. 2014



Photo taken on Stern Avenue (Cupertino) facing north in c.2014



OFFICE OF COMMUNITY DEVELOPMENT  
PLANNING DEPARTMENT

CITY HALL  
10300 TORRE AVENUE • CUPERTINO, CA 95014-3255  
(408) 777-3308 • FAX (408) 777-3333

August 5, 2014

Ms. Debby Fernandez  
City of Santa Clara Planning Department  
1500 Warburton Avenue  
Santa Clara, CA 95050

**Re: Addendum 5403/5405 Stevens Creek Boulevard Office Project**

Dear Ms. Fernandez:

Thank you for allowing the City of Cupertino the opportunity to comment on the Phase 2 office project proposed at 5403/5405 Stevens Creek Boulevard.

The approximate height of the proposed building is identified as 138 feet (nine stories) in the Addendum to the Final EIR. The Phase 1 six-story office building on the site, at 105 feet, is significantly taller than existing buildings in the area. While the project is located in an area where four story buildings exist, the project site is also located close to a residential neighborhood where the maximum allowable height is limited to two stories.

The project is proposing a monolithic sidewalk and a reduction in the amount of landscaping along Stevens Creek Boulevard. Please note that for projects along Stevens Creek Boulevard, the City of Cupertino requires the installation of a detached sidewalk and a double row of trees to buffer the mass and bulk of buildings from the street.

Please also find attached comments that the City has received from a concerned resident.

I hope that the City of Santa Clara will consider the City of Cupertino's comments in the review of the proposed project to improve its interface with the surrounding neighborhood and community. Should you have any questions, please do not hesitate to contact me at (408) 777-3308 or [Piug@cupertino.org](mailto:Piug@cupertino.org).

Sincerely,

Piu Ghosh, AICP  
Senior Planner  
City of Cupertino

Enclosed: Letter from Catherine Thaler re: Stevens Creek Office Building

Catherine Thaler  
10116 Stern Ave.  
Cupertino, CA 95014  
(408) 446-9266

City of Santa Clara  
Planning Commission  
1500 Warburton Ave.  
Santa Clara, CA 95050

RE: Stevens Creek Office Building

Dear Planning Commission;

I am writing in response to the proposed plans for the second building at 6409 Stevens Creek Blvd. Although I was officially notified by mail about the original project in 2012 I have not received anything in the mail about this issue. Luckily a neighbor mentioned it and I immediately contacted Debby Fernandez. She was most helpful in supplying documents and answering my questions on Friday. I have two major concerns, the scale of this project and the landscape plan.

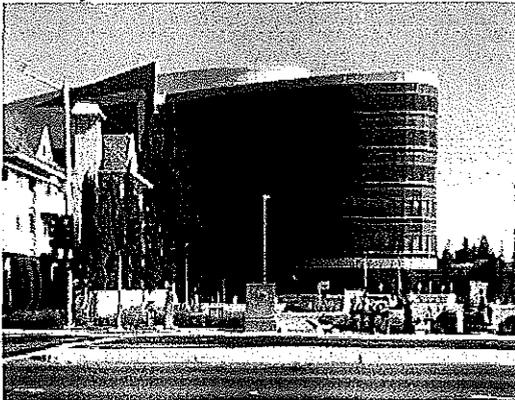
The scale of a 9 story project seems way out of proportion to the existing area. As you know, none of your Santa Clara residents are impacted by the office project, just many of us in Cupertino as we traverse Stevens Creek. Just behind this main street is a neighborhood of over 5,000 citizens that travel this area daily plus the many other commuters driving into work. Currently all surrounding buildings are at most 4 stories. The 6 story office building recently opened is the tallest building for quite a distance into Cupertino.

The following pictures illustrate the actual views of the project and the scale for human beings and cars. This is the reality, not just plans on paper. I wanted you to see the project as we do:

This picture was taken in front of my house on Stern Avenue. As you can see the existing new 6 story building is somewhat obscured by the 4 story hotel and masked by its location on the rear of the property. It is still quite impressive and we call it the 'Cruise Ship'.



Imagine this section of the building moved to within 60 feet of Stevens Creek and add 50% more to make it 9 stories! My lot is 60 feet wide, about 25 steps, so this is going to be very close to the street at the end and very tall.



This structure will tower over everything near it. Four stories high is the most of anything within sight. Although it is an attractive building it does not seem to compliment and fit in with the surroundings.

Given that the new building will be in plain view with nothing to hide it, the proposed landscape plan seems inadequate. The plan calls for large shade trees, but the selected trees are Chinese Pistache. Not only are they not large, but they are only slow to medium growers. It seems that this project requires the placement of many of trees to soften the structure.



This view is just west of the Hotel, and shows the current office building. Notice the large shade trees along the street. Inside are smaller trees closer to the structure. Coming from the other direction the office building is nicely masked.

Since a 9 story tree doesn't exist, please consider making the street trees larger, faster growing and require a larger specimen that 15 gallon listed on the plans. This is an impressive building whether 6 stories or 9, it should have impressive landscaping both inside and along the street.

Thank you,  
Catherine Thaler

cc: Cupertino Planning Department.



OFFICE OF COMMUNITY DEVELOPMENT

CITY HALL

10300 TORRE AVENUE • CUPERTINO, CA 95014-3255

(408) 777-3308 • FAX (408) 777-3333 • [planning@cupertino.org](mailto:planning@cupertino.org)

March 23, 2017

City of San Jose  
Department of Planning, Building and Code Enforcement  
Attn: *Dipa Chunder, Environmental Project Manager*  
200 E. Santa Clara St, 3<sup>rd</sup> Floor Tower  
San Jose, CA 95113-1905

**Re: 4300 Stevens Creek Boulevard Mixed-Use Project Notice of Preparation**

Dear Ms. Chunder:

Thank you for allowing the City of Cupertino to comment on the Notice of Preparation (NOP) for the above-referenced project. We have reviewed the NOP, and the abridged plans, emailed by the Project Planner, Tracy Tam, for the project and have the following comments:

**Height and Density**

*Policy IP-5.7 of the City of San Jose's 2040 General Plan requires careful consideration of best land uses and urban design standards for properties along an Urban Village periphery to minimize potential land use conflicts with adjacent properties.*

The plans indicate a ten-foot setback for the proposed six and seven story buildings along both Stevens Creek Boulevard and Albany Drive. While, the plans provided to the City do not indicate the heights of the proposed or existing surrounding buildings, it appears that the land uses immediately to the south are older two and three story residential buildings. These areas are outside of the Urban Village and it is unclear whether any thoughtful transitions (including building step backs) are being provided either on the north or south sides of the project. The EIR should consider this in its aesthetics analysis.

This is particularly of concern since the standards established by the proposed project may be carried into the Stevens Creek Urban Village Plan and impact the largely single-family residential areas within the City of Cupertino, if such a project were to be proposed in the western portion of the Urban Village Area.

*Policy IP-2.3 of the City of San Jose's 2040 General Plan (adopted in 2011) urges the adoption of a Village Plan prior to redevelopment of the Plan Area, unless a proposed project is considered a Signature Project.*

The proposed plans indicate that the allowable 2040 General Plan land use density in this Urban Village area is 250 dwelling units per acre. On the other hand, a review of the City's website and the General Plan does not indicate that an Urban Village Plan has been adopted as yet, or that the allowable heights and densities have been established. As a result, it is unclear whether the proposed project conforms to the heights and densities allowed within the Stevens Creek Urban Village.

However, should the information in the plans be accurate, this is of concern to the City of Cupertino since this is ten times greater than the density allowed along Stevens Creek Boulevard within the City of Cupertino up to the eastern city limits (abutting the City of San Jose.) This could potentially allow very high intensity development adjacent to properties in Cupertino that would be out of scale and context.

It is also unclear whether the proposed project meets the criteria spelled out in the General Plan for a Signature Project. The Environmental Impact Report (EIR) should consider this information in its analysis.

### **Street Improvements**

*The City of Cupertino's Heart of the City (HOC) Specific Plan establishes the frontage improvements required of properties along Stevens Creek Boulevard within the city limits.*

The HOC Specific Plan requires a 35 foot setback for buildings from the face of curb which includes a 26 foot wide landscaped easement comprising of a detached sidewalk. The HOC Specific Plan is available online at: [www.cupertino.org/hoc](http://www.cupertino.org/hoc). This linear parkway is a signature of development within Cupertino and provides for a safe and comfortable experience for pedestrians. It is encouraged that projects, at a minimum, consider improving the street frontage with a detached sidewalk with a park strip. The EIR should consider these as strategies for improved pedestrian mobility in its analysis.

*The City of Cupertino's Bike Master Plan envisions the installation of a Class IV bike lane on Stevens Creek Boulevard.*

This project is in the early stages of implementation. It is encouraged that the City of San Jose consider requiring this of projects within the Stevens Creek Urban Village. The EIR should consider this as a strategy/mitigation measure for improved bicycle mobility in its analysis.

**Traffic**

It is encouraged that the City of San Jose staff contact the City of Cupertino's Traffic Engineer to determine the appropriate thresholds of significance for intersections controlled by the City of Cupertino, prior to determination of the thresholds of significance or developing appropriate and adequate mitigation measures.

The City of Cupertino appreciates your consideration of the requested study scope elements described above. Should the City of San Jose elect not to do any of these analyses, or take a different approach to an analysis that will provide similar results or information, we would appreciate your notification.

Thank you for your consideration in this matter. Please contact Piu Ghosh, Principal Planner, at [piug@cupertino.org](mailto:piug@cupertino.org), if you have any questions or concerns about the items discussed in this letter.

Sincerely,

Aarti Shrivastava  
Assistant City Manager

CC: David Brandt, City Manager  
Randolph Hom, City Attorney  
Timm Borden, Director of Public Works  
Benjamin Fu, Assistant Director of Community Development  
David Stillman, Senior Traffic Engineer

**From:** Lisa Warren <la-warren@att.net>  
**To:** "MayorandCouncil@santaclaraca.gov" <MayorandCouncil@santaclaraca.gov>;  
"planningcommission@santaclaraca.gov" <planningcommission@santaclaraca.gov>  
**Cc:** "YChen@santaclaraca.gov" <YChen@santaclaraca.gov>  
**Sent:** Tuesday, July 7, 2015 7:42 PM  
**Subject:** Input for Public Record - July 8, 2015 Planning Commission meeting Santa Clara - RE: Agilent  
5301 Stevens Creek Blvd

Planning Chair, Commissioners, Mayor and City Council Members,

This is a long email that highlights some of the concerns related to the 'Agilent item' on your PC Agenda for July 8, 2015. I hope that you take the time to read it. If you choose to reply and have any questions, I will do my best to respond quickly.

Thank you, in advance, for your time and consideration.  
-Lisa Warren -

Here goes.....

One alarming thing in the staff report is that it claims this :

~~~~~  
""Environmental Determination: The addendum provides an analysis of each environmental issue identified in the EIR to determine whether new effects would occur or new mitigation measures should be required.

No substantive revisions are needed to the 2005 Supplemental EIR, because **no new significant impacts or impacts of substantially greater severity would result from the 2015 Project; because there have been no changes in circumstance in the project area that would result in new significant environmental impacts or substantially more severe impacts;** and because no new information has come to light that would indicate the potential for new significant impacts or substantially more severe impacts than were discussed in the 2005 Supplemental EIR. The previous Mitigation Monitoring or Reporting Program remains in effect for this project.""

~~~~~  
**HOW can these statements be made ???** How can a 2005 Supp EIR be sufficient 10 years later with massive amounts of activity in the area... including in SC ??? ... How can anyone ignore Apple, IHOP, Main St, Hamptons. ... etc and say that there is 'no new information'... or that there has " been no changes in circumstance in the project area that would result in new significant environmental impacts or substantially more severe impacts " ?

If someone tried to answer these questions by saying that the area is already so messed up .. beyond hope... that it doesn't 'count'..... the ole 'significant but unavoidable' phrase.... then someone needs to do something about how the whole EIR process is done; or interpreted.

There are additional problems with the information in the Staff report and accompanying documents.

- Parking in the EIR 2.1.1.3 - number of spaces is calculated based on a ratio of 1:300 sf of office. Recent industry standards is 1:200 sf and the trend is actually going toward a smaller ratio in most areas.

Setbacks listed are confusing and need clarification.

- A minimum of 30-foot from the 'intersection of Lawrence off ramp and SC Blvd is mentioned as a setback. How is the 'intersection defined? is that at the median between E/W traffic lanes, is it related to Northbound lanes... what? Is that setback a building setback or some other setback ?
- Minimum 'typical' building setback is 40-foot from 'property line'. Where are the property lines ? Can buildings be 'straight up' ?
- Minimum 20-foot parking structure setback from 'property line'. Again.. where are property lines ?

.....

I personally don't believe that the HP/Agilent project and Development Agreement from over a decade ago was appropriate for the site/area. It was approved by Santa Clara then, and over 10 years of "open time" was given. Simply rubber stamping an old project certainly does not take into account the circumstances that exist today, much less 10 years in the future, which is what a new 'expiration' date would potentially be.

**On August 26, 2014 the Santa Clara City Council unanimously voted to deny the 3-story increase in building height that was being proposed for the second building on the Perry-Arrillaga site just west of 280 from the site in question. I urge you to watch the recording of the August 26, 2014 CC meeting and witness why the decision to deny was 100% correct. For ALL of the same reasons, these proposals (PLN2015-11206 and CEQ2015-01192) for Amendments to previous Development Agreement and supplemental EIR for the property at 5301 Stevens Creek Blvd. should be denied.**

I now wonder if the impacts of the 5301 SC Blvd Developments Agreement were considered in the EIR for the originally approved Perry-Arrillaga development, or the 2014 attempt to increase height and sf of building 2.

.....  
Below is a copy of correspondence to the Mayor and City Council in August of 2014. It includes very powerful visuals. (photos are a 'must see')

The author of this communication will not be able to attend the July 8, 2015 Planning Commission meeting so I am forwarding this to you all in an effort to share what was said nearly a year ago, and certainly still applies to the area today... the references to the 5403/5405 Stevens Creek Blvd(Perry-Arrillaga) can easily be substituted with the project being considered at 5301 Stevens Creek Blvd.(Agilent), even though there is not a request for increase in height. The 124 and 96 ft in addition to 4 parking structures that range from 2 to 6 levels would have an enormous negative effect on visual space, as well as traffic, safety and air quality, etc.

Dear Mayor Matthews, Vice Mayor Marsalli, Ms. Davis, Ms. Gillmor, Mr. Kolstad, Ms. Mahan, Ms. O'Neill, and Mr. Fuentes,

I am opposed to increasing the building height from 6 to 9 floors of the 5403/5405 Stevens Creek Office Project (item # 7A on the 8/26/2014 City Council Meeting agenda). Because the first 6 story building in this project was completed earlier this year, we can use it to gauge the impact of the proposed increased in building height. I hope you will take the time to read my concerns below before voting on this resolution.

As a resident of the Westwood Oaks neighborhood of Santa Clara, I would like to share with you some of my reasons for opposing the addition of 3 floors to the height of the currently approved/proposed six-story building on Stevens Creek Boulevard. This is not a complete list, and it is not in any particular order.

- A 9-story building is too tall for this area. I have attached 3 pictures that show the visual impact of this building on the nearby residential neighborhoods.
  - o It will have a negative visual impact on and decrease privacy for Santa Clara's Westwood Oaks residential neighborhood – a neighborhood of 1 and 2 story single family homes. Please see the pictures that I've attached.
    - One shows the existing 6-story building that is easily seen from this residential neighborhood. (Photo taken from corner of Dawson and Sullivan, facing south).
    - Another shows the south-facing view from my bedroom window. This view is now dominated by the new 6-story building. The 9-story building would tower just to the left in this picture.
    - o It will have a negative visual impact on and decrease privacy on Cupertino's Rancho Rinconada residential neighborhood just south of the proposed building. This neighborhood has 1 and 2-story single family homes.
      - I've attached a picture taken on Stern Avenue (Cupertino) facing north.
  - A 9-story building will increase the light pollution, and blinding reflections of the sun in the area. The current 6-story building focuses morning sunlight into a direct, blinding beam that reflects directly into the south facing windows all

along the back of my house. Please see the attached picture taken this morning of this focused light reflecting into my windows.

- The additional office space will result in increased traffic and decreased safety on the area's streets.
  - o Cupertino High School (with over 2,000 students) is located here. You can see many of the students walking, biking and driving to and from school. Many of these students are residents of Santa Clara, including 2 of my children.
  - o Traffic already routinely backs up from Stevens Creek Blvd onto Lawrence Expressway and Highway 280, even when it is not rush hour.
  - o There are 9 traffic lights on Stevens Creek Blvd in the 1.2 mile section from Cabot Avenue (in Santa Clara, across from Safeway) to Wolfe Road in Cupertino. That indicates how big an issue the traffic already is in this area.
  - o Currently during morning rush hour traffic, it can take 30 minutes to travel the 1.2 miles on Stevens Creek Blvd from Cabot Ave to Wolfe Road. This is before these already approved additional projects are completed along this stretch Stevens Creek Blvd that will dramatically increase traffic. These projects were not all considered as part of the EIR originally.
    - 204 two- and three-bedroom housing units at the Nineteen800 apartments complex next to Vallco Mall.
    - The Apple campus with projected 14,500 employees along Tantau Road.
    - The new Cupertino downtown featuring retail stores and a 180-room hotel that is currently under construction at the corner of Tantau Road and.
    - The already approved 6 story office building (without the 3 story additional floors).
  - o With the additional office space and resulting increase in commuters, people will continue to look for shortcuts through neighborhoods to decrease their commute time and avoid the Lawrence Expressway/Stevens Creek Blvd gridlock. This will likely result in more traffic on Pruneridge Avenue in the Westwood Oaks neighborhood.
  - o Based on the speed limit tracker in my picture from Stern Avenue, I am willing to bet that there are speeding and traffic issues in this Cupertino neighborhood already and people try to get to the recently installed traffic light at Stern and Stevens Creek. The additional office space will add to cars and traffic through this Cupertino residential neighborhood.

.....  
This portion is Altered a bit to fit the Agilent project description.... but really the same message sent last August.

*I have a concern about the public notification of this agenda item. I believe that a larger area should be noticed because this is such a tall buildings and will be visible from a large distance.*

*I understand that it is desirable to have more office space in Santa Clara. But Stevens Creek Boulevard is not the correct location for building heights of*

***96 and 124 feet NOR for parking structures that are 3 to 6 levels. I am sure that much more suitable locations for these tall structures, perhaps in industrial areas away from residential neighborhoods in Santa Clara and in Cupertino.***

Thank you for your consideration.

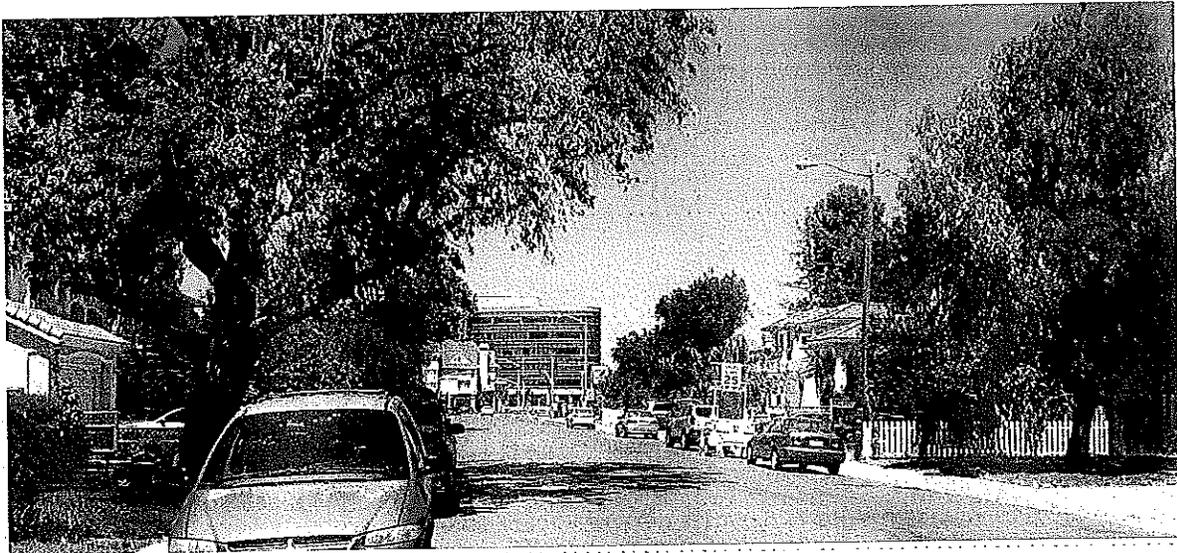
Best regards,  
PM

Voting resident of Santa Clara since 1990; Voting resident of Westwood Oaks since 1994

REMEMBER, this is an existing, real life, building that will soon have a 'twin tower'. Just over 280, there could be 2 more buildings (even taller).... AND 4 parking structures that are visible from a few residential neighborhoods.

