

**NOTICE OF PREPARATION OF
A DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE EL PASEO & 1777 SARATOGA AVENUE MIXED-USE VILLAGE PROJECT**

August 2020

Introduction

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

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

In accordance with Sections 15120 et seq. of the CEQA Guidelines, the EIR will include the following:

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

The EIR also will discuss a reasonable range of alternatives to the project that could reasonably attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant environmental effects of the project (CEQA Guidelines Section 15126.6[a]).

Project Location

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

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

Currently, the El Paseo site is developed with three commercial buildings and part of the larger El Paseo de Saratoga Shopping Center. The 1777 Saratoga Avenue site is currently developed with four office buildings. Regional and vicinity maps of the project site are provided in Figures 1 and 2.

Project Description

The project proposes to demolish and remove the existing improvements on-site to develop one of two development scenarios:

Table 1: Summary of Two Development Scenarios				
	Residential Dwelling Units	Commercial Square Footage	K-12 Educational Facility Square Footage	Educational Facility Dorm Units
Scenario 1	730	67,500	450,000	200
Scenario 2*	1,100	127,500	---	---
* In the event the educational facility is not constructed, Scenario 2 would be built. The educational facility and dorm space from Scenario 1 would be converted to an additional 370 multi-family residential units (for a total of 1,100 units) and an additional 60,000 (for a total of 127,500 square feet) of general commercial space.				

Scenario 1 is the preferred project scenario.

The two development scenarios are similar in that both scenarios propose residential units and commercial uses. The primary difference between the scenarios is that Scenario 1 includes a 450,000 square foot, private kindergarten through 12th grade (K-12) educational facility with an additional 120,000 square feet for a 200-unit dorm facility, while Scenario 2 assumes the educational facility would not be built and would instead construct an additional 370 multi-family residential units (for a total of 1,100 units) and 60,000 (for a total of 127,500 square feet) of general commercial space.

A conceptual site plan and cross-sections of Scenario 1 are shown on Figures 3 and 4. The proposed buildings could range from seven to 10 stories in height and vehicle parking for the project could be provided at, below, and above grade. It is envisioned that the development proposed in Scenario 2 would be within the same building envelope and parameters shown for Scenario 1 on Figures 3 and 4.

Anticipated Project Approvals

- | | |
|---------------------------------|----------------------------|
| 1. Planned Development Rezoning | 5. Building Permits |
| 2. Lot Line Adjustment | 6. Development Agreement |
| 3. Subdivision Map | 7. Public Works clearances |
| 4. Planned Development Permit | |

Potential Environmental Impacts of the Project

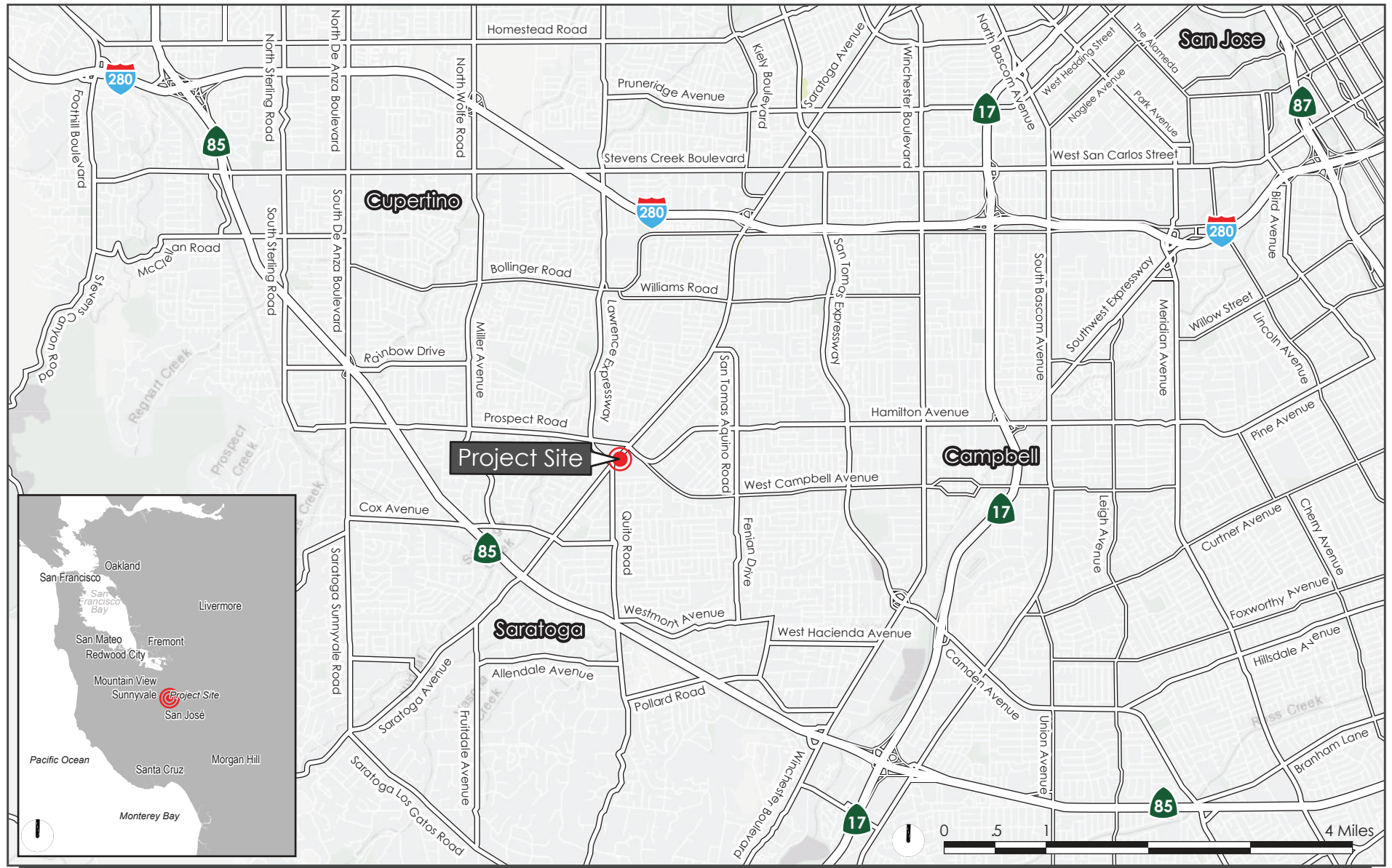
The EIR will identify the significant environmental effects anticipated to result from development of the project as proposed. Mitigation measures will be identified for significant impacts, as warranted. The EIR will discuss the project's significant environmental impacts on the topic areas described below.