This view is partially screened by trees.... that is not always the case. Position, time of year, health of trees etc. play a part in that.





Dear Mayor Matthews, Vice Mayor Marsalli, Ms. Davis, Ms. Gillmor, Mr. Kolstad, Ms. Mahan, and Ms. O'Neill,

I want to thank you very much for your unanimous decision to deny the addition of 3 floors to the already approved 6-story building on Stevens Creek Boulevard. I really appreciate your listening to my concerns (and to those of others who spoke and wrote), and then weighing the pros and cons of the resolution last night. I am very pleased with your decision.

I can't say that I'm happy that there is another 6-story building going up behind my house. But I can say that I am very relieved that it is not 9-stories tall.

Thank you again for your careful consideration.

Best regards,  
Pamela

Pamela McDaniel  
Resident of Westwood Oaks, Santa Clara

**From:** Pamela McDaniel  
**Sent:** Sunday, August 24, 2014 12:54 PM  
**To:** '[MayorAndCouncil@santaclaraca.gov](mailto:MayorAndCouncil@santaclaraca.gov)'; '[Manager@santaclaraca.gov](mailto:Manager@santaclaraca.gov)'  
**Cc:** Pamela McDaniel  
**Subject:** Reasons why I am opposed to 9-story building on Stevens Creek Blvd (8/26/2014 council meeting, agenda item 7A)

Dear Mayor Matthews, Vice Mayor Marsalli, Ms. Davis, Ms. Gillmor, Mr. Kolstad, Ms. Mahan, Ms. O'Neill, and Mr. Fuentes,

I am opposed to increasing the building height from 6 to 9 floors of the 5403/5405 Stevens Creek Office Project (item # 7A on the 8/26/2014 City Council Meeting agenda). Because the first 6 story building in this project was completed earlier this year, we can use it to gauge the impact of the proposed increased in building height. I hope you will take the time to read my concerns below before voting on this resolution.

As a resident of the Westwood Oaks neighborhood of Santa Clara, I would like to share with you some of my reasons for opposing the addition of 3 floors to the height of the currently approved/proposed six-story building on Stevens Creek Boulevard. This is not a complete list, and it is not in any particular order.

• A 9-story building is too tall for this area. I have attached 3 pictures that show the visual impact of this building on the nearby residential neighborhoods.

o It will have a negative visual impact on and decrease privacy for Santa Clara's Westwood Oaks residential neighborhood – a neighborhood of 1 and 2 story single family homes. Please see the pictures that I've attached.

▪ One shows the existing 6-story building that is easily seen from this residential neighborhood. (Photo taken from corner of Dawson and Sullivan, facing south).

- Another shows the south-facing view from my bedroom window. This view is now dominated by the new 6-story building. The 9-story building would tower just to the left in this picture.
- o It will have a negative visual impact on and decrease privacy on Cupertino's Rancho Rinconada residential neighborhood just south of the proposed building. This neighborhood has 1 and 2-story single family homes.
- I've attached a picture taken on Stern Avenue (Cupertino) facing north.
- A 9-story building will increase the light pollution, and blinding reflections of the sun in the area. The current 6-story building focuses morning sunlight into a direct, blinding beam that reflects directly into the south facing windows all along the back of my house. Please see the attached picture taken this morning of this focused light reflecting into my windows.
- The additional office space will result in increased traffic and decreased safety on the area's streets.
- o Cupertino High School (with over 2,000 students) is located here. You can see many of the students walking, biking and driving to and from school. Many of these students are residents of Santa Clara, including 2 of my children.
- o Traffic already routinely backs up from Stevens Creek Blvd onto Lawrence Expressway and Highway 280, even when it is not rush hour.
- o There are 9 traffic lights on Stevens Creek Blvd in the 1.2 mile section from Cabot Avenue (in Santa Clara, across from Safeway) to Wolfe Road in Cupertino. That indicates how big an issue the traffic already is in this area.
- o Currently during morning rush hour traffic, it can take 30 minutes to travel the 1.2 miles on Stevens Creek Blvd from Cabot Ave to Wolfe Road. This is before these already approved additional projects are completed along this stretch Stevens Creek Blvd that will dramatically increase traffic. These projects were not all considered as part of the EIR originally.
- 204 two- and three-bedroom housing units at the Nineteen800 apartments complex next to Vallco Mall.
- The Apple campus with projected 14,500 employees along Tantau Road.
- The new Cupertino downtown featuring retail stores and a 180-room hotel that is currently under construction at the corner of Tantau Road and.
- The already approved 6 story office building (without the 3 story additional floors).
- o With the additional office space and resulting increase in commuters, people will continue to look for shortcuts through neighborhoods to decrease their commute time and avoid the Lawrence Expressway/Stevens Creek Blvd gridlock. This will likely result in more traffic on Pruneridge Avenue in the Westwood Oaks neighborhood.
- o Based on the speed limit tracker in my picture from Stern Avenue, I am willing to bet that there are speeding and traffic issues in this Cupertino neighborhood already and people try to get to the recently installed traffic light at Stern and Stevens Creek. The additional office space will add to cars and traffic through this Cupertino residential neighborhood.

I have a concern about the public notification of this agenda item. I believe that a larger area should be noticed because this is such a tall building and will be visible from a large distance. I spoke with the Associate Planner at the August 6th Planning

Commission meeting. Together we looked at the city map on the wall. The Associated Planner agreed that posting fliers and sending notices along Hancock Drive (in Santa Clara) was appropriate, and promised to notify the residents on this street. It is Sunday, August 24 now. I have not seen any fliers posted on the street poles along Hancock Drive, and I have not received one at my house. I did see 1 flier posted on Stern Avenue next to the 7-Eleven store in Cupertino, but not on any street poles on the area of that street where residents would see them near their homes.

I understand that it is desirable to have more office space in Santa Clara. But 5409 Stevens Creek Boulevard is not the correct location for a 9-story building. I am sure that Santa Clara can find other, much more suitable locations for 9-story tall buildings, perhaps in industrial areas away from residential neighborhoods in Santa Clara and in Cupertino.

Please feel free to call or email me if there are any questions on my list above, my photographs, or on my views on this project.

Thank you for your consideration.

Best regards,  
Pamela McDaniel

Voting resident of Santa Clara since 1990; Voting resident of Westwood Oaks since 1994  
3888 Hancock Drive, Santa Clara, CA 95051  
1-408-246-6888  
[pamelam@synopsys.com](mailto:pamelam@synopsys.com)

## Xavier, Lesley

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**From:** Liang Chao <lfchao@gmail.com>  
**Sent:** Tuesday, June 13, 2017 8:12 AM  
**To:** Jones, Chappie; The Office of Mayor Sam Liccardo; Planning Commission 1; Planning Commission 2; Planning Commission 3; Planning Commission 4; Planning Commission 5; Pressman, Christina; Ferguson, Jerad; Xavier, Lesley; Brilliot, Michael  
**Subject:** Traffic Congestion Coming from 15-story Buildings on Stevens Creek Blvd.

Dear Council Member Jones and Planning Commissioners,

As requested by one Planning Commissioner in the May 24 Planning Commission meeting, please justify the height numbers used for Stevens Creek Urban Village (SCUV) and also the other two urban villages to be approved on June 27 by the City Council.

The SCUV plan will double the existing building heights of many buildings to 65 feet and quadruple the heights to 120 feet or 150 feet.

The maximum heights of five Urban Village plans already approved:

- The Alameda Urban Village: Up to 85'. Mostly under 65'.
- Roosevelt Park Village Plan: 55' or 85'.
- Little Portugal Urban Village: 58' or 70'.
- Five Wounds Urban Village: up to 120' (one site). Mostly under 70'.
- 24<sup>th</sup> & William Urban Village: 30'-35' or 55'-65'.

The approved urban village plans above are near the planned BART stations close to downtown. They are located in an area with easy access existing CalTrain, light rail, BRTs and bus lines. As one can see, the max heights are mostly 65 to 85 feet even near San Jose downtown. Only one site in one Urban Village has the maximum height of 120 feet.

The maximum heights of three Urban Village plans to be approved on June 27:

- Valley Fair/Santana Row Urban Village: Up to 150'. Unlimited with community benefits.
- Winchester Urban Village: up to 85'.
- Stevens Creek Village: 85 feet or up to 120' to 150'.

Even with San Jose standards, the maximum heights being throwing at Stevens Creek Blvd. area are extraordinary and baseless. That area is far away from any existing or planned BART, light rail or real BRT with dedicated lanes. How will people commute to and from work then?

The EIR for Envision 2040 was done in 2011, which is 6 years ago, and the traffic congestion has worsened considerably in 2017, especially in the area of I-280, Lawrence and I-880. The building heights allocated to SCUV are not consistent with the job and housing allocation assigned to SCUV, which can fit easily under 65 feet. By doubling the building heights, you would encourage doubling the density and the amount of allocation in SCUV. Thus, SCUV does not comply with Envision 2040 General Plan.

Please justify the max. building heights in the three urban villages to be approved. Every story generates more density and traffic and more cost for infrastructure support. The building heights are not just numbers to be negotiated like in a bargaining game. The building heights have to make sense in the context of the entire city, based on the transportation capacity and the allocation.

Sincerely,

Liang Chao  
Cupertino Resident

## Xavier, Lesley

---

**From:** Ron Canario <ron.canario@aol.com>  
**Sent:** Tuesday, June 13, 2017 12:37 PM  
**To:** Jones, Chappie; District 6; The Office of Mayor Sam Liccardo; Planning Commission 1; Planning Commission 2; Planning Commission 3; Planning Commission 4; Planning Commission 5  
**Cc:** Pressman, Christina; Xavier, Lesley; Brilliot, Michael

Dear Council Members Jones and Davis, and Planning Commissioners,

An email was distributed to you by a community member, and I agree with it and endorse it. I have copied the email below.

Thanks for hearing my opinion,  
Ron Canario  
District 1 resident

As requested by one Planning Commissioner in the May 24 Planning Commission meeting, please justify the height numbers used for Stevens Creek Urban Village (SCUV) and also the other two urban villages to be approved on June 27 by the City Council.

The SCUV plan will double the existing building heights of many buildings to 65 feet and quadruple the heights to 120 feet or 150 feet.

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The approved urban village plans above are near the planned BART stations close to downtown. They are located in an area with easy access existing CalTrain, light rail, BRTs and bus lines. As one can see, the max heights are mostly 65 to 85 feet even near San Jose downtown. Only one site in one Urban Village has the maximum height of 120 feet.

The maximum heights of three Urban Village plans to be approved on June 27:

- Valley Fair/Santana Row Urban Village: Up to 150', and the Volar at 200'
- Winchester Urban Village: up to 85'.
- Stevens Creek Village: 85 feet or up to 120' to 150'.

Even with San Jose standards, the maximum heights being thrown at Stevens Creek Blvd. area are extraordinary and baseless. That area is far away from any existing or planned BART, light rail or real BRT with dedicated lanes. How will people commute to and from work then?

The EIR for Envision 2040 was done in 2011, which is 6 years ago, and the traffic congestion has worsened considerably in 2017, especially in the area of I-280, Lawrence and I-880. The building heights allocated to SCUV are not consistent with the job and housing allocation assigned to SCUV, which can fit easily under 65 feet. By doubling the building heights,

you would encourage doubling the density and the amount of allocation in SCUUV. Thus, SCUUV does not comply with *Envision 2040 General Plan*.

Please justify the max. building heights in the three urban villages to be approved. Every story generates more density and traffic and more cost for infrastructure support. The building heights are not just numbers to be negotiated like in a bargaining game. The building heights have to make sense in the context of the entire city, based on the transportation capacity and the allocation.

**Xavier, Lesley**

---

**From:** Steven Hoffman <Steven@stevenhoffmanlaw.com>  
**Sent:** Monday, June 12, 2017 4:03 PM  
**To:** Xavier, Lesley  
**Cc:** Pressman, Christina  
**Subject:** 3680-3690 Stevens Creek Blvd., San Jose - Urban Village Commercial Designation

Lesley,

This is a follow up to my email to you of June 5<sup>th</sup>, below.

On June 8<sup>th</sup> we met with Chappie Jones and members of the city staff (Jerad Ferguson and Christina Pressman). They were both very knowledgeable about the Urban Village designations and clarified some misconceptions.

We now understand that the *Urban Village* designation allows exactly the same commercial uses as the Urban Village Commercial and that the only difference, as far as we know is that the Urban Village has the additional latitude of allowing residential uses.

Although you may have previously explained this, we evidently did not understand this main point.

Based on the above and our understanding that we will be entitled to continue automotive uses in the UV designation, we wanted to confirm our satisfaction with the UV designation and withdraw our prior objections and request for a UVC designation.

Notwithstanding the above, we would urge the planning commission and City Council to continue to allow a drive-through use for future tenants of the corner of the property where the current drive through is located.

Thank you,

Steve

**Steven D. Hoffman**  
Law Offices of Steven D. Hoffman

563 So. Murphy Ave.

Sunnyvale, CA. 94086

**Steven@StevenHoffmanLaw.com**

Phone: (408) 252-5900

Fax: (408) 900-8225



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**From:** Steven Hoffman  
**Sent:** Monday, June 05, 2017 8:46 AM  
**To:** Xavier, Lesley <Lesley.Xavier@sanjoseca.gov>  
**Cc:** Ken Hoffman <ken@ehoffmanpm.com>; Susie Brenner <susala2000@hotmail.com>  
**Subject:** RE: 3680-3690 Stevens Creek Blvd., San Jose - Urban Village Commercial Designation

Lesley,

Thank you for the information. After further discussion and research on this issue, we remain adamant that our property should continue to have a commercial designation, in this case Urban Village Commercial. There are a number of reasons for this, most of which I have previously mentioned:

-We purchased this property for commercial use.

-Our family focuses on commercial uses not on residential.

-We intend to keep this property in our family and manage it in the future.

-At such time as the property is redeveloped, we intend to redevelop it as commercial and not residential.

-Perhaps most importantly, our property should have the same designation as the neighboring property currently used by Momentum Chevrolet. It makes no sense to split the block between two different uses and by doing so, it is less likely that the entire block would be redeveloped at the same time. This is particularly true since we already have automotive as an allowable use, the same as our neighbor.

We hope that you will support our position on this and look forward to your continued cooperation.

Steve

**LAW OFFICES OF STEVEN D. HOFFMAN**

563 So. Murphy Ave.

Sunnyvale, CA. 94086

(408) 252-5900

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---

**From:** Xavier, Lesley [<mailto:Lesley.Xavier@sanjoseca.gov>]  
**Sent:** Friday, June 02, 2017 12:32 PM  
**To:** Steven Hoffman  
**Cc:** Ken Hoffman; Susie Brenner  
**Subject:** RE: 3680-3690 Stevens Creek Blvd., San Jose

We do not get that detailed in a General Plan. That detail comes in the zoning designation. You can view the Commercial Section of our Zoning Ordinance on the website at:

[https://www.municode.com/library/ca/san\\_jose/codes/code\\_of\\_ordinances?nodeId=TIT20ZO\\_CH20.40COZO\\_DIPUQUBLZODI](https://www.municode.com/library/ca/san_jose/codes/code_of_ordinances?nodeId=TIT20ZO_CH20.40COZO_DIPUQUBLZODI)

---

**From:** Steven Hoffman [<mailto:Steven@stevenhoffmanlaw.com>]  
**Sent:** Friday, June 02, 2017 12:24 PM  
**To:** Xavier, Lesley <[Lesley.Xavier@sanjoseca.gov](mailto:Lesley.Xavier@sanjoseca.gov)>  
**Cc:** Ken Hoffman <[ken@ehoffmanpm.com](mailto:ken@ehoffmanpm.com)>; Susie Brenner <[susala2000@hotmail.com](mailto:susala2000@hotmail.com)>  
**Subject:** RE: 3680-3690 Stevens Creek Blvd., San Jose

Lesley,

Thanks for your response on this. Although the referenced/highlighted wording is helpful, it still does not provide sufficient information for us to make an intelligent decision. Where can we look to find out the actual commercial uses

that are allowed in both the UV and UVC? Retail sales and services, general and professional offices and institutional uses is a pretty general reference. Would that include, for example, automotive (car parts retail), restaurants, nail salons, barber shops, flooring and carpeting showrooms, etc. etc. Please point me in the right direction if you can.

Thanks,

Steve

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**From:** Xavier, Lesley [<mailto:Lesley.Xavier@sanjoseca.gov>]

**Sent:** Thursday, June 01, 2017 4:10 PM

**To:** Steven Hoffman <[Steven@stevenhoffmanlaw.com](mailto:Steven@stevenhoffmanlaw.com)>

**Cc:** Ken Hoffman <[ken@ehoffmanpm.com](mailto:ken@ehoffmanpm.com)>; Susie Brenner <[susala2000@hotmail.com](mailto:susala2000@hotmail.com)>

**Subject:** RE: 3680-3690 Stevens Creek Blvd., San Jose

Hi Steven-

The following is the specific text of the land use designation. See the highlighted portion below. It supports commercial, and also residential.

## URBAN VILLAGE

DENSITY: 65 DU/AC TO 250 DU/AC

The Urban Village land use designation supports a wide range of commercial uses, including retail sales and services, professional and general offices, and institutional uses. This designation also allows residential uses in a mixed-use format. Residential and commercial mixed-use projects can be vertical mixed-use with residential above retail for example, or, where a larger site allows, they can be mixed horizontally, with commercial and residential uses built adjacent to each other, in one integrated development. All new development under this designation with frontage along Stevens Creek Boulevard must include ground floor commercial uses and or active spaces along Stevens Creek Boulevard. This Plan does not establish a maximum FAR for commercial or mixed residential/ commercial development for properties designated Urban Village, but does establish a minimum number of dwelling units per acre for the residential portion of mixed use projects. The intensity of new commercial development will effectively be limited by the maximum height limits established in this Plan and the parking requirements established in the Zoning Ordinance.

Also, existing auto uses can stay, but the Plan does not support any new auto sales that include surface parking lots for car storage. The plan would support car sales in a tenant space much like the Tesla dealership in Santana Row.

Hope this helps.

Lesley

**From:** Steven Hoffman [<mailto:Steven@stevenhoffmanlaw.com>]  
**Sent:** Thursday, June 01, 2017 3:34 PM  
**To:** Xavier, Lesley <[Lesley.Xavier@sanjoseca.gov](mailto:Lesley.Xavier@sanjoseca.gov)>  
**Cc:** Ken Hoffman <[ken@ehoffmanpm.com](mailto:ken@ehoffmanpm.com)>; Susie Brenner <[susala2000@hotmail.com](mailto:susala2000@hotmail.com)>  
**Subject:** RE: 3680-3690 Stevens Creek Blvd., San Jose

Lesley,

I have communicated with Kirk Vartan on the Stevens Creek Urban Village designations in an effort to clear up some remaining questions. He believes that " In Urban Village, residential is possible, but only if commercial is in place. The reverse is not true, meaning you can do all commercial and no residential."

I would like to confirm that the above statement is true and that, with the Urban Village designation, the landowner has the right to develop all commercial. Is that your understanding?

Also, are automotive uses, like a rental car business, available in either Urban Village or Urban Village Commercial?

Thanks in advance for clearing this up.

Steve

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**From:** Xavier, Lesley [mailto:Lesley.Xavier@sanjoseca.gov]

**Sent:** Monday, May 15, 2017 4:33 PM

**To:** Ken Hoffman <ken@ehoffmanpm.com>; Steven Hoffman <Steven@stevenhoffmanlaw.com>; Susie Brenner <susala2000@hotmail.com>

**Subject:** RE: 3680-3690 Stevens Creek Blvd., San Jose

Again, we are not changing the zoning. The City is proposing to change the land use designation from Neighborhood Community Commercial to Urban Village. For your reference the descriptions of those designations are included below.

## NEIGHBORHOOD/COMMUNITY COMMERCIAL

*DENSITY: FAR of up to 3.5*

The Neighborhood/Community Commercial land use designation supports a broad range of commercial uses such as neighborhood-serving retail stores and services, commercial and professional offices and private community gathering facilities. New residential uses are not supported by this land use designation. Neighborhood/Community Commercial uses should have a strong connection to, and provide services and amenities for, the community. These uses should be designed to promote this connection with an appropriate urban form that supports walking, transit use and public interaction.

## URBAN VILLAGE

*DENSITY: 65 DU/AC TO 250 DU/AC*

The Urban Village land use designation supports a wide range of commercial uses, including retail sales and services, professional and general offices, and institutional uses. This designation also allows residential uses in a mixed-use format. Residential and commercial mixed-use projects can be vertical mixed-use with residential above retail for example, or, where a larger site allows, they can be mixed horizontally, with commercial and residential uses built adjacent to each other, in one integrated development. All new development under this designation with frontage along Stevens Creek Boulevard must include ground floor commercial uses along Stevens Creek Boulevard.

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*Lesley Xavier*

Lesley Xavier

Supervising Planner - Village Planning

Planning Division

Planning, Building, and Code Enforcement

City of San Jose

200 E. Santa Clara Street, 3rd Flr, Tower

San Jose, CA 95113

Tel. 408-535-7852

Do you want to learn more about Urban Villages in San Jose? Please review the [Urban Village website](#).

**From:** Ken Hoffman [mailto:ken@ehoffmanpm.com]

**Sent:** Monday, May 15, 2017 10:16 AM

**To:** Xavier, Lesley <Lesley.Xavier@sanjoseca.gov>; Steven Hoffman <Steven@stevenhoffmanlaw.com>; Susie Brenner <susala2000@hotmail.com>

**Subject:** 3680-3690 Stevens Creek Blvd., San Jose

Lesley,

Good Morning. We are writing you with the April 24 planning meeting in mind. As you know. We are in favor of keeping on CG zoning on the above referenced property.

We are interested in knowing whether or not you and or the planning commission will be supporting our request to retain this zoning for our property.

Could you let us know. If you wish to contact me by telephone, my number is 408-483-1809.

Thank you,

Ken Hoffman

--

**HOFFMAN ENTERPRISES, INC.**

*Commercial Property Management*

Ken Hoffman

President

900 S. Winchester Blvd., Suite 7

San Jose, CA 95128

408-293-3500

408-293-3006 FAX

--

**HOFFMAN ENTERPRISES, INC.**

*Commercial Property Management*

Ken Hoffman

President  
900 S. Winchester Blvd., Suite 7  
San Jose, CA 95128  
408-293-3500  
408-293-3006 FAX

## Xavier, Lesley

---

**From:** Steven Hoffman <Steven@stevenhoffmanlaw.com>  
**Sent:** Monday, June 05, 2017 8:46 AM  
**To:** Xavier, Lesley  
**Cc:** Ken Hoffman; Susie Brenner  
**Subject:** RE: 3680-3690 Stevens Creek Blvd., San Jose - Urban Village Commercial Designation

Lesley,

Thank you for the information. After further discussion and research on this issue, we remain adamant that our property should continue to have a commercial designation, in this case Urban Village Commercial. There are a number of reasons for this, most of which I have previously mentioned:

- We purchased this property for commercial use.
- Our family focuses on commercial uses not on residential.
- We intend to keep this property in our family and manage it in the future.
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We hope that you will support our position on this and look forward to your continued cooperation.

Steve

### LAW OFFICES OF STEVEN D. HOFFMAN

563 So. Murphy Ave.  
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**Sent:** Friday, June 02, 2017 12:32 PM  
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**Cc:** Ken Hoffman; Susie Brenner  
**Subject:** RE: 3680-3690 Stevens Creek Blvd., San Jose

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**Sent:** Friday, June 02, 2017 12:24 PM  
**To:** Xavier, Lesley <Lesley.Xavier@sanjoseca.gov>

**Cc:** Ken Hoffman <[ken@ehoffmanpm.com](mailto:ken@ehoffmanpm.com)>; Susie Brenner <[susala2000@hotmail.com](mailto:susala2000@hotmail.com)>  
**Subject:** RE: 3680-3690 Stevens Creek Blvd., San Jose

Lesley,

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Thanks,  
Steve

**Steven D. Hoffman**

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**From:** Xavier, Lesley [<mailto:Lesley.Xavier@sanjoseca.gov>]  
**Sent:** Thursday, June 01, 2017 4:10 PM  
**To:** Steven Hoffman <[Steven@stevenhoffmanlaw.com](mailto:Steven@stevenhoffmanlaw.com)>  
**Cc:** Ken Hoffman <[ken@ehoffmanpm.com](mailto:ken@ehoffmanpm.com)>; Susie Brenner <[susala2000@hotmail.com](mailto:susala2000@hotmail.com)>  
**Subject:** RE: 3680-3690 Stevens Creek Blvd., San Jose

Hi Steven-

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**URBAN VILLAGE**

**DENSITY: 65 DU/AC TO 250 DU/AC**

The Urban Village land use designation supports a wide range of commercial uses, including retail sales and services, professional and general offices, and institutional uses. This designation also allows residential uses in a mixed-use format. Residential and commercial mixed-use projects can be vertical mixed-use with residential above retail for example, or, where a larger site allows, they can be mixed horizontally, with commercial and residential uses built adjacent to each other, in one integrated development. All new development under this designation with frontage along Stevens Creek Boulevard must include ground floor commercial uses and or

active spaces along Stevens Creek Boulevard. This Plan does not establish a maximum FAR for commercial or mixed residential/ commercial development for properties designated Urban Village, but does establish a minimum number of dwelling units per acre for the residential portion of mixed use projects. The intensity of new commercial development will effectively be limited by the maximum height limits established in this Plan and the parking requirements established in the Zoning Ordinance.

Also, existing auto uses can stay, but the Plan does not support any new auto sales that include surface parking lots for car storage. The plan would support car sales in a tenant space much like the Tesla dealership in Santana Row.

Hope this helps.

Lesley

**From:** Steven Hoffman [mailto:[Steven@stevenhoffmanlaw.com](mailto:Steven@stevenhoffmanlaw.com)]  
**Sent:** Thursday, June 01, 2017 3:34 PM  
**To:** Xavier, Lesley <[Lesley.Xavier@sanjoseca.gov](mailto:Lesley.Xavier@sanjoseca.gov)>  
**Cc:** Ken Hoffman <[ken@ehoffmanpm.com](mailto:ken@ehoffmanpm.com)>; Susie Brenner <[susala2000@hotmail.com](mailto:susala2000@hotmail.com)>  
**Subject:** RE: 3680-3690 Stevens Creek Blvd., San Jose

Lesley,

I have communicated with Kirk Vartan on the Stevens Creek Urban Village designations in an effort to clear up some remaining questions. He believes that " In Urban Village, residential is possible, but only if commercial is in place. The reverse is not true, meaning you can do all commercial and no residential."

I would like to confirm that the above statement is true and that, with the Urban Village designation, the landowner has the right to develop all commercial. Is that your understanding?

Also, are automotive uses, like a rental car business, available in either Urban Village or Urban Village Commercial?

Thanks in advance for clearing this up.

Steve

**Steven D. Hoffman**  
Law Offices of Steven D. Hoffman  
563 So. Murphy Ave.  
Sunnyvale, CA. 94086  
[Steven@StevenHoffmanLaw.com](mailto:Steven@StevenHoffmanLaw.com)  
Phone: (408) 252-5900  
Fax: (408) 900-8225



**From:** Xavier, Lesley [mailto:Lesley.Xavier@sanjoseca.gov]

**Sent:** Monday, May 15, 2017 4:33 PM

**To:** Ken Hoffman <ken@ehoffmanpm.com>; Steven Hoffman <Steven@stevenhoffmanlaw.com>; Susie Brenner <susala2000@hotmail.com>

**Subject:** RE: 3680-3690 Stevens Creek Blvd., San Jose

Again, we are not changing the zoning. The City is proposing to change the land use designation from Neighborhood Community Commercial to Urban Village. For your reference the descriptions of those designations are included below.

#### **NEIGHBORHOOD/COMMUNITY COMMERCIAL**

*DENSITY: FAR of up to 3.5*

The Neighborhood/Community Commercial land use designation supports a broad range of commercial uses such as neighborhood-serving retail stores and services, commercial and professional offices and private community gathering facilities. New residential uses are not supported by this land use designation. Neighborhood/Community Commercial uses should have a strong connection to, and provide services and amenities for, the community. These uses should be designed to promote this connection with an appropriate urban form that supports walking, transit use and public interaction.

## URBAN VILLAGE

DENSITY: 65 DU/AC TO 250 DU/AC

The Urban Village land use designation supports a wide range of commercial uses, including retail sales and services, professional and general offices, and institutional uses. This designation also allows residential uses in a mixed-use format. Residential and commercial mixed-use projects can be vertical mixed-use with residential above retail for example, or, where a larger site allows, they can be mixed horizontally, with commercial and residential uses built adjacent to each other, in one integrated development. All new development under this designation with frontage along Stevens Creek Boulevard must include ground floor commercial uses along Stevens Creek Boulevard.

This Plan does not establish a maximum FAR for commercial or mixed residential/commercial development for properties designated Urban Village, but does establish a minimum number of dwelling units per acre for the residential portion of mixed use projects. The intensity of new commercial development will effectively be limited by the maximum height limits established in this Plan and the parking requirements established in the Zoning Ordinance.

*Lesley Xavier*

Lesley Xavier  
Supervising Planner - Village Planning  
Planning Division  
Planning, Building, and Code Enforcement  
City of San Jose  
200 E. Santa Clara Street, 3rd Flr, Tower  
San Jose, CA 95113  
Tel. 408-535-7852

Do you want to learn more about Urban Villages in San Jose? Please review the [Urban Village website](#).

**From:** Ken Hoffman [<mailto:ken@ehoffmanpm.com>]

**Sent:** Monday, May 15, 2017 10:16 AM

**To:** Xavier, Lesley <[Lesley.Xavier@sanjoseca.gov](mailto:Lesley.Xavier@sanjoseca.gov)>; Steven Hoffman <[Steven@stevenhoffmanlaw.com](mailto:Steven@stevenhoffmanlaw.com)>; Susie Brenner <[susala2000@hotmail.com](mailto:susala2000@hotmail.com)>

**Subject:** 3680-3690 Stevens Creek Blvd., San Jose

Lesley,

Good Morning. We are writing you with the April 24 planning meeting in mind. As you know. We are in favor of keeping on CG zoning on the above referenced property.

We are interested in knowing whether or not you and or the planning commission will be supporting our request to retain this zoning for our property.

Could you let us know. If you wish to contact me by telephone, my number is 408-483-1809.

Thank you,

Ken Hoffman

--

**HOFFMAN ENTERPRISES, INC.**

Commercial Property Management

Ken Hoffman

President

900 S. Winchester Blvd., Suite 7

San Jose, CA 95128

408-293-3500

408-293-3006 FAX

## Xavier, Lesley

---

**From:** nashili <nashili@gmail.com>  
**Sent:** Friday, May 12, 2017 10:39 PM  
**To:** Xavier, Lesley  
**Subject:** Urban Village of San Jose

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello Lesley,

I met you at the Cypress Senior Center last month and this is regarding my conversation with you.

My address:  
438 S Cypress Ave.  
San Jose, Ca 95117

I would like my house to be removed from the urban village area. If you double check, my house is the last one in the shaded area and can be easily removed from the map's outline. You mentioned to send you a reminder email and request it.

Please let me know if you need anything.

Thanks,  
Nashili Basathia  
408-460-4268

May 20, 2017

Planning Commissioners  
City of San Jose Planning Commission  
200 E. Santa Clara Street  
San Jose, CA 95113

### **Stevens Creek Advisory Group Recommendations for the Stevens Creek Urban Village**

Dear Planning Commissioners:

For the last 11 months, the Stevens Creek Advisory Group (SCAG) has met a dozen times with the community, consultants, Council Staff, and City's Planning Department to develop an Urban Village Plan (Plan). The urban village is located on the south side of Stevens Creek Boulevard west of the *Santana Row / Valley Fair Urban Village* and east of the City of Cupertino and stretches for more than two miles.

The Plan defines the design guidelines and policy framework to accommodate the land use, circulation, and parks required to accommodate the additional 3,860 dwelling and 4,500 jobs envisioned by the General Plan. There was a feeling within the group that these numbers were arbitrary and may not represent a fully developed urban village. This was particularly true with the housing component.

**SCAG requests the Planning Commission recommends conditional approval of the Plan to City Council with the following three conditions:**

- 1. Require staff to reconvene SCAG for the development of the Plan's transition and implementation strategies.**  
The current Plan does not include an Implementation chapter and does not adequately address the transition between land uses. Neither staff nor SCAG considers the existing plan to be complete.
- 2. Extend Heart of the Village to Kiely on the west and consequently the land use designation should change from Urban Village Commercial to Urban Village.**  
The natural geographic boundary was not considered due to current usage
- 3. Do not identify Albany and Kiely as designated bicycle corridors within the current plan**  
The issue was not adequately discussed during the course of the deliberations yet roads many cyclists consider extremely dangerous were identified as bicycle corridors. Additional study is required to verify their safety in advance of designating these streets as designated bikeways.

SCAG was in agreement with the majority of the Plan's policies. SCAG overwhelmingly agreed with the Plan's overall Vision, to grow the Stevens Creek Urban Village into an economically vibrant commercial corridor that serves the surrounding communities. **A significant majority of the group agreed Stevens Creek should be an *Innovation Corridor*, exploring things like better transportation solutions and technology to substantially improve our quality of life.** We want to attract the Innovation Capital's best resources to help solve the challenges in our Urban Village.

SCAG understood that additional development in the area is necessary to obtain the amenities required to provide parkland, build pedestrian and bicycle corridors, and create a 'sense of place.' Although SCAG agreed on the overall vision of the Plan there were differences of opinion on its specific components. Maximum building heights was the issue that divided the committee more than any other. A significant portion of the committee believes the densities proposed were too high. There was also the perspective that Stevens Creek will never rise to the level of an Urban Village, but will continue to be an urban thoroughfare with urban villages embedded at key intersections.

SCAG would like to continue the work it has begun. SCAG does not believe the plan being presented to you today is complete. In addition to not completing the implementation chapter, **SCAG didn't have time to evaluate innovative strategies**, such as putting a cap on 280 at Saratoga, allowing parkland on leased rather than deeded property, change the circulation patterns on smaller streets, or grander visions on how the neighboring Urban Village can be more integrated. In addition, the committee didn't adequately address the area's affordability.

SCAG recommends that the Planning Commission forward a recommendation to the City Council to approve the plan with the three conditions identified.

One thing is abundantly clear, without the support from Councilmember Jones' office, Christina Pressman specifically, there was no chance for success. Christina spent literally hundreds of hours (at the office and on her personal time many evenings) at both the Winchester Advisory Group (WAG) and Stevens Creek Advisory Group (SCAG) meetings. While Councilmember Jones' staff in general is great, Christina should be singled out as an exemplary member of our City team. I know we speak for the WAG too on this point. Any future Advisory Group **needs** an executive sponsor and supporting staff to help the community navigate the system and help guide the process.

SCAG would also like to thank Lesley Xavier in Planning for her resiliency and for leading this team while two of her lead planners left after this process started. She stuck with it and spent hundreds of hours as well on all of these plans.

Lastly, we would like to acknowledge the public in their participation, whether they liked the idea of an Urban Village or not. We all know change is hard, but we all need to be involved and engaged so we can positively influence the outcomes, while keeping in mind the needs of the future, not just the needs of the past or present day; these are forward looking plans.

SCAG appreciates the time of the Planning Commission in reviewing our thoughts and guidance. Appendix A has a list of "Lessons Learned" that we hope will further inform and direct future Advisory Groups for Urban Villages.

Kind regards,

SCAG Co-Chairs, Robert Levy and Kirk Vartan

## Appendix A: Lessons Learned

No project is complete until the process has been evaluated. The community engagement process for the development of urban village plans in the City of San Jose is new and being formulated. The City should learn from this experience and modify future endeavors with the lessons learned here. The following are the lessons learned from SCAG co-chair's perspective.

### What worked

- The community was well represented by the current community with the exception of renters
- Public outreach was effective but not many attended
- The council district office serving as the sponsor and shepherding the process
- The committee and community was educated on land use and urban village design
- Great meals

### What didn't work

- Unable to complete the project in the time allotted
- Not able to effectively take innovative ideas into account
- Collaboration with neighboring Cities
- Collaboration with neighboring urban villages

### What would you do differently

- More clearly define goals at outset of the process
- Understanding the background conditions (Don Weden type content)
- More realistic timeline (the timeline was inappropriately condensed)
- Provide a greater opportunity to explore creative/ innovative ideas
- Include more renters and younger residents (too many middle age and older participants)
- More discussion on affordable housing

## Appendix B: Survey Results

A survey of the proposed goals and policies were forwarded to SCAG for their input. The following summary section identifies the committee's relative level of support for most of the major policies identified within the plan.

- **Overwhelming agreed (80%+):**
  - Land Use, Place Making, and Open Space
    - Support a range of housing types within the Stevens Creek Urban Village and increase the supply of the Village's residential units consistent with the housing growth assigned by the Envision San José 2040 General Plan.
    - Ensure new development along Stevens Creek Boulevard, Kiely Boulevard, Saratoga Avenue, and Albany Drive includes ground floor commercial and/or active spaces such as lobbies fronting the street and wrapping the corner when located on a corner lot.
    - Encourage the aggregation of parcels within the Stevens Creek Urban Village to facilitate new development, especially mixed-use, at a higher density or intensity, and to provide for the inclusion of publicly-accessible plazas and open spaces into new development.
    - All new development shall incorporate some amount of publicly accessible open space, such as plazas and pocket parks, or small areas for seating, into their development that is privately owned and maintained.
    - Explore creative strategies and opportunities to integrate community spaces including parks, plazas, open spaces, indoor/outdoor event spaces, and community centers into new development.
    - The Heart of Stevens Creek is envisioned to become the major activity center and community hub in this Urban Village.
    - The East End Gateway marks the transition into the Stevens Creek Urban Village and will signify this change through gateway treatments and urban design. The shallow lots in this portion of San Jose will continue to house mixed-use commercial uses, including opportunities for small businesses.
    - Prohibit self-storage and big box retail with the Village
    - Prohibit drive through uses within the Village
    - Ensure that all new development includes placemaking elements that focus on improving quality of life, investing on local, existing assets and cultural expression, and creating both physical and psychological connections
    - Public plazas should be completely visible from at least one street frontage and where applicable, be visible from a secondary street frontage.
  - Improve pedestrian and bicycle circulation
    - Remove the parking on Stevens Creek to allow for a dedicated bicycle lane
    - Redesign the lanes to create additional space for pedestrian and bicycle safety improvement
    - Improve pedestrian spaces along Stevens Creek by widening sidewalk space, adding street trees and landscaping, and installing pedestrian scale lighting
    - Installing a pedestrian/ bicycle only over I-280 at John Mise Park

- Provide safe crossings of Stevens Creek and other major roadways through high-visibility elements and shorter crossing distances.
    - Provide pedestrian space within private developments and install signage and way finding to direct visitors to nearby destinations and create a cohesive sense of place throughout the Village
  - Circulation
    - Redesign the right-of-way on Stevens Creek Boulevard to create a complete street that provides for all modes of travel and encourages destination travel to enhance economic development and support the access needs of local businesses and residents
    - Improve traffic flow along Stevens Creek Boulevard through the use of adaptive signal technology, signal timing, or other technology
    - Make transit a more desirable option within the Urban Village and to surrounding destinations to support mode shift and improve roadway conditions.
- **Somewhat agreed (60% to 70% agreement) with:**
  - Land Use, Place Making, and Open Space
    - The addition of 4,500 new jobs in the planning area
    - The maximum building heights defined within the Village with the exception of the buildings within the 'Heart of the Village'
    - Encourage the integration of deed restricted affordable units within residential development. A goal, and not a requirement of individual projects, is that 25% of the total new residential units constructed are affordable.
    - The West End Gateway character area is the western entry point to the Urban Village, close to the border of the City of Cupertino and the City of San Jose. It will convey the arrival in San Jose and the Urban Village by introducing distinct design elements, such as the iconic vintage Safeway sign.
    - Create vehicle parking requirements and guidelines for new development to encourage travel mode shifts and efficient use of land.
  - Improve pedestrian and bicycle circulation
    - Foster a development pattern that supports the creation of a walkable dynamic environment and reduces motor vehicle travel by encouraging the use of other modes of travel.
- **Divided (40% to 60%)**
  - Land Use, Place Making, and Open Space
    - Allowing for 150' rather than 120' height limit in the 'Heart of the Village'
    - Setback and Step Down Guidelines
    - Façade Articulation Guidelines and Standards: Select color palettes and materials that are harmonious with existing character defining building and signage along Stevens Creek Blvd., Saratoga, Kiely, and San Thomas Expressway.
  - Circulation

- Design new developments and redevelopments to accommodate autonomous vehicle maneuvering and parking activities
- **Disagreed with the Plan (>40%)**
  - Improve pedestrian and bicycle circulation
    - Activate Albany as a multi-modal corridor that accommodates auto, bike, and pedestrian.
      - The team felt that street was already too narrow to accommodate the existing traffic and parked cars. Encouraging additional bicycle usage would be unwise. Bike traffic should be directed to a dedicated bicycle lane on Stevens Creek.
  - Land Use, Place Making, and Open Space
    - The additional of 3,860 new housing units.
      - 37% approved of the number the remainder of SCAG. The majority of those who disagreed felt the number was too low. Additional housing in the area is needed



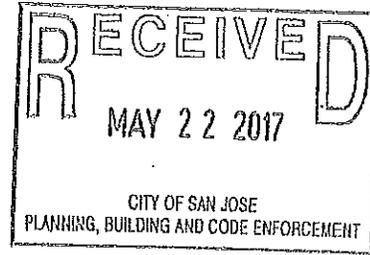
**CUPERTINO**

OFFICE OF THE MAYOR

CITY HALL

10300 TORRE AVENUE • CUPERTINO, CA 95014-3255

(408) 777-3308 • FAX (408) 777-3333 • [planning@cupertino.org](mailto:planning@cupertino.org)



May 18, 2017

City of San Jose

Department of Planning, Building and Code Enforcement

*Attn: Lesley Xavier, Senior Planner*

200 E. Santa Clara St, 3<sup>rd</sup> Floor Tower

San Jose, CA 95113-1905

**Re: Stevens Creek Urban Village Draft Plan (Plan)**

Dear Ms. Xavier:

Thank you for allowing the City of Cupertino the opportunity to comment on the Draft Plan for the Stevens Creek Urban Village. While San Jose desires to create dense urban nodes within the Stevens Creek Urban Village, in the interests of good urban design and consideration for its neighbors in Cupertino, and to ensure context-sensitive development in the areas that abut Cupertino, I hope that the City of San Jose will consider the following comments.