- **Aesthetics** – The proposed development would demolish the existing commercial and office buildings and remove hardscaping and landscaping on-site. The EIR will describe the existing visual setting of the project area and the visual changes that are anticipated to occur as a result of the proposed project. The EIR will also discuss possible light and glare issues from the development.
- **Air Quality** – The EIR will address the regional air quality conditions in the Bay Area and discuss the proposed project's construction and operational impacts to local and regional air quality in accordance with the 2017 Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines and thresholds.
- **Biological Resources** – Habitats in the project area are low in species diversity and include predominately urban adapted birds and animals. The EIR will address the loss of trees within, and adjacent to, the construction zones. In addition, the EIR will identify and discuss potential biological impacts resulting from construction of the project. The EIR will also describe the project's consistency with the Santa Clara Valley Habitat Plan.
- **Cultural Resources** – The project sites are not located within an archaeologically sensitive area. The EIR will address the project's potential impacts to archaeological resources, as well as historic resources. Buildings on the 1777 Saratoga Avenue site area over 50 years old and their historic significance will be evaluated as part of the EIR.
- **Energy** – Implementation of the proposed project would result in an increased demand for energy on-site. The EIR will discuss the increase in energy usage on-site and energy efficiency measures proposed by the project.
- **Geology and Soils** – The EIR will describe the existing geologic and soil conditions and discuss the possible geological impacts associated with seismic activity and the existing soil conditions on the project sites.
- **Greenhouse Gas Emissions** – The EIR will address the project's contribution to regional and global greenhouse gas (GHG) emissions. Proposed design measures to reduce energy consumption, which in turn would reduce GHG emissions, will be discussed.
- **Hazards and Hazardous Materials** – The EIR will describe known hazardous materials conditions on and adjacent to the project sites and will address the potential for hazardous materials impacts to result from implementation of the proposed project.