- 1. Land Use and Urban Design** – The City of Cupertino envisions Stevens Creek Boulevard to be a walkable, bike-able corridor with active uses located along Stevens Creek Boulevard. To that end, retail commercial frontages, stoops, porches, wide sidewalks – separated from the traffic lanes, bike features, active open spaces, and a landscape easement with shade trees along Stevens Creek Boulevard is encouraged. It is requested that the City of San Jose consider placing land uses similar to those in Cupertino with development standards consistent with those in Cupertino for the properties to the west of I-280.
- 2. Heights and Transitions** – The properties within the Plan area to the west of I-280 abut a single family neighborhood to the south and Cupertino's Heart of the City mixed-use area to the west. The single-family neighborhood has a maximum allowable height of 28 feet while the Heart of the City allows a height of 45 feet with a transition of 1.5 feet setback for every foot increase in height from

residential developments at the rear. The differences in allowable height between the San Jose portions and the Cupertino portions could impact the residents of Cupertino adversely.

In addition, a review of the Draft Plan indicates that the maximum allowable height for parcels that abut single family residential neighborhoods in San Jose are either 45 feet or 65 feet. However, it appears that the same consideration has not been made to the single family neighborhoods in the City of Cupertino. It is requested that the City of San Jose consider lowering the proposed 85 foot height to be consistent.

3. **Density** – In addition to the increased heights that are proposed in the Draft Plan, the proposed densities of the properties to the west of Lawrence are much higher than those adjacent to them. The single family neighborhood to the south of the San Jose properties has a density of 1-5 dwelling units/acre while the mixed use neighborhood to the west has a density of up to 25 dwelling units/acre. Placing developments of up to 95 dwelling units/acre in this portion of the Plan area would not be appropriate. It is requested that the City of San Jose consider keeping the densities within this portion of the Plan area closer to the existing densities.
4. **Parks and Open Space** – The Draft Plan envisions that the properties to the west of I-280 be redeveloped with housing developments with small pocket parks or plazas (privately developed with public access). However, the Plan locates four floating public parks/plazas on the east side of Lawrence Expressway. For access to the closest public open space, residents would have to cross Lawrence Expressway and I-280, with a number of major driveway, on-ramp and off-ramp conflicts. In order to ensure that the redeveloped areas to the west of I-280 have adequate access to public open space, it is requested that the City of San Jose relocate one of the floating parks to this area.
5. **Traffic and Environmental Review** – The traffic network figure does not reflect all the signalized intersections in the vicinity, including those along the street that connects Stevens Creek Boulevard to Lawrence Expressway/SB I-280.

Additionally, since the adoption of the Plan relies on environmental documentation from 2011 with a minor update in 2015 unrelated to this Plan, Cupertino continues to look forward to collaborating with San Jose staff in the development of any required regional environmental mitigation as projects are proposed within the Plan area, including any public transit opportunities along major transportation corridors, such as I-280 and SR-85, and any possible

freeway/expressway interchange redesign at I-280/Lawrence Expressway/Stevens Creek Boulevard.

Thank you in advance for the City of San Jose's careful consideration of these comments, prior to adoption of the Village Plan, in order to improve its interface with the surrounding neighborhood and community and encourage context-sensitive planning and development.

We also request that the San Jose staff collaborate closely with Cupertino residents on the development of area Plans that impact Cupertino residents, e.g. a future De Anza Village Plan should one be developed.

Should you have any questions about the items discussed in this letter, please do not hesitate to contact Aarti Shrivastava, Assistant City Manager at [aartis@cupertino.org](mailto:aartis@cupertino.org).

Sincerely,



Savita Vaidhyanathan

Mayor

City of Cupertino

**CC: City of San Jose:**

Sam Liccardo, Mayor

Chappie Jones, Councilmember, District 1

Sergio Jimenez, Councilmember, District 2

Raul Peralez, Councilmember, District 3

Lan Diep, Councilmember, District 4

Magdalena Carrasco, Councilmember, District 5

Devora "Dev" Davis, Councilmember, District 6

Tam Nguyen, Councilmember, District 7

Sylvia Arenas, Councilmember, District 8

Donald Rocha, Councilmember, District 9

Jhonny Khamis, Councilmember, District 10

Ed Abelite, Planning Commissioner, Chair

Nick Pham, Planning Commissioner, Vice Chair

Shiloh Ballard, Planning Commissioner

Edesa Bit-Badal, Planning Commissioner

Michelle Yesney, Planning Commissioner

Peter Allen, Planning Commissioner

Namrata Vora, Planning Commissioner

Comment Letter to City of San Jose  
Re: Proposed Stevens Creek Urban Village Plan

Harry Freitas, Director of Planning, Building and Code Enforcement

**City of Cupertino:**

David Brandt, City Manager

Aarti Shrivastava, Assistant City Manager

Randolph Hom, City Attorney

Timm Borden, Director of Public Works



**City of  
Santa Clara**  
The Center of What's Possible

City Manager's Office

Mr. Harry Freitas, Director  
Department of Planning, Building and Code  
Enforcement  
City of San Jose  
200 E. Santa Clara St, 3<sup>rd</sup> Floor Tower  
San Jose, CA 95113

May 24, 2017

Re: Stevens Creek Urban Village Plan

Dear Mr. Freitas:

The City of Santa Clara appreciates the opportunity to work collaboratively with the City of San Jose in planning for both long-range and near-term land uses along our cities' borders. We also appreciate the opportunities that you have provided for us to participate in the community outreach process you have conducted for the Stevens Creek Urban Village Plan. However, as San Jose moves forward with the implementation of its Urban Village strategy for the Stevens Creek corridor, it is necessary to establish a higher level of coordination and cooperation between our two cities in order to insure that future land use and development activity are consistent with the goals and policies of both cities. Given that the City of Santa Clara is located directly across Stevens Creek Boulevard from the proposed Urban Village, we are understandably concerned with the greatly increased level of planned development on the Urban Village site and how it will impact Santa Clara's residents, particularly in terms of visual and traffic impacts.

As stated in the Stevens Creek Urban Village Plan, the Urban Village boundary is a long commercial corridor currently characterized by large car dealerships and medium sized commercial buildings interspersed with smaller one- and two-story retail and service shops. The Plan will provide capacity for development of approximately 3,860 new dwelling units and 4,500 new jobs. Currently, there are 1,624 existing dwelling units in the Urban Village area. Thus with the additional units contemplated by the Urban Village Plan, there will be 5,484 units in the Plan area, more than triple the number of existing units. Further, in order to provide capacity for 4,500 new jobs, an additional 1,350,000 square feet of net new commercial space would be required, an approximately 48 percent increase in commercial space square footage over existing square footage in the Urban Village. Given the scale of contemplated development, Santa Clara has grave concerns about the impact this increased intensity of use will have on the already congested transportation system the two cities share.

The Plan further identifies maximum building heights along Stevens Creek Boulevard of up to 150 feet at the intersection of Stevens Creek Boulevard and Saratoga Avenue, with most other buildings along the corridor ranging from 120 to 85 feet tall. This represents a marked contrast with the existing one- and two-story buildings along Stevens Creek Boulevard, and raises concerns about the compatibility of land uses and the need for a coordinated approach to planning both public infrastructure and private land uses across both sides of Stevens Creek Boulevard.

As stated in your Staff Report for tonight's Planning Commission hearing, adoption of the Plan relies on a Consistency Determination with the Program Environmental Impact Report prepared for Envision San Jose 2040 prepared in 2011, and the Envision San Jose 2040 General Plan Supplemental Environmental Impact Report prepared in 2015 for a minor update to the General Plan unrelated to this Urban Village planning process. Santa Clara is concerned that this program-level environmental review from several years ago does not adequately address the impact development under the Urban Village will have on the existing congested transportation system. Indeed, the Plan acknowledges that a detailed traffic analysis was not part of the scope of this Plan, but will be conducted at a later date.

Santa Clara residents have expressed concern over the proposed intensity of uses along the San Jose side of Stevens Creek and the impacts that this development could have within Santa Clara or to Santa Clara residents, similar to the concerns expressed by the City of Cupertino. In particular, we understand that implementation of the Stevens Creek Urban Village Plan will have transportation impacts within Santa Clara that will affect Santa Clara residents. Santa Clara residents are also concerned about the amount of parkland and other recreational amenity space proposed within the Stevens Creek Urban Village and that this lack of amenity space could negatively affect Santa Clara residents. As earlier drafts of the Stevens Creek Urban Village Plan indicated reliance upon streets within Santa Clara as part of the Plan's bicycle network, we in particular are interested in understanding how implementation of the Plan will fund improvements for bicycle and pedestrian infrastructure within Santa Clara.

As part of the environmental review process for upcoming land use actions in this area, the City of San Jose should fully address cumulative traffic impacts of the Stevens Creek Urban Village development, along with development of the other proposed Urban Villages and Santana Row/Valley Fair and Winchester, and identify clear and specific mitigation obligations with identified funding mechanisms to address environmental impacts affecting not only San Jose, but also its neighbors in Santa Clara. We understand that San Jose intends to consider these impacts in the West San Jose Area Development Policy Environmental Impact Report that the Staff Report indicates is currently in process.

As the draft Stevens Creek Urban Village Plan identifies four implementation actions aimed at raising funds for improvements and amenities contemplated under the Plan, including an implementation finance strategy and financing mechanism to fund various improvements, as well as considering additional funding mechanisms that would impose fees on new housing. Any such funding mechanisms will need to undergo environmental review and Santa Clara looks forward to being involved in that process.

The City of Santa Clara is also concerned about the proposed implementation of the City's "Signature Project" policy that would allow planned development zoning and discretionary development permits to be issued in the Urban Village area without requiring conformance with the Urban Village Plan for a period of up to 12 months following its adoption. (Policy LU-1.7.) The Staff Report identifies two such projects that are proceeding without a requirement for conformance with the Urban Plan; Stevens Creek Promenade (including 233,000 square feet of office use with parking

Harry Freitas  
May 24, 2017  
Page 3

garage, 10,000 square feet of retail use and up to 499 residential units) and Garden City (including 460,000 square feet of office use with up to 15,000 square feet of retail and 871 residential units). Given the size of these two projects that will not be included in the Urban Village planning process, and thus won't be subject to the financing mechanisms approved as part of that process, the environmental documents currently being prepared for these projects must include a robust analysis of transportation and visual impacts that identifies adequate and specific mitigation obligations.

For the current Planning Commission hearing, we request that San Jose include within the Stevens Creek Urban Village Plan a requirement that implementation of the Plan include an enhanced inter-jurisdictional coordination process. This process should include formal coordination between City of Santa Clara elected officials and staff and the San Jose counterparts to insure that implementation of the Plan aligns with the goals and objectives of both communities. This process should address the proposed preparation of an Area Development Policy and entitlements for any significant development projects within the Stevens Creek Urban Village Plan area.

We appreciate your consideration of our comments and look forward to working with you to implement land uses along the Stevens Creek corridor. We would also ask that San Jose coordinate in a similar fashion to plan land uses along the portion of Winchester Boulevard shared by our two cities. We anticipate that Santa Clara will have additional comments leading up to consideration of the Stevens Creek Urban Village Plan by the San Jose City Council.

Best regards,



Rajeev Batra  
City Manager

cc: Mayor and City Council  
Director of Community Development  
Assistant City Manager

## Xavier, Lesley

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**From:** Hoi poon <hoipoon@gmail.com>  
**Sent:** Wednesday, May 24, 2017 6:42 PM  
**To:** Planning Commission 7  
**Cc:** Brilliot, Michael; Xavier, Lesley; Jones, Chappie; Pressman, Christina; Ferguson, Jerad  
**Subject:** public comment for May 24th 2017 agenda 6B

Dear planning commission,

Please add my comment into the public comments for May 24th 2017 agenda 6B

I am a member of Steven Creek Urban Village Advisory, has been active with many local issues in the past ten years.

The following are my personal comments regarding the proposed plan:

1. I fully support the creation of a walk-able and bike-able environment with more effective public transportation system and affordable housing options, connecting parks and plazas, safe bike routes to schools throughout the urban village and neighboring cities. Thereby, encouraging more people to walk and bike, thus reducing traffic, creating a healthier life style and a cleaner environment for all. In general, I support overall vision of Stevens Creek Urban Village plan.

2. I do not support the proposed plan on the overall height due to the reasons below. I support maximum height no taller than 85' at Steven Creek Urban Village.

- The SCAG process should include community input and comments. Community members have raised concern of building height, vast majority support the height limit at 80', very few support support anything

taller. See link to summary of public comments: <http://www.sanjoseca.gov/DocumentCenter/View/66370>

- Out of the six members who voted for (with 5 against) the 150' height limit, at least two have a direct conflict of interest and would personally benefit from the higher height limit.

- Keep the height consistent with surrounding areas - Winchester Advisory Group proposed the height at 85', therefore, we should keep it the same. WAG also seek input from its neighbor City of Campbell and reduced the height limit to 65' by the area.

- There is no outreach to City of Santa Clara and City of Cupertino to seek their input. Some of the SCAG members, including myself, have mentioned multiple times the need to collaborate with both cities. Both City of San Jose and City of Santa Clara have pending lawsuits against each other on development issues. There is no need to have more lawsuits but more collaboration to discuss future plan and solutions to existing problems.

- San Jose City Planning Staff have proposed lower height and stated that low height would allow the city the bargaining chip to negotiate with developers for benefits such as affordable housing and parks. So we are giving away the store?

- Traffic and the need for more affordable housing are top two issues for Silicon Valley area. However, we did not have any discussion as what might be potential solutions to both issues. Our teachers are leaving Cupertino Union School district and Fremont Union High School District due to these two issues. Some have to spend 3 hours on the road going from South San Jose to West San Jose round trip. How can we have a plan to build thousands of new housing (high end rental) and office units without addressing both issues?

Thank you.

Hoi Yung Poon  
San Jose D1 resident  
Education Consultant, Community Activist

## Xavier, Lesley

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**From:** Lisa Warren <la-warren@att.net>  
**Sent:** Wednesday, May 24, 2017 12:33 AM  
**To:** Jones, Chappie; Ferguson, Jerad  
**Cc:** Pressman, Christina; Xavier, Lesley  
**Subject:** Neighbors and Neighborhoods - San Jose Urban Village  
**Attachments:** Letter from Cupertino to San Jose May 18 2017 - 2nd one re Urban Village.pdf

Councilman Jones,

This email is not the first that I have sent to you or your D1 office in the last couple of weeks. The subject of discussion has always been San Jose's movement toward adopting high rise 'Urban Village' corridors, specifically on Stevens Creek Blvd. There are similar concerns with future DeAnza Blvd Urban Villages, and with Winchester Blvd too.

A previous email contained four attachments including captioned photographs, and letters written by the city of Cupertino.

Please find an updated (May 18, 2017) letter from Cupertino's current Mayor, Savita Vaidhyathan on this subject.

While the attached letter should already be included in documents available to you, I felt it necessary to send to you and personally ask you to read it and consider it's message and the requests from your 'government neighbor'.

There are loud voices from your own San Jose residents, as well as from your 'neighbors' from Santa Clara and Cupertino that express several extremely valid concerns regarding the direction that San Jose 'development planning' appears to be moving. 'Urban Village' is a 'buzz word', much like 'Mixed Use', that is truly ambiguous in nature. That in itself is a problem. When coupled with excessive increases in allowable height and possible decreases in setbacks, building envelopes, and parking, the problems grow. Aside from the majority of residents having no appetite for what is being brought forward by SCAG and SJ Staff, the 'plan' is not supported by infrastructure or natural resources.

I request that this communication, including attachment, be made part of any public record history for San Jose's Urban Village discussions.

Thank you.

Lisa Warren  
31 year Cupertino resident and community volunteer



OFFICE OF THE MAYOR

CITY HALL

10300 TORRE AVENUE • CUPERTINO, CA 95014-3255

(408) 777-3308 • FAX (408) 777-3333 • [planning@cupertino.org](mailto:planning@cupertino.org)

May 18, 2017

City of San Jose  
Department of Planning, Building and Code Enforcement  
*Attn: Lesley Xavier, Senior Planner*  
200 E. Santa Clara St, 3<sup>rd</sup> Floor Tower  
San Jose, CA 95113-1905

**Re: Stevens Creek Urban Village Draft Plan (Plan)**

Dear Ms. Xavier:

Thank you for allowing the City of Cupertino the opportunity to comment on the Draft Plan for the Stevens Creek Urban Village. While San Jose desires to create dense urban nodes within the Stevens Creek Urban Village, in the interests of good urban design and consideration for its neighbors in Cupertino, and to ensure context-sensitive development in the areas that abut Cupertino, I hope that the City of San Jose will consider the following comments.

- 1. Land Use and Urban Design** – The City of Cupertino envisions Stevens Creek Boulevard to be a walkable, bike-able corridor with active uses located along Stevens Creek Boulevard. To that end, retail commercial frontages, stoops, porches, wide sidewalks – separated from the traffic lanes, bike features, active open spaces, and a landscape easement with shade trees along Stevens Creek Boulevard is encouraged. It is requested that the City of San Jose consider placing land uses similar to those in Cupertino with development standards consistent with those in Cupertino for the properties to the west of I-280.
- 2. Heights and Transitions** – The properties within the Plan area to the west of I-280 abut a single family neighborhood to the south and Cupertino's Heart of the City mixed-use area to the west. The single-family neighborhood has a maximum allowable height of 28 feet while the Heart of the City allows a height of 45 feet with a transition of 1.5 feet setback for every foot increase in height from

residential developments at the rear. The differences in allowable height between the San Jose portions and the Cupertino portions could impact the residents of Cupertino adversely.

In addition, a review of the Draft Plan indicates that the maximum allowable height for parcels that abut single family residential neighborhoods in San Jose are either 45 feet or 65 feet. However, it appears that the same consideration has not been made to the single family neighborhoods in the City of Cupertino. It is requested that the City of San Jose consider lowering the proposed 85 foot height to be consistent.

3. **Density** – In addition to the increased heights that are proposed in the Draft Plan, the proposed densities of the properties to the west of Lawrence are much higher than those adjacent to them. The single family neighborhood to the south of the San Jose properties has a density of 1-5 dwelling units/acre while the mixed use neighborhood to the west has a density of up to 25 dwelling units/acre. Placing developments of up to 95 dwelling units/acre in this portion of the Plan area would not be appropriate. It is requested that the City of San Jose consider keeping the densities within this portion of the Plan area closer to the existing densities.
4. **Parks and Open Space** – The Draft Plan envisions that the properties to the west of I-280 be redeveloped with housing developments with small pocket parks or plazas (privately developed with public access). However, the Plan locates four floating public parks/plazas on the east side of Lawrence Expressway. For access to the closest public open space, residents would have to cross Lawrence Expressway and I-280, with a number of major driveway, on-ramp and off-ramp conflicts. In order to ensure that the redeveloped areas to the west of I-280 have adequate access to public open space, it is requested that the City of San Jose relocate one of the floating parks to this area.
5. **Traffic and Environmental Review** – The traffic network figure does not reflect all the signalized intersections in the vicinity, including those along the street that connects Stevens Creek Boulevard to Lawrence Expressway/SB I-280.

Additionally, since the adoption of the Plan relies on environmental documentation from 2011 with a minor update in 2015 unrelated to this Plan, Cupertino continues to look forward to collaborating with San Jose staff in the development of any required regional environmental mitigation as projects are proposed within the Plan area, including any public transit opportunities along major transportation corridors, such as I-280 and SR-85, and any possible

freeway/expressway interchange redesign at I-280/Lawrence Expressway/Stevens Creek Boulevard.

Thank you in advance for the City of San Jose's careful consideration of these comments, prior to adoption of the Village Plan, in order to improve its interface with the surrounding neighborhood and community and encourage context-sensitive planning and development.

We also request that the San Jose staff collaborate closely with Cupertino residents on the development of area Plans that impact Cupertino residents, e.g. a future De Anza Village Plan should one be developed.

Should you have any questions about the items discussed in this letter, please do not hesitate to contact Aarti Shrivastava, Assistant City Manager at [aartis@cupertino.org](mailto:aartis@cupertino.org).

Sincerely,



Savita Vaidhyathan

Mayor

City of Cupertino

**CC: City of San Jose:**

Sam Liccardo, Mayor

Chappie Jones, Councilmember, District 1

Sergio Jimenez, Councilmember, District 2

Raul Peralez, Councilmember, District 3

Lan Diep, Councilmember, District 4

Magdalena Carrasco, Councilmember, District 5

Devora "Dev" Davis, Councilmember, District 6

Tam Nguyen, Councilmember, District 7

Sylvia Arenas, Councilmember, District 8

Donald Rocha, Councilmember, District 9

Jhonny Khamis, Councilmember, District 10

Ed Abelite, Planning Commissioner, Chair

Nick Pham, Planning Commissioner, Vice Chair

Shiloh Ballard, Planning Commissioner

Edesa Bit-Badal, Planning Commissioner

Michelle Yesney, Planning Commissioner

Peter Allen, Planning Commissioner

Namrata Vora, Planning Commissioner

Comment Letter to City of San Jose  
Re: Proposed Stevens Creek Urban Village Plan

Harry Freitas, Director of Planning, Building and Code Enforcement

**City of Cupertino:**

David Brandt, City Manager

Aarti Shrivastava, Assistant City Manager

Randolph Hom, City Attorney

Timm Borden, Director of Public Works

## **Xavier, Lesley**

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**From:** Tanya Blodget <tanya.blodget@gmail.com>  
**Sent:** Wednesday, May 24, 2017 11:39 AM  
**To:** Xavier, Lesley  
**Subject:** Proposed Project: File No. GP17 -009.

Hello,

My husband and I have been residents of Santa Clara for 20 years, we live one block north of Stevens Creek Blvd. We enjoy the environment of Santa Clara and San Jose. We realize that Stevens Creek Blvd can benefit from an upgrade. We are not opposed to the development of the Urban Village concept. We do however have some concerns that we would like addressed with regard to the development of the Steven Creek Urban Design.

First and foremost, traffic is already bad in our neighborhood and we would like to know that traffic flow, public transit and bike lanes are being addressed with all the new housing that you are proposing. My sons both attend Cupertino High School, they used to ride their bikes to school until they were in construction related accidents on the way to school. One son was hit by a car while riding his bicycle and the other fell in the dust that was raised from Apple Construction. Another student was hit by a car while riding his bicycle on Stevens Creek and broke his leg and was in a wheel chair after the accident. I do not want others students to experience the same tragedies.

Our next concern is that in the plans in the Planning Commission Staff Report of Stevens Creek Urban Village (File No. GP17-009), it states that the suggested heights go up to 150 Feet. I believe that height exceeds the allowable height of buildings in San Jose which is 120 feet according to the City of San Jose specific height limitations in Urban Village areas. I believe that even 120 feet is too high for our neighborhood. There are many examples of towering residential and retail structures in our area, for example, the new Monticello Apartments and retail building in Sunnyvale. That structure towers over the neighborhood and is 4 stories tall as far as I can tell. Anything taller than that will be an eyesore and a blight for the neighborhood. One difference between the Monticello and the Stevens Creek Urban Villages is that Monticello is set back from Lawrence Expressway, it looks like Stevens Creek U. V. is pretty close to Stevens Creek. Any building over 4 stories high will be an eyesore to the community. Our neighbors will lose their views of the Saratoga Hills and we will lose any sense of a neighborhood community feel. You will be turning our suburban community into a high rise, city setting. That is not why we and our neighbors moved to our community.

In your consideration for Stevens Creek Urban Villages, please look to Cupertino Main Street, it has a blend of restaurants, retail, business and housing. It is an acceptable height and is set back from Stevens Creek. Please consider the needs of the residents in the community in which you are building.

Thank you.

Tanya and Brandon Blodget  
2825 Mauricia Ave  
Santa Clara, CA 95051

# Memorandum

To: Planning Commissioners

City of San Jose Planning Commission

cc: Charles "Chappie" Jones, District 1 Councilmember

From: Marilyn A. McGraw, Ph.D.

Date: 24 May 2017

Re: Comments on the "Stevens Creek Urban Village Plan," General Plan Amendment GP17-009

I'm reaching out to you regarding the proposed Stevens Creek Urban Village area from Santa Row to Lawrence project. I'll be brief, in short:

Local residents do not want a high density housing complex replacing retail/entertainment/small office space - period. A possible solution along Stevens Creek would be something closer to the Bed Bath and Beyond space at Lawrence and Stevens Creek (where one story of housing is on top of retail). Additionally, it seems inappropriate to be proposing anything along Stevens Creek that necessitates a change in building height restrictions for the area that have been in place for many years. If we wanted to live in a high-density/high-rise area we would have considered downtown San Jose; we do not.

The bottom line on this issue is that residents do not want to lose retail/entertainment/small office space and do not want the extra "everything" that comes with adding multitudes of new residents in an already congested area. Home owners bought in this area because of its lower density and have reached the breaking point regarding being run over by people who do not have to live in the change they are creating. I challenge any of the developers and/or city staff who may be for this development to come live here in the change they are proposing. If you are not willing to do so, then please stop pushing it on us. Better still let us propose a high-rise apartment complex or office space across the street from your home.

Thank you in advance for your time and consideration. We are simply asking for the same consideration for our quality of life that you would give yourselves and your families.

**Example: Fortbay Project - 4300 Stevens Creek Blvd.**

This project will set the tone for following projects as part of the 'Stevens Creek Urban Village' concept (with possible "signature" status).

Message - Resident's voices are not being listened to. Case in point: A Stevens Creek Open House Meeting recently took place on April 13, 2017. The stated objective was to provide community input to the Stevens Creek Advisory Group (SCAG), so that it could consider all the issues when it crafted a final plan which would set guidelines for the future development of the Stevens Creek Urban Village. In short, the Open House Summary (which was generated by the City of San Jose) contained no comments in favor of the 120 foot building height (at Stevens Creek and Saratoga Aves.), but documented numerous comments opposing it. So how does the SCAG respond to these results? By INCREASING the height from 120 feet to 150 feet. It is very clear from the Open House Summary that the substantial majority want building heights lower than 120 feet, so, after receiving these results, for the SCAG to increase the limit to 150 feet is a 'slap-in-face' and unconscionable. What is the purpose of an Open House? Why is community input solicited when community comments are not only disregarded, but also aggravated?

**5. All Luxury for-rent apartments**

*All 500 high-density apartment units are to be market rate and for rent. No long term residents, no for-sale units, no "mix" of housing types.*

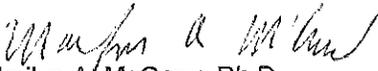
**Additional point:**

Public Safety: Lack of Fire Department stations in the Stevens Creek Blvd. area. It appears that the nearest San Jose Fire Department Station is on the other side of Hwy 280 on Saratoga Ave. Another fire station at Homestead and Kiely Blvd. is City of Santa Clara fire department.

**The project's size, density and building heights should be scaled back drastically to no more than 65feet throughout Stevens Creek.**

**The project should be delayed until there is real mitigation for traffic growth implemented and the impact from other developments in the area (like the new Apple campus and Vallco Hills) are better understood.**

Respectfully submitted,

  
Marilyn A. McGraw, Ph.D

**Xavier, Lesley**

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**From:** Pat Waddell <pat.waddell@smythwad.net>  
**Sent:** Wednesday, May 24, 2017 9:11 AM  
**To:** Planning Commission 1; Planning Commission 2; Planning Commission 3; Planning Commission 4; Planning Commission 5; Planningcom6@sanjsoeca.gov; Planning Commission 7  
**Cc:** District1; Brilliot, Michael; Xavier, Lesley; MayorAndCouncil@santaclaraca.gov; Manager@santaclaraca.gov  
**Subject:** Comments on the "Stevens Creek Urban Village Plan"  
**Attachments:** Planning Commission letter-GP17-009-SCUV.pdf

San Jose Planning Commission:

As I expect a full evening's meeting tonight, I will submit my comments on the SCUV via email and hope to be able to also speak. I would like these on the public record, please.

Thank you  
Patrick Waddell  
Santa Clara 95051

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J. Patrick Waddell  
408-248-1870 home  
408-656-8237 cell  
pat.waddell@smythwad.net

# Memorandum

**To:** Planning Commissioners  
City of San Jose Planning Commission

**CC:** Charles "Chappie" Jones, District 1 Councilmember

**From:** Patrick Waddell

**Date:** 24 May 2017

**Re:** Comments on the "Stevens Creek Urban Village Plan," General Plan  
Amendment GP17-009

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## **Concerns about this proposed "Urban Village" and its impact on the surrounding area**

The proposed Urban Village raises a number of concerns from the viewpoint of a person who lives close by, but North of Stevens' Creek Blvd. These are the general topics of Aesthetics and building heights, Public safety, Impact on public services, and Engagement with neighboring cities.

### *Aesthetics and building heights*

The proposed Urban Village will introduce into this section of Stevens' Creek Blvd what can only be described as a complete paradigm shift. The surrounding neighborhoods, on both sides of Stevens' Creek, are single story homes, not office towers. Even the nearby apartments are only two stories. The proposal calls for building heights of up to 150 feet!

On the North side of Stevens' Creek lies Maywood Tracts 1, 2, and 3, which have been judged (per the Secretary of the Interior's Standards) to have "architecturally significant" buildings. While Santa Clara city politics has delayed an official designation, such is anticipated in the future. As a result major developments within eyesight may have additional considerations.

On the South side the neighborhood consists of single family houses over which the proposed Urban Village will tower.

The houses on the North side of Stevens' Creek are mostly floor to ceiling glass, in a style perhaps termed "Eichler-clones", designed by the same architects used by

Eichler, Anshen & Allen. Unless the Urban Village takes steps to minimize intrusive views, these houses will lose significant privacy. Many of them do not have curtains or drapes (some use drapes for light control as they can be very bright in the summer.)

***Public safety***

The presence of Interstate 280 creates some “unintended consequences” for public safety. That freeway is punctured only twice in over a mile along the southern edge of the proposed Urban Village. This limits San Jose emergency vehicle approach to Stevens Creek Blvd itself, Saratoga Avenue, and Lawrence Expressway. At rush hour all 3 of these arteries have major traffic.

Alternative access may be rendered from Santa Clara, which might be requested to provide Mutual Aid, but provision for such should be made as part of the Urban Village’s mitigation responsibilities.

There are no San Jose fire stations close to the proposed Urban Village. The station physically closest is located on South Monroe Street. During rush hour their ability to reach the proposed Urban Village site will be very impeded by traffic down Stevens Creek.

The next closest San Jose fire station is at San Tomas Aquino Road near Saratoga Avenue. At rush hour, Saratoga is also clogged with traffic. There is another station on Blaney Avenue. This station’s engines would need to reach Stevens Creek or Lawrence Expressway (both some distance) before proceeding to the site.

On the Santa Clara side, there are stations on Homestead Avenue at Woodhams Road and another on Pruneridge near Saratoga Avenue. Engines from both stations could reach the site in a short time during rush hour, however neither station has equipment capable of working a high-rise fire. Perhaps a portion of the Urban Village’s mitigation might be funding the purchase of such equipment for the Santa Clara Fire Department and a permanent agreement on Mutual Aid.

Formal and official joint planning with Santa Clara is mandatory for this Urban Village!

***Impact on public services***

There is no public park in this section of San Jose accessible to the residents of this proposed Urban Village. Unless an overpass to John Mise Park is built, the residents will need to cross Stevens Creek at Cronin and walk/ride/drive to Maywood Park in Santa Clara.

**Xavier, Lesley**

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**From:** PeterN@calwestern.com  
**Sent:** Tuesday, May 23, 2017 12:21 PM  
**To:** Xavier, Lesley  
**Subject:** File No GP17-009

Lesley Xavier

When Smyth Mercedes on Stevens Creek wanted to expand their showroom and garage 10 years ago we had public hearings on the expansion. We owners of apartment buildings on Richfield, Greendale and Auburn (the side streets behind the dealership) were concerned about the parking for their employees. We were promised as a part of the new garage and expansion the employees would be parking on the Smyth Mercedes site.

Smyth was sold to Auto Nation. They have also done another major expansion.

*There is absolutely no parking any more in front of our apartment buildings on Auburn, Greendale and Richfield. The auto sales employees are asked to park off the site so they can have more cars on their lot. This I have confirmed from 3 different salesmen in the course of purchasing a car. There are absolutely no parking spaces during the day because all of their employees are parking in the residential neighborhood. This is not what we were promised when the expansion of Smyth was approved.*

We either need a limited parking zone or the employees of Auto Nation need to have parking spots on their site as we were promised.

I hope there is a serious discussion of the parking problems in the residential neighborhoods before you continue with another large project.

Peter Noonan  
Owner :304 Greendale Way  
408-554-1818



***Peter B. Noonan***

DRE # 00345856

Cal-Western Property Management

1270 S. Winchester Blvd.

San Jose, CA 95128

408-554-1818 ext. 235

[petern@calwestern.com](mailto:petern@calwestern.com)

## Xavier, Lesley

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**From:** Teri Quatman <tquatman@scu.edu>  
**Sent:** Monday, May 22, 2017 11:28 AM  
**To:** Xavier, Lesley  
**Cc:** maryrsj@aol.com; Bill Blume; Ray Chen; tamer Abuelata  
**Subject:** Project File number GP17-009--Some concerns

Dear Lesley,

I write re: the Stevens Creek Urban Village Plan.

I currently own a condominium at 419 Bundy Ave. San Jose, CA 95117.

It looks from the map I received along with the notice of the upcoming Planning Commission Hearing (5/24/17) that my street, Bundy Ave., is projected to be within the proposed Urban Village Boundary, and therefore, subject to re-zoning.

I want to note that the area of Bundy Ave. currently designated in the Urban Village Plan is already high-density housing. The former single-family houses/lot on Bundy have, one-by-one, all been knocked down and converted to high-density apartment complexes and condominium complexes of 4-12 units, all including residences for multiple families.

I urge the Planning Commission to re-draw its planned boundary to exclude the many upscale, relatively new, multi-family condominiums and apartment buildings on Bundy from eventual re-zoning and destruction. The goal of the plan is to increase population density and accommodate more residents in an urban environment. We have already done that! Please don't destroy the good work we have already done.

Please re-draw the boundary of the plan by one street in order to preserve the high-density, high-quality housing that already exists on Bundy Ave.

In addition,

I want to observe more generally that the Steven's Creek corridor is already over-trafficked.

It is a major artery providing access to and from the 880 and 280 freeways.

As I have reviewed the plan, it appears that the planners have not truly considered the impact of their plan on current and future traffic flow on Steven's Creek between San Tomas and these freeways.

I urge the Commission to study this element carefully, and to consider re-locating the project to a less-trafficked area, perhaps to the south of Steven's Creek. We cannot afford to ignore the dangers of over-programming traffic on Steven's Creek.

The life of Santana Row and Valley Fair Malls depend on the free flow of traffic up and down Steven's Creek.

Thank you for considering my letter.

In particular, I am requesting a response about the plan to re-zone/ (and, I surmise, destroy) the current residence on Bundy Ave.

Best,

Teri Quatman, Ph.D.

## Xavier, Lesley

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**From:** Karen Thomas <karenthomas1@me.com>  
**Sent:** Wednesday, May 24, 2017 3:25 PM  
**To:** Xavier, Lesley  
**Cc:** Karen Thomas  
**Subject:** Comments about project GP17-009

Dear Lesley,

After reading the most recent draft documents for the Stevens Creek Urban Village Plan, I have several concerns.

My concerns are based on what I see today after living on Rio Vista Avenue near Loma Linda for over 25 years.

Stevens Creek is a very important auto thoroughfare. Eliminating a lane or otherwise impeding through traffic would be crippling:

The traffic on Loma Linda to enter Stevens creek routinely backs up over a block, especially during rush hour and on weekends.

Many drivers use Rio Vista, Capistrano, and other neighborhood streets to bypass several blocks on Stevens Creek during rush hour.

Adding more businesses and residents will only exacerbate this problem, leading to even more use of streets such as mine to avoid Stevens Creek.

My other major concern is the use of streets such as mine for parking and possibly foot traffic when more residences and businesses open up on Stevens Creek. I also wonder about increased noise caused by cafes and other businesses that remain open late at night.

Thanks for tackling this incredibly difficult problem, which is probably only going to be worse once Apple's new building is fully populated.

Sincerely, Karen Thomas

## **Xavier, Lesley**

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**From:** nashili <nashili@gmail.com>  
**Sent:** Friday, May 12, 2017 10:39 PM  
**To:** Xavier, Lesley  
**Subject:** Urban Village of San Jose

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello Lesley,

I met you at the Cypress Senior Center last month and this is regarding my conversation with you.

My address:  
438 S Cypress Ave.  
San Jose, Ca 95117

I would like my house to be removed from the urban village area. If you double check, my house is the last one in the shaded area and can be easily removed from the map's outline. You mentioned to send you a reminder email and request it.

Please let me know if you need anything.

Thanks,  
Nashili Basathia  
408-460-4268

## **Xavier, Lesley**

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**From:** Pressman, Christina  
**Sent:** Wednesday, May 24, 2017 4:30 PM  
**To:** Xavier, Lesley  
**Subject:** FW: SCAG Heights, density, traffic will trigger CEQA lawsuit

### **Christina Pressman**

Policy & Legislative Director  
Office of Councilmember Chappie Jones  
San Jose City Councilmember, District 1  
San Jose City Hall | 200 E. Santa Clara St., 18<sup>th</sup> Floor | San Jose, CA 95113  
Phone: 408-535-4901 | Fax: 408-292-6448 [christina.pressman@sanjoseca.gov](mailto:christina.pressman@sanjoseca.gov) | [www.sjdistrict1.com](http://www.sjdistrict1.com)

**From:** Kitty Moore [mailto:ckittymoore@gmail.com]  
**Sent:** Wednesday, May 24, 2017 3:51 PM  
**To:** Pressman, Christina <Christina.Pressman@sanjoseca.gov>  
**Subject:** Re: SCAG Heights, density, traffic will trigger CEQA lawsuit

Thank you Christina,

Here are two emails I sent to Cupertino Mayor and head of planning today, please add the CEQA lawsuit concern information.

Sincerely,  
Kitty Moore

Dear Mayor Savita Vaidhyanathan,

I am forwarding what I just sent to Piu regarding the traffic studies San Jose and Cupertino had done which have Stevens Creek Blvd. included. Both cities' General Plans have significant negative impacts to the area.

I believe Cupertino is at greater fault for a CEQA lawsuit however. This is due to both Apple Campus 2 and Vallco allotments negatively impeding reasonable development in San Jose. San Jose's GP 2040 does impact over 70% of Cupertino lane miles however, extending into Bubb Road even.

It is very likely San Jose will pass the SC UV at tonight's Planning Commission meeting and that their City Council will approve it in June. They have been advancing all of their Urban Villages. However they were sued by Santa Clara. And San Jose's CEQA lawsuit against Santa Clara's City Place is proceeding, moved to the San Mateo court. The 16 page original suit may be read here:

<http://media.bizj.us/view/img/10102877/city-place-complaint-filed-7-29-16.pdf>

Sincerely,

Kitty Moore

sent from my iPhone

Begin forwarded message:

**From:** Kitty Moore <[ckittymoore@gmail.com](mailto:ckittymoore@gmail.com)>  
**Date:** May 24, 2017 at 1:23:15 PM PDT  
**To:** Piu Ghosh <[PiuG@cupertino.org](mailto:PiuG@cupertino.org)>  
**Subject: Re: Stevens Creek Urban Village - Comments**

Thank you Piu!

I'm so glad something has been sent which hopefully will carry more weight than what we have sent as residents. However, I think a CEQA lawsuit between the cities is the only resolution. I noticed that the San Jose - Santa Clara CEQA lawsuit (RE: City Place) has moved to San Mateo County and has a hearing in August. I think something similar can happen here.

In looking over the GP EIR from Cupertino, this Stevens Creek area is expected to drop to unacceptable LOS F. And then the San Jose GP EIR has significant impacts for Cupertino.

I think San Jose may have a reasonable complaint against Cupertino's GP because of the drop in LOS affecting their ability to build at Cupertino's border. And alternatively Cupertino has a reasonable complaint in San Jose exceeding densities with problem traffic already along Stevens Creek Blvd.

Here is some of the traffic information from both cities:

Below please find the traffic analysis from San Jose which shows significant impacts from the San Jose GP 2040 EIR for traffic along Stevens Creek Blvd. from their projects proposed and reported in their 2010 document.