- **Hydrology and Water Quality** – The EIR will address the project’s impact to the storm drainage system. The project’s groundwater supply, site drainage, and storm water quality consistent with the requirements of the Regional Water Quality Control Board (RWQCB), and risk due to inundation will also be discussed.
- **Land Use** – The project site is located within a developed, urbanized area of San José surrounded by residential, office, and commercial land uses. The EIR will describe the existing land uses adjacent to and within the project area. Land use impacts that would occur as a result of the proposed project will be analyzed, including the consistency of the project with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.
- **Noise and Vibration** – Noise levels in the project area are primarily influenced by vehicular noise on surrounding roadways. The EIR will discuss noise and vibration that would result from the construction and operation of the proposed project (including noise from project-generated traffic) and its impact on nearby sensitive receptors and identify any measures or conditions to reduce temporary noise. Noise levels will be evaluated for consistency with applicable noise standards and guidelines.
- **Population and Housing** – The project would develop up to 1,100 multi-family residential units. The EIR will discuss existing population and housing conditions and if the project would induce substantial growth.
- **Public Services** – Implementation of the proposed project would increase the population of the City and would result in an increased demand on public services, including school, police, and fire protection services. The EIR will address the availability of public facilities and services and the project’s potential to result in adverse physical impacts to the service facilities.
- **Transportation** – The EIR will evaluate the project’s transportation impacts pursuant to Senate Bill 743 and the City’s Transportation Analysis Policy (Council Policy 5-1). The project’s consistency with programs, plans, ordinances, or policies addressing the circulations system (including transit, roadway, bicycle, and pedestrian facilities) will be discussed in the EIR. The project’s impact on Vehicle Miles Traveled (VMT) will be discussed.
- **Tribal Cultural Resources** – The EIR will discuss the project’s potential for impacts to tribal cultural resources under Assembly Bill 52.
- **Utilities and Service Systems** – Implementation of the proposed project would result in an increased demand on utilities and service systems compared to existing conditions. The EIR will examine the impacts of the project on utilities and service systems, including the sanitary sewer and storm drainage systems, water supply, and solid waste management.

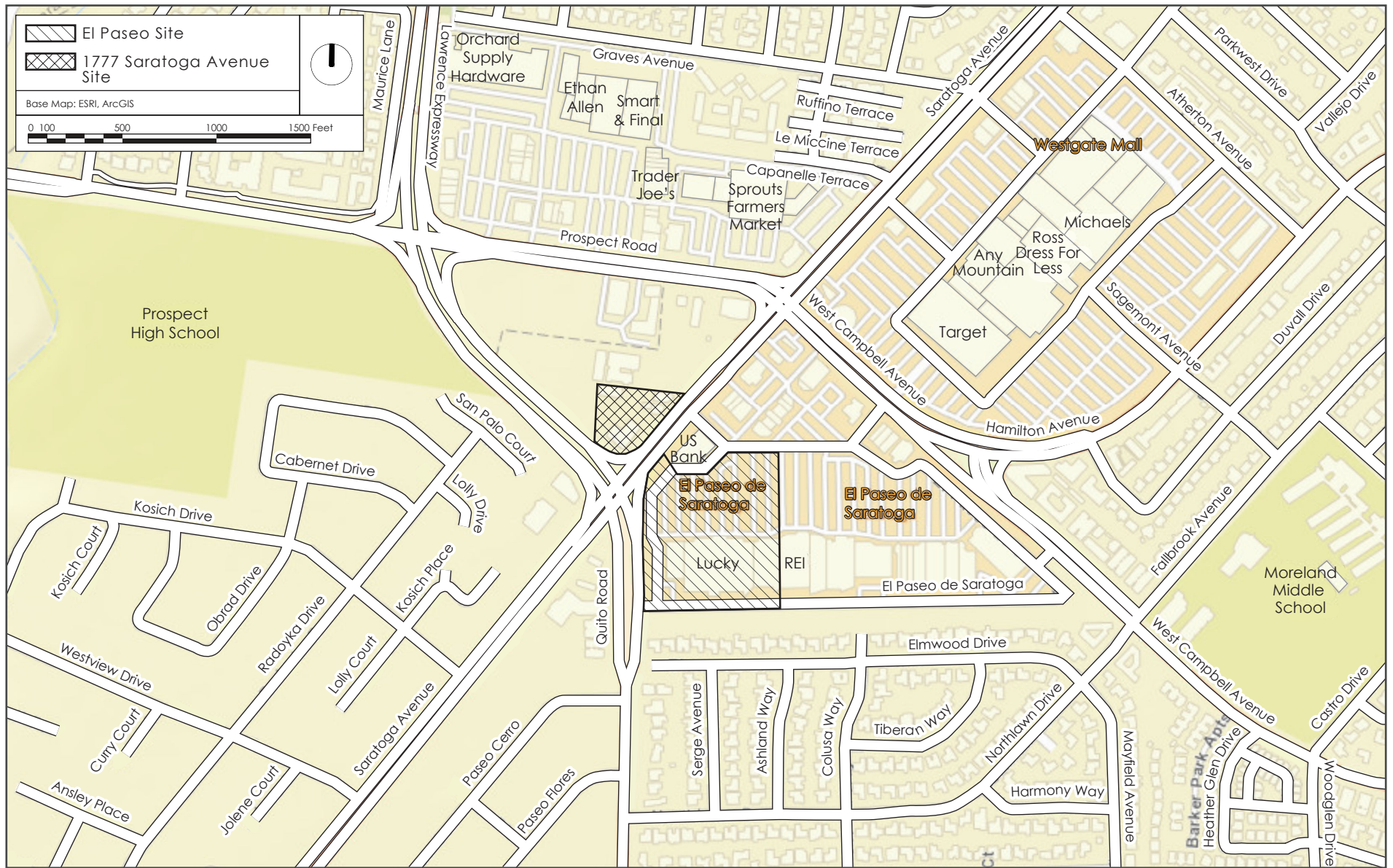
- **Wildfire** – The project sites are not located in or near high fire hazard severity zone. The proposed project is located within a developed area of San José. The EIR will discuss project impacts on adopted emergency response and evacuation plans and risk due to wildfire.