Additionally, I added the Cupertino GP 2040 EIR for traffic which had counts mostly from May 2011 and a few in Jan 2012. They show the proposed GP 2040 buildout for Cupertino has significant impacts as well.

So both sides are negatively impacting the same roadways.

I noticed a hearing date in August for the San Jose to Santa Clara lawsuit regarding the project near Levi's Stadium: Related Urban's City Place. The 239 acre project partially over a landfill. I think the potential for a CEQA lawsuit coming from both directions exists over SC UV.

San Jose has to coordinate with Cupertino who has an addition 2,000,000 SF of office space allotted to Vallco Mall and was studied in the GP EIR.

---

Below please find the traffic analysis from San Jose which shows significant impacts from the San Jose GP 2040 EIR for traffic along Stevens Creek Blvd. from their projects proposed and reported in their 2010 document.

Additionally, I added the Cupertino GP 2040 EIR for traffic which had counts mostly from May 2011 and a few in Jan 2012. They show the proposed GP 2040 buildout for Cupertino has significant impacts as well.

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San Jose has to coordinate with Cupertino who has an addition 2,000,000 SF of office space allotted to Vallco Mall and was studied in the GP EIR.

---

Here is some traffic analysis from San Jose's Envision 2040:

<https://www.sanjoseca.gov/DocumentCenter/View/2198>

Here are some screen shots showing there will be significant and unavoidable impacts on Stevens Creek Blvd. from the project.

TABLE 14  
 TRANSIT PRIORITY CORRIDOR IMPACT SUMMARY

Roadway Segment	Cross Street	Cross Street	Distance (Miles)	AM Peak Hour Travel Speed (MPH)	
				Existing Conditions	Proposed General Plan Conditions
Second St.	San Carlos St.	St. James St.	0.6	11.5	11.4
Alum Rock Ave.	Capital Ave.	US 101	3.4	20.0	17.0
Camden Ave.	SR 17	Meridian Ave.	5.2	24.0	18.0
Capital Ave.	S. Nicolas Blvd.	Capital Expwy.	7.6	24.1	17.5
Hilgaden Ave./ Capital Expwy.	Capital Ave.	Meridian Ave.	10.8	23.0	23.8
E. Santa Clara St.	US 101	Delmas Ave.	4.5	20.4	16.2
Mondrian Ave.	Park Ave.	Blossom Rd Rd.	12.2	25.5	19.6
Mostrrey Rd.	Keyes St.	Melzar Rd.	18.2	24.5	17.5
First St.	CA 230	Keyes St.	17.2	22.0	13.4
San Carlos St.	Bassom Ave.	SR 87	4.2	24.3	19.7
Stevens Creek Blvd.	Bassom Ave.	Teching Ave.	0.2	23.1	18.8
Tasman Dr.	UJA Rd Blvd.	McCarthy Ln.	5.0	24.3	0.5
The Alameda	Alameda Wy.	Delmas Ave.	4.2	22.6	14.2
W. San Carlos St.	SR 87	Second St.	1.3	19.5	17.5

Note: The values shown have been rounded for presentation purposes.  
 Source: FHV & PEERS, 2010

**g. Adjacent Jurisdictions**

Operations of adjacent jurisdiction roadway segments outside the City of San Jose boundaries were reviewed to determine the potential impacts of the proposed General Plan Update. Table 15 summarizes these results.

Given changes in land use, trip patterns, and behavior between the two scenarios, vehicular traffic on roadway segments within several jurisdictions is projected to increase with the proposed General Plan Update land uses as compared to existing conditions.

A roadway segment within adjacent jurisdictions is considered to be deficient if the future volume-to-capacity (V/C) ratio is 1.0 or greater during the AM peak 4-hour period in the year 2030. Given the large population and employment projected to reside in the region, and the complex travel patterns created by the large population and employment numbers, only a portion of trips on any roadway segment in adjacent jurisdictions are expected to have originated from a resident or job within City of San Jose. Therefore, a deficient roadway segment in adjacent jurisdictions is attributed to City of San Jose General Plan when the trips from the City are 10 (ten) percent or more on the deficient segment. The impact to an adjacent jurisdiction is considered significant when 25 percent or more of total deficient lane miles in that

adjacent jurisdiction are attributable to San Jose. The 2d percent bracket represents what would be a noticeable change in traffic by San Jose General Plan.

**TABLE 15  
 ADJACENT JURISDICTION IMPACTS SUMMARY  
 (BASED ON AM PEAK 4-HOUR PERIOD VOLUMES)**

CITY	Existing Conditions			Proposed General Plan Update		
	Total Lane Miles with Density V/C Ratio <sup>1</sup>	Projected Lane Miles with Density V/C Ratio <sup>2</sup>	Percent of Impacted Miles	Total Miles with Density V/C Ratio	Projected Lane Miles with Density V/C Ratio	Percent of Impacted Miles
Castroville	0.13	0.13	100	0.42	0.42	100
Castroville	0.67	0.67	100	1.52	5.45	73
Castroville	0.09	0.09	0	1.69	1.69	100
Los Altos Hills	0.17	0.20	14	3.81	3.03	83
Los Gatos	0.12	0.12	100	0.90	0.90	100
Mariposa	0.73	0.73	100	23.17	23.17	100
Monte Sereno	0.02	0.02	0	0.00	0.00	0
Mountain View	0.60	0.60	0	1.97	1.97	100
Pennington	0.12	0.12	0	11.76	13.63	92
San Jose	0.25	0.16	33	7.54	4.76	63
San Jose	0.17	0.17	100	1.95	1.95	100
San Jose	0.00	1.28	100	5.75	5.75	100
San Jose	0.00	0.00	0	1.45	1.45	100
San Jose	3,833.26	2,331.72	60	4,551.16	2,381.04	53
San Jose	3.01	3.01	100	21.33	21.33	100

<sup>1</sup> Data based on 2010 Census of Population.

<sup>2</sup> Data based on 2010 Census of Population and 2010 Census of Housing.

<sup>3</sup> Source: San Jose State University.

The following roadways were analyzed in determine impacts presented in Table 15. CIP system roadways are identified in boldface text. Major arterials were also analyzed in determine impacts presented in Table 15; however, they are not specifically identified below.

- Campbell, Hamilton Avenue, Garfield Avenue, Winchester Boulevard
- Cupertino, Homestead Road, Foothill Boulevard, Gully Road, Stevens Creek Boulevard
- Cupertino, Purden Avenue, North Wolfe Road, De Anza Boulevard, Stirling Road
- Elgin, Monterey Street, Lafayette Road, Hecker Pass Highway, East 10<sup>th</sup> Street, Monterey Street, East Lafayette Avenue

**Adjacent Jurisdiction Impacts**

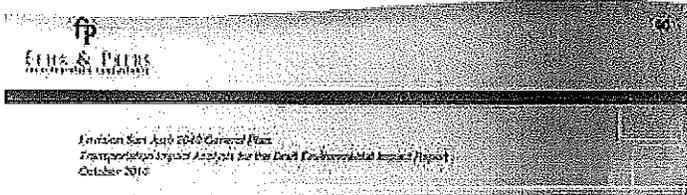
**Impact TRANS-4. Motor vehicle traffic and congestion resulting from implementation of the proposed General Plan Update would increase on roadway segments outside of the City of San Jose. (Significant)**

Roadways within adjacent jurisdictions are considered to be deficient if the volume to capacity (V/C) ratio under proposed General Plan Update conditions is 1.0 or greater, and is considered an impact when the trips from the City are 10 (ten) percent or more of the total traffic on those roadways. This impact is considered significant when the impacted roadway lane miles are 25 percent of the deficient lane miles.

With implementation of the proposed General Plan Update, 15 adjacent jurisdictions would have impacts on greater than one lane mile of roadways. These impacts are the aggregate of the major roadways within the adjacent jurisdiction boundaries of Campbell, Cupertino, Gilroy, Los Altos, Los Altos Hills, Los Gatos, Mountain View, Palo Alto, Saratoga, San Jose, San Martin, Milpitas, Morgan Hill, Santa Clara, Santa Clara County, and Santa Clara County facilities.

The traditional response to mitigate significant traffic-related impacts, or increases in automobile trips on street segments, is to increase roadway capacity by providing additional lanes or facilities. In Santa Clara County, widening roads to provide additional travel lanes is no longer feasible in most cases because available right-of-way is already constrained and offset by other land uses or transportation facilities. Construction of additional land to provide roadway development (highway, parkway, three-lane turn-alternate lanes, reduced turn-off width, increased intersection area, and move vehicles half-way associated with and adjacent to residences and businesses).

The proposed General Plan Update recognizes and acknowledges that there will be increased levels of congestion resulting from new development, both within San Jose and elsewhere in the Bay Area. This reflects a change in policy for the City to acknowledge that transportation planning based solely on roadway traffic operations (i.e. analysis based on traffic level of service and volume to capacity ratios), which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the roadway system and other community values. In analyzing the roadway system, an effort to adjust roadways may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users.



Widening a road to achieve a lower volume to capacity ratio results in higher expenditure of infrastructure dollars for wider roadways that do not necessarily serve all users of the circulation system. Roadway widening also provides capacity that is excess for the majority of the day outside the peak periods. Furthermore, wider roadways, in general, are inconsistent with goals promoting a more walkable city, cause greater impacts to biological resources, and discourage roadway use by pedestrians and bicyclists. In addition, mitigating impacts to affected roadway segments can have high infrastructure costs.

The proposed General Plan Update contains several policies and actions that seek to reduce automobile travel. They include TR-1.1 through TR-1.6, TR-2.1 through 2.11, TR-3.1 through 3.4, TR-4.1 through 4.4, and TR-4.1 through 4.4. Implementation of these policies and actions would help reduce the magnitude of traffic impacts on adjacent jurisdictions.

The proposed General Plan Update also includes an implementing action to encourage coordination with other jurisdictions.

**CR-1.B Interagency Participation and Coordination.** Actively coordinate with regional transportation, land use planning, and transit agencies to ensure development and maintenance of a transportation network with complementary land uses that encourage travel by bicycle, walking, and transit, and ensure regional greenhouse gas emissions standards are met.

Based on the considerations above, no mitigation measures are feasible to reduce adjacent jurisdiction impacts to a less than significant level. With adoption of the new policies and implementing actions contained in the General Plan Update, this impact would be reduced but could remain significant. Therefore, impacts to adjacent jurisdictions would remain significant and unavoidable.

Here is Cupertino's Traffic portion of their General Plan 2040, it includes the intersections' expected levels of service for the proposed 2040 projects. [http://www.cupertino.org/files/managed/Document/195/4.13\\_TranspTraffic.pdf](http://www.cupertino.org/files/managed/Document/195/4.13_TranspTraffic.pdf) See p. 4.13-50. The impacts are significant and unavoidable at many intersections, particularly connecting to San Jose on Stevens Creek Blvd.

First, read an early statement from the city how intersections would stay above LOS D:

Jennifer Griffin expressed her concern that the vacation of Finch Avenue would be determined before an EIR is completed or permits for Main Street have been pulled. She said that she felt Main Street and the vacation of Finch Avenue should be separate items.

Director of Public Works Timm Borden said that the vacation would not be approved until Main Street is approved and that Council is only setting May 1 as the date for a public hearing to coincide with the hearing regarding Main Street.

Wong moved and Mahoney seconded to adopt Resolution No. 12-029 as amended with the correct hearing date of May 1. The motion carried unanimously.

**SECOND READING OF ORDINANCES - None**

**PUBLIC HEARINGS - None**

**ORDINANCES AND ACTION ITEMS**

13. Subject: Annual Status report of the General Plan and Housing Element  
Recommended Action: Approve for submission to the California Department of Housing & Community Development (HCD) by April 1, 2012  
Description: Review of the General Plan progress and program implementation as required by State Law

Community Development Director Aarti Shrivastava reviewed the staff report.

Jennifer Griffin said that developments such as Main Street, Biltmore, Rose Bowl, Apple, and the HOP development are coming up. She noted that the General Plan says the City can't approve additional housing if road intersections can't maintain above a D grade level of service. She said she is concerned that Stevens Creek Blvd. will take the brunt of the traffic with these new developments. She urged Council to take a look at this when approving the projects.

Shrivastava explained that the General Plan does talk about maintaining a level of service D for all intersections. She said that this will be looked at during the environmental review of the projects. She noted that the City will review and get a chance to provide comments regarding the HOP development, but since it's in a different city, they can only comment. She said that staff would make sure that none of Cupertino's intersections would be impacted above level service D when the projects are approved.

Wong moved and Mahoney seconded to approve the submission of the General Plan and Housing Element annual status report. The motion carried unanimously.

GENERAL PLAN AMENDMENT, HOVING SYSTEMS UPGRADE AND ASSOCIATED SIGNAGE PLACEMENT AND INSTALLATION

TRANSPORTATION AND TRAFFIC

Five (5) of the sixteen (16) intersections that would operate at an unacceptable level of service for at least one peak hour under the proposed Project were also predicted to operate at an unacceptable level of service under the No Project scenario.

The intersections that would operate at an unacceptable level of service are listed and summarized in Table 4.13.13. All other study intersections would continue to operate at acceptable levels of service under the proposed Project conditions. The LOS calculation details are included in Appendix C, Transportation and Traffic Data, at this D4/EIR.

Table 4.13.13 Proposed Project Intersection Levels of Service Table

#	Intersection	LOS Standard	No Project				Proposed Project			
			Peak Hour	LOS	Avg Delay	LOS	Change in Delay	LOS	Change in Delay	
1	SR 88 and Highway 99	D	AM 207	C	312	C	0.157	4.0		
			PM 207	C	312	C	0.103	4.4		
2	SR 88 and Highway 99	E	AM 511	D	65.1	E	0.084	25.1		
			PM 409	C	21.5	C	0.110	2.7		
3	Spring St and Stevens Creek Blvd	F	AM 443	D	47.2	D	0.060	4.7		
			PM 529	D	102.3	F	0.120	71.7		
4	San Antonio and Highway 99	F	AM 428	D	44.3	D	0.054	3.1		
			PM 523	D	116.6	F	0.075	13.6		
5	San Antonio and Highway 99	D	AM 517	D	272.5	F	0.173	18.1		
			PM 461	F	111.4	F	0.106	11.8		
6	San Antonio and Highway 99	D	AM 467	D	100.0	F	0.171	15.6		
			PM 747	F	192.3	F	0.113	24.1		
7	San Antonio and Highway 99	D	AM 470	D	100.9	F	0.125	14.6		
			PM 473	D	202.0	F	0.050	27.3		
8	San Antonio and Highway 99	E	AM 438	D	51.4	D	0.053	2.3		
			PM 782	E	100.4	F	0.145	18.0		
9	San Antonio and Highway 99	D	AM 330	C	27.7	D	0.119	9.3		
			PM 207	E	104.8	F	0.153	21.1		
10	San Antonio and Highway 99	F	AM 440	D	31.4	D	0.067	2.7		
			PM 251	C	21.8	C	0.030	1.1		
11	San Antonio and Highway 99	D	AM 339	C	17.8	D	0.070	3.9		
			PM 207	F	12.1	C	0.110	20.4		
12	San Antonio and Highway 99	D	AM 222	D	25.3	C	0.148	11.7		
			AM 187	C	11.9	D	0.100	10.5		
13	San Antonio and Highway 99	D	PM 164	F	25.0	C	0.187	10.7		
14	San Antonio and Highway 99	E	AM 476	D	48.0	D	0.010	0.7		
			PM 518	D	51.7	D	0.037	1.4		
15	San Antonio and Highway 99	F	AM 438	D	47.4	D	0.043	1.5		
			PM 518	D	53.3	F	0.008	2.1		

4.13.13

DATE: 11/20/14

GENERAL PLAN AMENDMENT MOVING ELEMENTS NORTH AND ASSOCIATED REGIONAL CREDIT  
 CITY OF GUMMING  
**TRANSPORTATION AND TRAFFIC**

**TABLE 4.13-13 PROPOSED PROJECT INTERSECTION LEVELS OF SERVICE TABLE**

#	Intersection	LOS Standard	No Project			Proposed Project			Change in Crn. Delay
			Peak Hour	Avg. Delay	LOS	Avg. Delay	LOS	Change in Crn. Delay	
26	Worke Rd and Intersected Rd.	D	AAA	36.3	D+	39.6	D	0.094	4.7
			P43	52.0	D-	106.2	F	0.224	77.2
			AAA	17.0	B	77.0	C	0.204	18.8
27	Worke Rd and Pennington Ave.	D	P41	25.9	C	41.2	D	0.118	20.6
			AAA	28.3	F	113.2	F	0.100	64.0
			P42	30.5	D+	70.3	E	0.148	57.0
28	Worke Rd and I-280 SB Ramp <sup>2</sup>	D	AAA	18.7	D+	66.0	F	0.175	19.9
			P42	24.2	C	83.7	F	0.230	24.9
			AAA	26.4	C	11.1	C	0.111	3.3
29	Worke Rd and Vicksburg Hwy	D	P42	23.2	B-	59.1	D	-0.031	-1.4
			AAA	42.3	B	57.8	E+	0.113	16.5
			P41	72.2	E	26.6	D-	-0.072	-27.4
30	Linden Ave and Eastgate Rd <sup>3</sup>	D	AAA	42.0	D	42.6	D	0.013	1.0
			P42	44.7	D	43.1	D	0.045	1.1
			AAA	26.5	C	73.1	C	0.195	-1.3
31	Fryer Ave and Stevens Creek Blvd	D	P41	41.8	D	46.6	D	0.032	3.5
			AAA	41.6	D	47.2	F	0.130	24.4
			P42	43.2	D	56.7	E+	0.107	18.5
32	North Farnam Ave. and Intersected Ave.	D	AAA	29.2	C	11.1	C	0.020	-8.0
			P41	15.6	B	17.4	E	0.033	2.3
			AAA	29.7	C	11.4	C	0.119	13.9
33	North Farnam Ave. and Vicksburg Hwy	D	P41	24.6	C-	17.5	D+	0.024	2.8
			AAA	47.4	D	58.1	F+	0.134	15.2
			P42	56.8	E+	65.3	F	0.136	41.7
34	Lawrence Expressway and Intersected Rd <sup>4</sup>	E	AAA	50.0	E+	62.0	F	0.022	1.3
			P41	53.0	F+	16.5	F	0.032	10.7
			AAA	34.8	C+	63.1	F	0.136	47.8
35	I-280 SB Ramps and Stevens Creek Blvd <sup>5</sup>	E	P42	84.9	F	118.3	F	0.152	20.1
			AAA	32.0	D+	82.0	F	0.096	17.6
			P41	21.1	C	33.1	C	-0.008	-0.3
36	Lawrence Expressway SB Ramps and Stevens Creek Blvd <sup>6</sup>	E	AAA	72.3	E	152.4	F	0.126	52.3
			P41	29.1	C	29.9	C	-0.012	-0.4
			AAA	51.7	D-	62.8	F	0.142	52.1
37	Lawrence Expressway NB Ramps and Stevens Creek Blvd <sup>7</sup>	E	P42	30.2	C	79.8	C	0.014	0.7
			AAA	48.4	D	54.3	D-	0.026	3.6
			P41	20.6	D	65.1	F	0.063	21.9
38	Lawrence Expressway and Eastgate Rd/Intersected Ave <sup>8</sup>	E	AAA	60.5	E	62.8	F	0.014	1.3
			P41	45.0	D	46.0	D	-0.006	-0.5

GENERAL PLAN IMPROVEMENT, FUNDING ELEMENTS DATA, AND ASSOCIATED FUNDING DRAFT THE CITY OF SACRAMENTO

TRANSPORTATION AND TRAFFIC

TABLE 4.13-13 Proposed Priority Intersection Levels of Service Table

#	Intersection	LOS Standard	No Project			Proposed Project		Change in Crk. Delay
			Peak Hour	Avg. Delay	LOS	Avg. Delay	LOS	
35	De Anza Blvd and Rainbow Dr (WSP)	H	AM PM	20.3 19.7	C+ D-	17.5 18.9	B- B+	-0.4 0.3
36	Bloss Rd/Hornet Rd and Stevens Creek Blvd	H	PM	31.0	E	35.9	F	0.057
			AM	31.3	C	30.8	C+	0.104
37	North Stelling Ave and Hornet Rd	D	AM	38.5	D+	39.0	D	0.011
			PM	43.0	D	44.4	D	0.016
38	Stoney Ave and Stevens Creek Blvd	D	AM	34.4	C+	40.9	D	0.154
			PM	40.0	D	43.5	D	0.115
39	Foothill Blvd and Stevens Creek Blvd	D	AM	48.7	D	48.9	D	0.011
			PM	35.3	C	36.3	E	0.014
40	Stelling Rd and McClellan Rd	D	AM	31.1	C+	32.4	C+	0.031
			PM	35.6	D+	36.6	D+	0.014
41	Wolfe Ave and Apple Campus Access	D	AM	28.6	B-	32.8	C+	0.060
			PM	36.8	D+	43.2	D	0.017

Note: LOS is determined as follows: LOS A: LOS < 10; LOS B: 10 < LOS < 15; LOS C: 15 < LOS < 20; LOS D: 20 < LOS < 25; LOS E: 25 < LOS < 30; LOS F: 30 < LOS < 35; LOS G: 35 < LOS < 40; LOS H: 40 < LOS < 45; LOS I: 45 < LOS < 50; LOS J: 50 < LOS < 55; LOS K: 55 < LOS < 60; LOS L: 60 < LOS < 65; LOS M: 65 < LOS < 70; LOS N: 70 < LOS < 75; LOS O: 75 < LOS < 80; LOS P: 80 < LOS < 85; LOS Q: 85 < LOS < 90; LOS R: 90 < LOS < 95; LOS S: 95 < LOS < 100; LOS T: 100 < LOS < 105; LOS U: 105 < LOS < 110; LOS V: 110 < LOS < 115; LOS W: 115 < LOS < 120; LOS X: 120 < LOS < 125; LOS Y: 125 < LOS < 130; LOS Z: 130 < LOS < 135; LOS AA: 135 < LOS < 140; LOS AB: 140 < LOS < 145; LOS AC: 145 < LOS < 150; LOS AD: 150 < LOS < 155; LOS AE: 155 < LOS < 160; LOS AF: 160 < LOS < 165; LOS AG: 165 < LOS < 170; LOS AH: 170 < LOS < 175; LOS AI: 175 < LOS < 180; LOS AJ: 180 < LOS < 185; LOS AK: 185 < LOS < 190; LOS AL: 190 < LOS < 195; LOS AM: 195 < LOS < 200; LOS AN: 200 < LOS < 205; LOS AO: 205 < LOS < 210; LOS AP: 210 < LOS < 215; LOS AQ: 215 < LOS < 220; LOS AR: 220 < LOS < 225; LOS AS: 225 < LOS < 230; LOS AT: 230 < LOS < 235; LOS AU: 235 < LOS < 240; LOS AV: 240 < LOS < 245; LOS AW: 245 < LOS < 250; LOS AX: 250 < LOS < 255; LOS AY: 255 < LOS < 260; LOS AZ: 260 < LOS < 265; LOS BA: 265 < LOS < 270; LOS BB: 270 < LOS < 275; LOS BC: 275 < LOS < 280; LOS BD: 280 < LOS < 285; LOS BE: 285 < LOS < 290; LOS BF: 290 < LOS < 295; LOS BG: 295 < LOS < 300; LOS BH: 300 < LOS < 305; LOS BI: 305 < LOS < 310; LOS BJ: 310 < LOS < 315; LOS BK: 315 < LOS < 320; LOS BL: 320 < LOS < 325; LOS BM: 325 < LOS < 330; LOS BN: 330 < LOS < 335; LOS BO: 335 < LOS < 340; LOS BP: 340 < LOS < 345; LOS BQ: 345 < LOS < 350; LOS BR: 350 < LOS < 355; LOS BS: 355 < LOS < 360; LOS BT: 360 < LOS < 365; LOS BU: 365 < LOS < 370; LOS BV: 370 < LOS < 375; LOS BW: 375 < LOS < 380; LOS BX: 380 < LOS < 385; LOS BY: 385 < LOS < 390; LOS BZ: 390 < LOS < 395; LOS CA: 395 < LOS < 400; LOS CB: 400 < LOS < 405; LOS CC: 405 < LOS < 410; LOS CD: 410 < LOS < 415; LOS CE: 415 < LOS < 420; LOS CF: 420 < LOS < 425; LOS CG: 425 < LOS < 430; LOS CH: 430 < LOS < 435; LOS CI: 435 < LOS < 440; LOS CJ: 440 < LOS < 445; LOS CK: 445 < LOS < 450; LOS CL: 450 < LOS < 455; LOS CM: 455 < LOS < 460; LOS CN: 460 < LOS < 465; LOS CO: 465 < LOS < 470; LOS CP: 470 < LOS < 475; LOS CQ: 475 < LOS < 480; LOS CR: 480 < LOS < 485; LOS CS: 485 < LOS < 490; LOS CT: 490 < LOS < 495; LOS CU: 495 < LOS < 500; LOS CV: 500 < LOS < 505; LOS CW: 505 < LOS < 510; LOS CX: 510 < LOS < 515; LOS CY: 515 < LOS < 520; LOS CZ: 520 < LOS < 525; LOS DA: 525 < LOS < 530; LOS DB: 530 < LOS < 535; LOS DC: 535 < LOS < 540; LOS DD: 540 < LOS < 545; LOS DE: 545 < LOS < 550; LOS DF: 550 < LOS < 555; LOS DG: 555 < LOS < 560; LOS DH: 560 < LOS < 565; LOS DI: 565 < LOS < 570; LOS DJ: 570 < LOS < 575; LOS DK: 575 < LOS < 580; LOS DL: 580 < LOS < 585; LOS DM: 585 < LOS < 590; LOS DN: 590 < LOS < 595; LOS DO: 595 < LOS < 600; LOS DP: 600 < LOS < 605; LOS DQ: 605 < LOS < 610; LOS DR: 610 < LOS < 615; LOS DS: 615 < LOS < 620; LOS DT: 620 < LOS < 625; LOS DU: 625 < LOS < 630; LOS DV: 630 < LOS < 635; LOS DW: 635 < LOS < 640; LOS DX: 640 < LOS < 645; LOS DY: 645 < LOS < 650; LOS DZ: 650 < LOS < 655; LOS EA: 655 < LOS < 660; LOS EB: 660 < LOS < 665; LOS EC: 665 < LOS < 670; LOS ED: 670 < LOS < 675; LOS EE: 675 < LOS < 680; LOS EF: 680 < LOS < 685; LOS EG: 685 < LOS < 690; LOS EH: 690 < LOS < 695; LOS EI: 695 < LOS < 700; LOS EJ: 700 < LOS < 705; LOS EK: 705 < LOS < 710; LOS EL: 710 < LOS < 715; LOS EM: 715 < LOS < 720; LOS EN: 720 < LOS < 725; LOS EO: 725 < LOS < 730; LOS EP: 730 < LOS < 735; LOS EQ: 735 < LOS < 740; LOS ER: 740 < LOS < 745; LOS ES: 745 < LOS < 750; LOS ET: 750 < LOS < 755; LOS EU: 755 < LOS < 760; LOS EV: 760 < LOS < 765; LOS EW: 765 < LOS < 770; LOS EX: 770 < LOS < 775; LOS EY: 775 < LOS < 780; LOS EZ: 780 < LOS < 785; LOS FA: 785 < LOS < 790; LOS FB: 790 < LOS < 795; LOS FC: 795 < LOS < 800; LOS FD: 800 < LOS < 805; LOS FE: 805 < LOS < 810; LOS FF: 810 < LOS < 815; LOS FG: 815 < LOS < 820; LOS FH: 820 < LOS < 825; LOS FI: 825 < LOS < 830; LOS FJ: 830 < LOS < 835; LOS FK: 835 < LOS < 840; LOS FL: 840 < LOS < 845; LOS FM: 845 < LOS < 850; LOS FN: 850 < LOS < 855; LOS FO: 855 < LOS < 860; LOS FP: 860 < LOS < 865; LOS FQ: 865 < LOS < 870; LOS FR: 870 < LOS < 875; LOS FS: 875 < LOS < 880; LOS FT: 880 < LOS < 885; LOS FU: 885 < LOS < 890; LOS FV: 890 < LOS < 895; LOS FW: 895 < LOS < 900; LOS FX: 900 < LOS < 905; LOS FY: 905 < LOS < 910; LOS FZ: 910 < LOS < 915; LOS GA: 915 < LOS < 920; LOS GB: 920 < LOS < 925; LOS GC: 925 < LOS < 930; LOS GD: 930 < LOS < 935; LOS GE: 935 < LOS < 940; LOS GF: 940 < LOS < 945; LOS GG: 945 < LOS < 950; LOS GH: 950 < LOS < 955; LOS GI: 955 < LOS < 960; LOS GJ: 960 < LOS < 965; LOS GK: 965 < LOS < 970; LOS GL: 970 < LOS < 975; LOS GM: 975 < LOS < 980; LOS GN: 980 < LOS < 985; LOS GO: 985 < LOS < 990; LOS GP: 990 < LOS < 995; LOS GQ: 995 < LOS < 1000; LOS GR: 1000 < LOS < 1005; LOS GS: 1005 < LOS < 1010; LOS GT: 1010 < LOS < 1015; LOS GU: 1015 < LOS < 1020; LOS GV: 1020 < LOS < 1025; LOS GW: 1025 < LOS < 1030; LOS GX: 1030 < LOS < 1035; LOS GY: 1035 < LOS < 1040; LOS GZ: 1040 < LOS < 1045; LOS HA: 1045 < LOS < 1050; LOS HB: 1050 < LOS < 1055; LOS HC: 1055 < LOS < 1060; LOS HD: 1060 < LOS < 1065; LOS HE: 1065 < LOS < 1070; LOS HF: 1070 < LOS < 1075; LOS HG: 1075 < LOS < 1080; LOS HH: 1080 < LOS < 1085; LOS HI: 1085 < LOS < 1090; LOS HJ: 1090 < LOS < 1095; LOS HK: 1095 < LOS < 1100; LOS HL: 1100 < LOS < 1105; LOS HM: 1105 < LOS < 1110; LOS HN: 1110 < LOS < 1115; LOS HO: 1115 < LOS < 1120; LOS HP: 1120 < LOS < 1125; LOS HQ: 1125 < LOS < 1130; LOS HR: 1130 < LOS < 1135; LOS HS: 1135 < LOS < 1140; LOS HT: 1140 < LOS < 1145; LOS HU: 1145 < LOS < 1150; LOS HV: 1150 < LOS < 1155; LOS HW: 1155 < LOS < 1160; LOS HX: 1160 < LOS < 1165; LOS HY: 1165 < LOS < 1170; LOS HZ: 1170 < LOS < 1175; LOS IA: 1175 < LOS < 1180; LOS IB: 1180 < LOS < 1185; LOS IC: 1185 < LOS < 1190; LOS ID: 1190 < LOS < 1195; LOS IE: 1195 < LOS < 1200; LOS IF: 1200 < LOS < 1205; LOS IG: 1205 < LOS < 1210; LOS IH: 1210 < LOS < 1215; LOS II: 1215 < LOS < 1220; LOS IJ: 1220 < LOS < 1225; LOS IK: 1225 < LOS < 1230; LOS IL: 1230 < LOS < 1235; LOS IM: 1235 < LOS < 1240; LOS IN: 1240 < LOS < 1245; LOS IO: 1245 < LOS < 1250; LOS IP: 1250 < LOS < 1255; LOS IQ: 1255 < LOS < 1260; LOS IR: 1260 < LOS < 1265; LOS IS: 1265 < LOS < 1270; LOS IT: 1270 < LOS < 1275; LOS IU: 1275 < LOS < 1280; LOS IV: 1280 < LOS < 1285; LOS IW: 1285 < LOS < 1290; LOS IX: 1290 < LOS < 1295; LOS IY: 1295 < LOS < 1300; LOS IZ: 1300 < LOS < 1305; LOS JA: 1305 < LOS < 1310; LOS JB: 1310 < LOS < 1315; LOS JC: 1315 < LOS < 1320; LOS JD: 1320 < LOS < 1325; LOS JE: 1325 < LOS < 1330; LOS JF: 1330 < LOS < 1335; LOS JG: 1335 < LOS < 1340; LOS JH: 1340 < LOS < 1345; LOS JI: 1345 < LOS < 1350; LOS JJ: 1350 < LOS < 1355; LOS JK: 1355 < LOS < 1360; LOS JL: 1360 < LOS < 1365; LOS JM: 1365 < LOS < 1370; LOS JN: 1370 < LOS < 1375; LOS JO: 1375 < LOS < 1380; LOS JP: 1380 < LOS < 1385; LOS JQ: 1385 < LOS < 1390; LOS JR: 1390 < LOS < 1395; LOS JS: 1395 < LOS < 1400; LOS JT: 1400 < LOS < 1405; LOS JU: 1405 < LOS < 1410; LOS JV: 1410 < LOS < 1415; LOS JW: 1415 < LOS < 1420; LOS JX: 1420 < LOS < 1425; LOS JY: 1425 < LOS < 1430; LOS JZ: 1430 < LOS < 1435; LOS KA: 1435 < LOS < 1440; LOS KB: 1440 < LOS < 1445; LOS KC: 1445 < LOS < 1450; LOS KD: 1450 < LOS < 1455; LOS KE: 1455 < LOS < 1460; LOS KF: 1460 < LOS < 1465; LOS KG: 1465 < LOS < 1470; LOS KH: 1470 < LOS < 1475; LOS KI: 1475 < LOS < 1480; LOS KJ: 1480 < LOS < 1485; LOS KK: 1485 < LOS < 1490; LOS KL: 1490 < LOS < 1495; LOS KM: 1495 < LOS < 1500; LOS KN: 1500 < LOS < 1505; LOS KO: 1505 < LOS < 1510; LOS KP: 1510 < LOS < 1515; LOS KQ: 1515 < LOS < 1520; LOS KR: 1520 < LOS < 1525; LOS KS: 1525 < LOS < 1530; LOS KT: 1530 < LOS < 1535; LOS KU: 1535 < LOS < 1540; LOS KV: 1540 < LOS < 1545; LOS KW: 1545 < LOS < 1550; LOS KX: 1550 < LOS < 1555; LOS KY: 1555 < LOS < 1560; LOS KZ: 1560 < LOS < 1565; LOS LA: 1565 < LOS < 1570; LOS LB: 1570 < LOS < 1575; LOS LC: 1575 < LOS < 1580; LOS LD: 1580 < LOS < 1585; LOS LE: 1585 < LOS < 1590; LOS LF: 1590 < LOS < 1595; LOS LG: 1595 < LOS < 1600; LOS LH: 1600 < LOS < 1605; LOS LI: 1605 < LOS < 1610; LOS LJ: 1610 < LOS < 1615; LOS LK: 1615 < LOS < 1620; LOS LL: 1620 < LOS < 1625; LOS LM: 1625 < LOS < 1630; LOS LN: 1630 < LOS < 1635; LOS LO: 1635 < LOS < 1640; LOS LP: 1640 < LOS < 1645; LOS LQ: 1645 < LOS < 1650; LOS LR: 1650 < LOS < 1655; LOS LS: 1655 < LOS < 1660; LOS LT: 1660 < LOS < 1665; LOS LU: 1665 < LOS < 1670; LOS LV: 1670 < LOS < 1675; LOS LW: 1675 < LOS < 1680; LOS LX: 1680 < LOS < 1685; LOS LY: 1685 < LOS < 1690; LOS LZ: 1690 < LOS < 1695; LOS MA: 1695 < LOS < 1700; LOS MB: 1700 < LOS < 1705; LOS MC: 1705 < LOS < 1710; LOS MD: 1710 < LOS < 1715; LOS ME: 1715 < LOS < 1720; LOS MF: 1720 < LOS < 1725; LOS MG: 1725 < LOS < 1730; LOS MH: 1730 < LOS < 1735; LOS MI: 1735 < LOS < 1740; LOS MJ: 1740 < LOS < 1745; LOS MK: 1745 < LOS < 1750; LOS ML: 1750 < LOS < 1755; LOS MM: 1755 < LOS < 1760; LOS MN: 1760 < LOS < 1765; LOS MO: 1765 < LOS < 1770; LOS MP: 1770 < LOS < 1775; LOS MQ: 1775 < LOS < 1780; LOS MR: 1780 < LOS < 1785; LOS MS: 1785 < LOS < 1790; LOS MT: 1790 < LOS < 1795; LOS MU: 1795 < LOS < 1800; LOS MV: 1800 < LOS < 1805; LOS MW: 1805 < LOS < 1810; LOS MX: 1810 < LOS < 1815; LOS MY: 1815 < LOS < 1820; LOS MZ: 1820 < LOS < 1825; LOS NA: 1825 < LOS < 1830; LOS NB: 1830 < LOS < 1835; LOS NC: 1835 < LOS < 1840; LOS ND: 1840 < LOS < 1845; LOS NE: 1845 < LOS < 1850; LOS NF: 1850 < LOS < 1855; LOS NG: 1855 < LOS < 1860; LOS NH: 1860 < LOS < 1865; LOS NI: 1865 < LOS < 1870; LOS NJ: 1870 < LOS < 1875; LOS NK: 1875 < LOS < 1880; LOS NL: 1880 < LOS < 1885; LOS NM: 1885 < LOS < 1890; LOS NN: 1890 < LOS < 1895; LOS NO: 1895 < LOS < 1900; LOS NP: 1900 < LOS < 1905; LOS NQ: 1905 < LOS < 1910; LOS NR: 1910 < LOS < 1915; LOS NS: 1915 < LOS < 1920; LOS NT: 1920 < LOS < 1925; LOS NU: 1925 < LOS < 1930; LOS NV: 1930 < LOS < 1935; LOS NW: 1935 < LOS < 1940; LOS NX: 1940 < LOS < 1945; LOS NY: 1945 < LOS < 1950; LOS NZ: 1950 < LOS < 1955; LOS OA: 1955 < LOS < 1960; LOS OB: 1960 < LOS < 1965; LOS OC: 1965 < LOS < 1970; LOS OD: 1970 < LOS < 1975; LOS OE: 1975 < LOS < 1980; LOS OF: 1980 < LOS < 1985; LOS OG: 1985 < LOS < 1990; LOS OH: 1990 < LOS < 1995; LOS OI: 1995 < LOS < 2000; LOS OJ: 2000 < LOS < 2005; LOS OK: 2005 < LOS < 2010; LOS OL: 2010 < LOS < 2015; LOS OM: 2015 < LOS < 2020; LOS ON: 2020 < LOS < 2025; LOS OO: 2025 < LOS < 2030; LOS OP: 2030 < LOS < 2035; LOS OQ: 2035 < LOS < 2040; LOS OR: 2040 < LOS < 2045; LOS OS: 2045 < LOS < 2050; LOS OT: 2050 < LOS < 2055; LOS OU: 2055 < LOS < 2060; LOS OV: 2060 < LOS < 2065; LOS OW: 2065 < LOS < 2070; LOS OX: 2070 < LOS < 2075; LOS OY: 2075 < LOS < 2080; LOS OZ: 2080 < LOS < 2085; LOS PA: 2085 < LOS < 2090; LOS PB: 2090 < LOS < 2095; LOS PC: 2095 < LOS < 2100; LOS PD: 2100 < LOS < 2105; LOS PE: 2105 < LOS < 2110; LOS PF: 2110 < LOS < 2115; LOS PG: 2115 < LOS < 2120; LOS PH: 2120 < LOS < 2125; LOS PI: 2125 < LOS < 2130; LOS PJ: 2130 < LOS < 2135; LOS PK: 2135 < LOS < 2140; LOS PL: 2140 < LOS < 2145; LOS PM: 2145 < LOS < 2150; LOS PN: 2150 < LOS < 2155; LOS PO: 2155 < LOS < 2160; LOS PP: 2160 < LOS < 2165; LOS PQ: 2165 < LOS < 2170; LOS PR: 2170 < LOS < 2175; LOS PS: 2175 < LOS < 2180; LOS PT: 2180 < LOS < 2185; LOS PU: 2185 < LOS < 2190; LOS PV: 2190 < LOS < 2195; LOS PW: 2195 < LOS < 2200; LOS PX: 2200 < LOS < 2205; LOS PY: 2205 < LOS < 2210; LOS PZ: 2210 < LOS < 2215; LOS QA: 2215 < LOS < 2220; LOS QB: 2220 < LOS < 2225; LOS QC: 2225 < LOS < 2230; LOS QD: 2230 < LOS < 2235; LOS QE: 2235 < LOS < 2240; LOS QF: 2240 < LOS < 2245; LOS QG: 2245 < LOS < 2250; LOS QH: 2250 < LOS < 2255; LOS QI: 2255 < LOS < 2260; LOS QJ: 2260 < LOS < 2265; LOS QK: 2265 < LOS < 2270; LOS QL: 2270 < LOS < 2275; LOS QM: 2275 < LOS < 2280; LOS QN: 2280 < LOS < 2285; LOS QO: 2285 < LOS < 2290; LOS QP: 2290 < LOS < 2295; LOS QQ: 2295 < LOS < 2300; LOS QR: 2300 < LOS < 2305; LOS QS: 2305 < LOS < 2310; LOS QT: 2310 < LOS < 2315; LOS QU: 2315 < LOS < 2320; LOS QV: 2320 < LOS < 2325; LOS QW: 2325 < LOS < 2330; LOS QX: 2330 < LOS < 2335; LOS QY: 2335 < LOS < 2340; LOS QZ: 2340 < LOS < 2345; LOS RA: 2345 < LOS < 2350; LOS RB: 2350 < LOS < 2355; LOS RC: 2355 < LOS < 2360; LOS RD: 2360 < LOS < 2365; LOS RE: 2365 < LOS < 2370; LOS RF: 2370 < LOS < 2375; LOS RG: 2375 < LOS < 2380; LOS RH: 2380 < LOS < 2385; LOS RI: 2385 < LOS < 2390; LOS RJ: 2390 < LOS < 2395; LOS RK: 2395 < LOS < 2400; LOS RL: 2400 < LOS < 2405; LOS RM: 2405 < LOS < 2410; LOS RN: 2410 < LOS < 2415; LOS RO: 2415 < LOS < 2420; LOS RP: 2420 < LOS < 2425; LOS RQ: 2425 < LOS < 2430; LOS RR: 2430 < LOS < 2435; LOS RS: 2435 < LOS < 2440; LOS RT: 2440 < LOS < 2445; LOS RU: 2445 < LOS < 2450; LOS RV: 2450 < LOS < 2455; LOS RW: 2455 < LOS < 2460; LOS RX: 2460 < LOS < 2465; LOS RY: 2465 < LOS < 2470; LOS RZ: 2470 < LOS < 2475; LOS SA: 2475 < LOS < 2480; LOS SB: 2480 < LOS < 2485; LOS SC: 2485 < LOS < 2490; LOS SD: 2490 < LOS < 2495; LOS SE: 2495 < LOS < 2500; LOS SF: 2500 < LOS < 2505; LOS SG: 2505 < LOS < 2510; LOS SH: 2510 < LOS < 2515; LOS SI: 2515 < LOS < 2520; LOS SJ: 2520 < LOS < 2525; LOS SK: 2525 < LOS < 2530; LOS SL: 2530 < LOS < 2535; LOS SM: 2535 < LOS < 2540; LOS SN: 2540 < LOS < 2545; LOS SO: 2545 < LOS < 2550; LOS SP: 2550 < LOS < 2555; LOS SQ: 2555 < LOS < 2560; LOS SR: 2560 < LOS < 2565; LOS SS: 2565 < LOS < 2570; LOS ST: 2570 < LOS < 2575; LOS SU: 2575 < LOS < 2580; LOS SV: 2580 < LOS < 2585; LOS SW: 2585 < LOS < 2590; LOS SX: 2590 < LOS < 2595; LOS SY: 2595 < LOS < 2600; LOS SZ: 2600 < LOS < 2605; LOS TA: 2605 < LOS < 2610; LOS TB: 2610 < LOS < 2615; LOS TC: 2615 < LOS < 2620; LOS TD: 2620 < LOS < 2625; LOS TE: 2625 < LOS < 2630; LOS TF: 2630 < LOS < 2635; LOS TG: 2635 < LOS < 2640; LOS TH: 2640 < LOS < 2645; LOS TI: 2645 < LOS < 2650; LOS TJ: 2650 < LOS < 2655; LOS TK: 2655 < LOS < 2660; LOS TL: 2660 < LOS < 2665; LOS TM: 2665 < LOS < 2670; LOS TN: 2670 < LOS < 2675; LOS TO: 2675 < LOS < 2680; LOS TP: 2680 < LOS < 2685; LOS TQ: 2685 < LOS < 2690; LOS TR: 2690 < LOS < 2695; LOS TS: 2695 < LOS < 2700

- \* Stevens Creek Boulevard and Jantana Avenue (#27): 14:34 – PM Peak Hour
- \* Stevens Creek Boulevard and I-380 NB Ramps/Caswell Drive (#28): LOS F – PM Peak Hour
- \* Aguilera Tech Drive Way and Stevens Creek Boulevard (#30): LOS F – AM Peak Hour
- \* Lawrence Expressway Southbound Ramps and Stevens Creek Boulevard (#31): LOS F – AM Peak Hour
- \* Stevens Creek Boulevard and Lawrence Expressway Northbound Ramps (#32): LOS F – AM Peak Hour

**Mitigation Measures**

**Mitigation Measure TRM-13:** The City of Corpus Christi shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for roadway and infrastructure improvements that are necessary to mitigate impacts from future projects based on the then current City standards. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring developers impact fees under AB 1600 legislation, as codified by California Code of Government Sections 66000 et seq., to support implementation of the proposed Project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the traffic improvements and facilities required to mitigate the traffic impacts of new development pursuant to the proposed Project. The following examples of traffic improvements and facilities would reduce impacts to acceptable level of service standards and these, among other improvements, could be included in the developer impact fee nexus study.

- \* **SR 83 Northbound Ramps and Stevens Creek Boulevard (#2):** An exclusive left-turn lane for the northbound leg of the intersection (freeway off-ramp) at the intersection of SR 83 and Stevens Creek Boulevard would result in one left-turn lane, one all-movement lane, and one right-turn lane. The additional lane could be added within the existing Caltrans right-of-way.
- \* **Stirling Road and Stevens Creek Boulevard (#4):** The addition of a second exclusive left-turn lane for the eastbound leg of the intersection from Stevens Creek Boulevard to northbound Stirling Road, which could be accomplished by reworking the median. Right turns would share the bike lane.
- \* **Sunnyvale-Saratoga Road (De Anza Boulevard and Homestead Road (#5):** Widen De Anza Boulevard to four lanes in each direction or the installation of triple left-turn lanes.
- \* **De Anza Boulevard and I-380 Northbound Ramps (#6):** Restriping of De Anza Boulevard in the southbound direction to provide room for right turn vehicles to be separated from through traffic may be required. The bike lane would be maintained, and right turns would occur from the bike lane. The right turns would continue to be controlled by the signal and would need to yield to pedestrians. Placing a bike box at the front of the lane to provide space for bikes wait at red lights may enhance the bicycle experience.
- \* **De Anza Boulevard and Stevens Creek Boulevard (#8):** Restripe southbound Stevens Creek Boulevard to provide room for right turn vehicles to be separated from through vehicles may be required. The right turn vehicles will share the bike lane and will still be controlled by the traffic signal. Placing a bike box at the front of the lane to provide bikes a place to wait at red lights. The pedestrian crossings will not be affected may enhance the bicycling experience.

County) (#12): Redesign of the northbound leg of the intersection at the Lawrence Expressway Northbound Ramp and Stevens Creek Boulevard to provide one through-movement lane, and one exclusive right-turn lane may be required. Right-of-way acquisition would be required.

The fees shall be assessed when there is new construction, an increase in square footage of an existing building, or the conversion of existing square footage to a more intensive use. The fees collected shall be applied toward circulation improvements and right-of-way acquisition. The fees shall be calculated by multiplying the proposed square footage, dwelling unit, or hotel room by the appropriate rate. Traffic mitigation fees shall be included with any other applicable fees payable at the time the building permit is issued. The City shall use the traffic mitigation fees to fund construction (or to recover fees advanced to fund construction) of the transportation improvements identified above, among other things that at the time of potential future development may be warranted to mitigate traffic impacts.

While implementation of Mitigation Measure TRM-1 would secure a funding mechanism for future roadway and infrastructure improvements that are necessary to mitigate impacts from future projects based on then current standards, impacts would remain significant and unavoidable because the City cannot guarantee improvement at these intersections at this time. This is in part because the nexus study has yet to be prepared and because some of the impacted intersections are under the jurisdiction of the Cities of Sunnyvale and Santa Clara and Cupertino. Specifically, the following intersections are outside the jurisdiction of Cupertino:

4.13-111

4.13-55

GENERAL PLAN AMENDMENT, HOUSING ELEMENT UPDATE, AND ASSOCIATED REGIONAL DRAFT EIR  
CITY OF CUPERTINO

TRANSPORTATION AND TRAFFIC

- \* SR 85 Northbound Ramps and Stevens Creek Boulevard (#12)
- \* De Anza Boulevard and I-205 Northbound Ramps (#6)
- \* Wolfe Road and Homehead Road (#10)
- \* Wolfe Road and I-205 Northbound Ramps (#13)
- \* Wolfe Road and I-205 Southbound Ramps (#11)
- \* North Teesee Avenue/Opal Avenue and Homehead Road (#24)
- \* Stevens Creek Boulevard and Aquilon Technologies Driveway (#10)
- \* Lawrence Expressway Northbound Ramps and Stevens Creek Boulevard (CEQA, County) (#11)
- \* Lawrence Expressway Northbound Ramps and Stevens Creek Boulevard (CEQA, County) (#12)

However, the City will continue to cooperate with these jurisdictions to identify improvements that would reduce or mitigate the impacts to intersections and roadways as a result of implementation of future development projects in Cupertino.

Significance With Mitigation: Significant and Unavoidable

I think it is unreasonable for the eastern part of Cupertino to have the traffic impacts all foisted on us. Between the 8 months of cyberstalking by the bitterblog, and relentless developments bent on making life miserable for the east side of Cupertino. I noticed three homes went on sale on Stern Avenue this week, smart move.

Please try to coordinate with San Jose regarding the collision course both cities are on with the residents caught in the middle, otherwise CEQA lawsuits need to be filed, and Cupertino looks to be more at fault.

Kitty Moore

sent from my iPhone

On May 24, 2017, at 3:32 PM, Pressman, Christina <[Christina.Pressman@sanjoseca.gov](mailto:Christina.Pressman@sanjoseca.gov)> wrote:

Kitty Moore,

Thank you for sharing your concerns with our office regarding both the Stevens Creek Urban Village plan and the proposed Fortbay project. I will share your comments with Councilmember Jones. The Stevens Creek Urban Village Plan is scheduled to go to City Council on June 27<sup>th</sup>. The Councilmember will be reviewing the feedback from the community, the advisory group, and the Planning Department before the Council date. If you have any further questions or comments, please do not hesitate to reach out to our office.

Best,

**Christina Pressman**

Policy & Legislative Director  
Office of Councilmember Chappie Jones  
San Jose City Councilmember, District 1  
San Jose City Hall | 200 E. Santa Clara St., 18<sup>th</sup> Floor | San Jose, CA 95113  
Phone: 408-535-4901 | Fax: 408-292-6448 [christina.pressman@sanjoseca.gov](mailto:christina.pressman@sanjoseca.gov) | [www.sjdistrict1.com](http://www.sjdistrict1.com)

**From:** Kitty Moore [<mailto:ckittymoore@gmail.com>]

**Sent:** Monday, May 22, 2017 9:20 PM

**To:** District1 <[district1@sanjoseca.gov](mailto:district1@sanjoseca.gov)>; Planning Commission 1 <[PlanningCom1@sanjoseca.gov](mailto:PlanningCom1@sanjoseca.gov)>;  
Planning Commission 2 <[PlanningCom2@sanjoseca.gov](mailto:PlanningCom2@sanjoseca.gov)>; Planning Commission 3  
<[PlanningCom3@sanjoseca.gov](mailto:PlanningCom3@sanjoseca.gov)>; Planning Commission 4 <[PlanningCom4@sanjoseca.gov](mailto:PlanningCom4@sanjoseca.gov)>; Planning  
Commission 5 <[PlanningCom5@sanjoseca.gov](mailto:PlanningCom5@sanjoseca.gov)>; Planning Commission 6  
<[PlanningCom6@sanjoseca.gov](mailto:PlanningCom6@sanjoseca.gov)>

**Subject:** SCAG Heights, density, traffic will trigger CEQA lawsuit

Dear Council Member Jones, and San Jose Planning Commission,

The Cupertino General Plan 2040 EIR certified December 4, 2014 has 11 of 16 eastern Cupertino intersections at below LOS D. It also has significant noise impacts due to traffic. The Stevens Creek Boulevard corridor is not planned to operate at an acceptable level.

The densities your (developer/realtor filled) SCAG came up with are related to the excessive heights they endorsed. They planned on putting 85' mixed use in the back yards of single family homes in Cupertino and increased them to 150' along Stevens Creek Blvd.

Cupertino High School is at 106% capacity. The bus service has been decreased in the area and there is no simple way to get relocated students living along San Jose's Steven's Creek to Lynbrook HS (try finding a route). Fortbay developer (on SCAG, conflict of interest, and abrasive to the residents) has 500 units in his project which is across from another 500 units Santa Clara has under construction.

Here is what your SCAG plans for Cupertino single family homes, even Apple had the decency to respect height and setbacks:

<image003.jpg>

Please **reduce these heights in the Cupertino area to 45'** which is taller than what is existing yet in accordance with what Cupertino allows in this area.

The jobs:housing ratio is unacceptable in the SCAG area, generating too many jobs in an area already negatively impacted by Apple Campus 2. The upcoming De Anza Urban Village has an even more dismal jobs:housing ratio which will negatively impact the directional flow on I-280 by drawing on San Jose's housing and potentially triggering a CEQA lawsuit.

The east side of Cupertino did not receive parkland from the Apple Campus 2 project. The 102 acres of parkland at AC2 is gated off. The City of Cupertino has been negotiating to acquire the Lawrence Mitty site with the \$8.2 in lieu of payment the city accepted from Apple. However, that site has unacceptable noise levels with no way to mitigate them, so it is likely to just support a dead end bike path. The SCAG has no designated parks and shows a potential freeway pedestrian overpass to access John Mise Park which is heavily programmed by the soccer leagues because it is a lit artificial turf field open until 10 pm. It would cost more than \$11 Million to build the pedestrian overpass over the I-280 suggested by SCAG to a clogged park when San Jose could use that money to buy actual park land on the ground in the SCAG area. The SCAG suggested freeway cap parks, another offensive and expensive alternative which is designed to allow developers to maximize their profits and provide no quality of life. SCAG appears to have been solely looking out for the developers to plan based on market analysis rather than meeting CEQA requirements.

The Stevens Creek Urban Village SCAG removed Principle 3 which was the great streets principle. This is a foundation of the urban village concept: pedestrian and bike friendly. Cupertino is looking to create protected bike lanes on Stevens Creek, which would dead end at San Jose's border.

San Jose is being a bad neighbor to Cupertino. Granted, Cupertino needs to have the General Plan 2040 EIR reviewed by another city with a strong legal team to look into the topics I mentioned (excessive traffic impacts which spill into San Jose for example as Valco attempts it's 4.4 million SF project which the city allotted 2 million SF of new office, 389 housing units when 800 were studied in the EIR, etc), it isn't acceptable for the border areas to be abused by bad city neighbor actions from both directions! The end result is CEQA lawsuits.

Please reduce the heights to 45' in the area west of Lawrence Expressway bordering Cupertino, purchase park land, and review Cupertino's GP 2040 EIR for traffic.

Sincerely,

Catherine Moore  
east Cupertino resident, P.E.

## Xavier, Lesley

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**From:** Hoi poon <hoipoon@gmail.com>  
**Sent:** Wednesday, May 24, 2017 6:42 PM  
**To:** Planning Commission 7  
**Cc:** Brilliot, Michael; Xavier, Lesley; Jones, Chappie; Pressman, Christina; Ferguson, Jerad  
**Subject:** public comment for May 24th 2017 agenda 6B

Dear planning commission,

Please add my comment into the public comments for May 24th 2017 agenda 6B

I am a member of Steven Creek Urban Village Advisory, has been active with many local issues in the past ten years.

The following are my personal comments regarding the proposed plan:

1. I fully support the creation of a walk-able and bike-able environment with more effective public transportation system and affordable housing options, connecting parks and plazas, safe bike routes to schools throughout the urban village and neighboring cities. Thereby, encouraging more people to walk and bike, thus reducing traffic, creating a healthier life style and a cleaner environment for all. In general, I support overall vision of Stevens Creek Urban Village plan.

2. I do not support the proposed plan on the overall height due to the reasons below. I support maximum height no taller than 85' at Steven Creek Urban Village.

- The SCAG process should include community input and comments. Community members have raised concern of building height, vast majority support the height limit at 80', very few support support anything taller. See link to summary of public comments: <http://www.sanjoseca.gov/DocumentCenter/View/66370>

- Out of the six members who voted for (with 5 against) the 150' height limit, at least two have a direct conflict of interest and would personally benefit from the higher height limit.

- Keep the height consistent with surrounding areas - Winchester Advisory Group proposed the height at 85', therefore, we should keep it the same. WAG also seek input from its neighbor City of Campbell and reduced the height limit to 65' by the area.

- There is no outreach to City of Santa Clara and City of Cupertino to seek their input. Some of the SCAG members, including myself, have mentioned multiple times the need to collaborate with both cities. Both City of San Jose and City of Santa Clara have pending lawsuits against each other on development issues. There is no need to have more lawsuits but more collaboration to discuss future plan and solutions to existing problems.

- San Jose City Planning Staff have proposed lower height and stated that low height would allow the city the bargaining chip to negotiate with developers for benefits such as affordable housing and parks. So we are giving away the store?

- Traffic and the need for more affordable housing are top two issues for Silicon Valley area. However, we did not have any discussion as what might be potential solutions to both issues. Our teachers are leaving Cupertino Union School district and Fremont Union High School District due to these two issues. Some have to spend 3 hours on the road going from South San Jose to West San Jose round trip. How can we have a plan to build thousands of new housing (high end rental) and office units without addressing both issues?

Thank you.

Hoi Yung Poon  
San Jose D1 resident  
Education Consultant, Community Activist

## Xavier, Lesley

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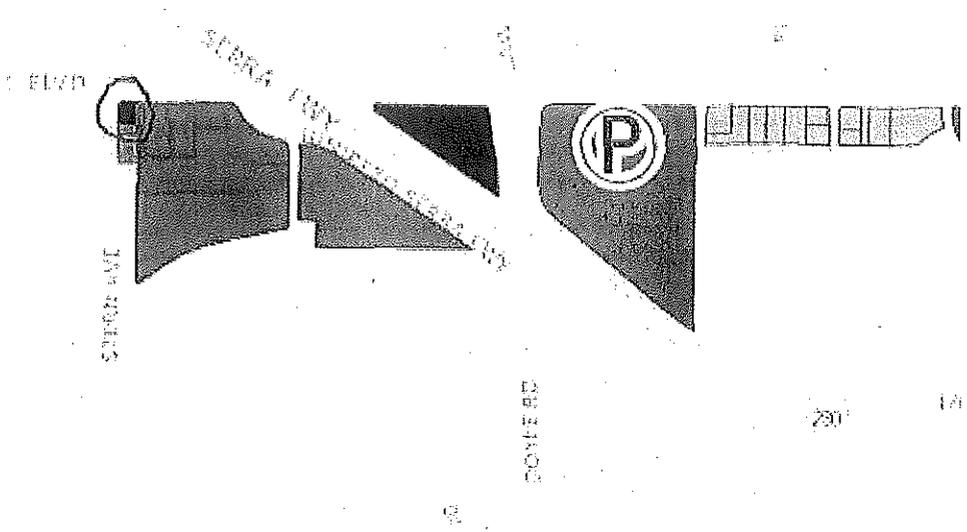
**From:** Urs Mader <Urs.Mader@maximintegrated.com>  
**Sent:** Wednesday, May 31, 2017 10:16 AM  
**To:** Brilliot, Michael; Xavier, Lesley  
**Subject:** Please do something about Stern Hotel

Nobody in their right mind would allow a 7 story hotel next to people's backyards or the preschools nearby. Not sure how this helps anything other than to enrich a few greedy souls. The addendum to allow 120ft at the site of the Gas Station is no accident. I live on Tantau near Steven's Creek, and hope you can do whatever you can to set healthy boundaries with Cupertino.

We get the government we deserve. I don't think we deserve this. I hope you agree and can do something. Things like this set precedent. This one is just bad.

Urs

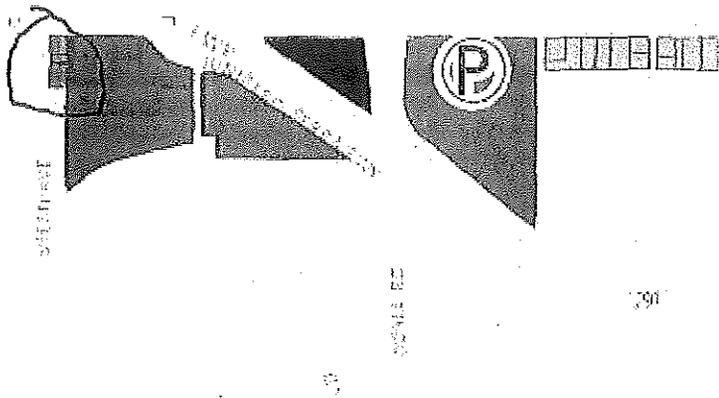
This is how it is as of 3/9/2017



**Land Use**

-  Neighborhood/Community Commercial
-  Urban Village Commercial
-  Urban Village
-  Mixed Use Commercial
-  Urban Residential
-  Public Quasi-Public
-  Floating "P" Parks & Plazas

This is how it was on 1/19/2017



**Land Use**

-  Neighborhood/Community Commercial
-  Urban Village Commercial
-  Urban Village
-  Mixed Use Commercial
-  Urban Residential
-  Public Quasi-Public
-  Floating "P" Parks & Plazas