In addition, the EIR will address the project's agricultural and mineral resources impacts, significant and unavoidable impacts, and potentially significant cumulative impacts when considered with other past, present, and reasonably foreseeable future projects in the development area.



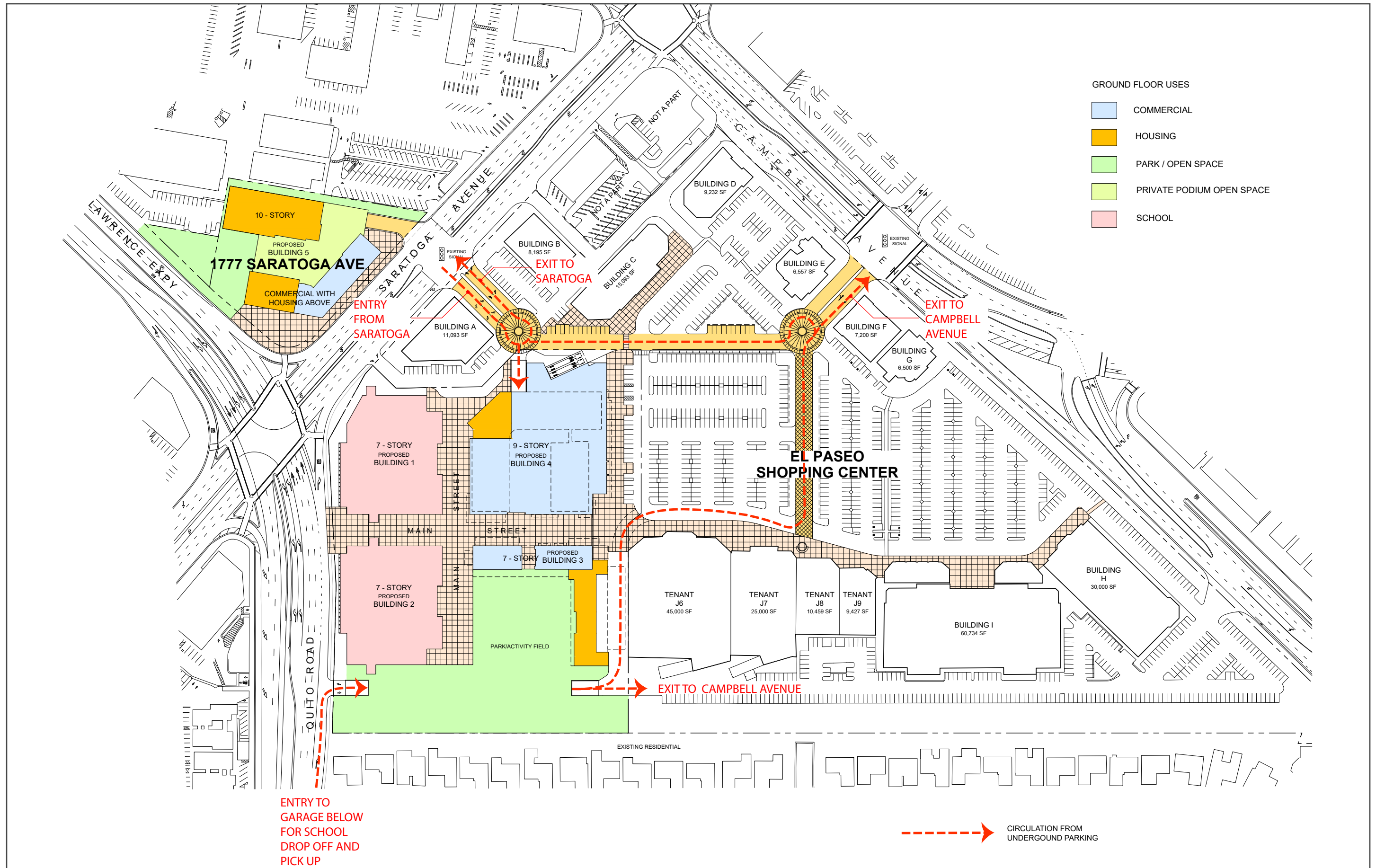
REGIONAL MAP

FIGURE 1



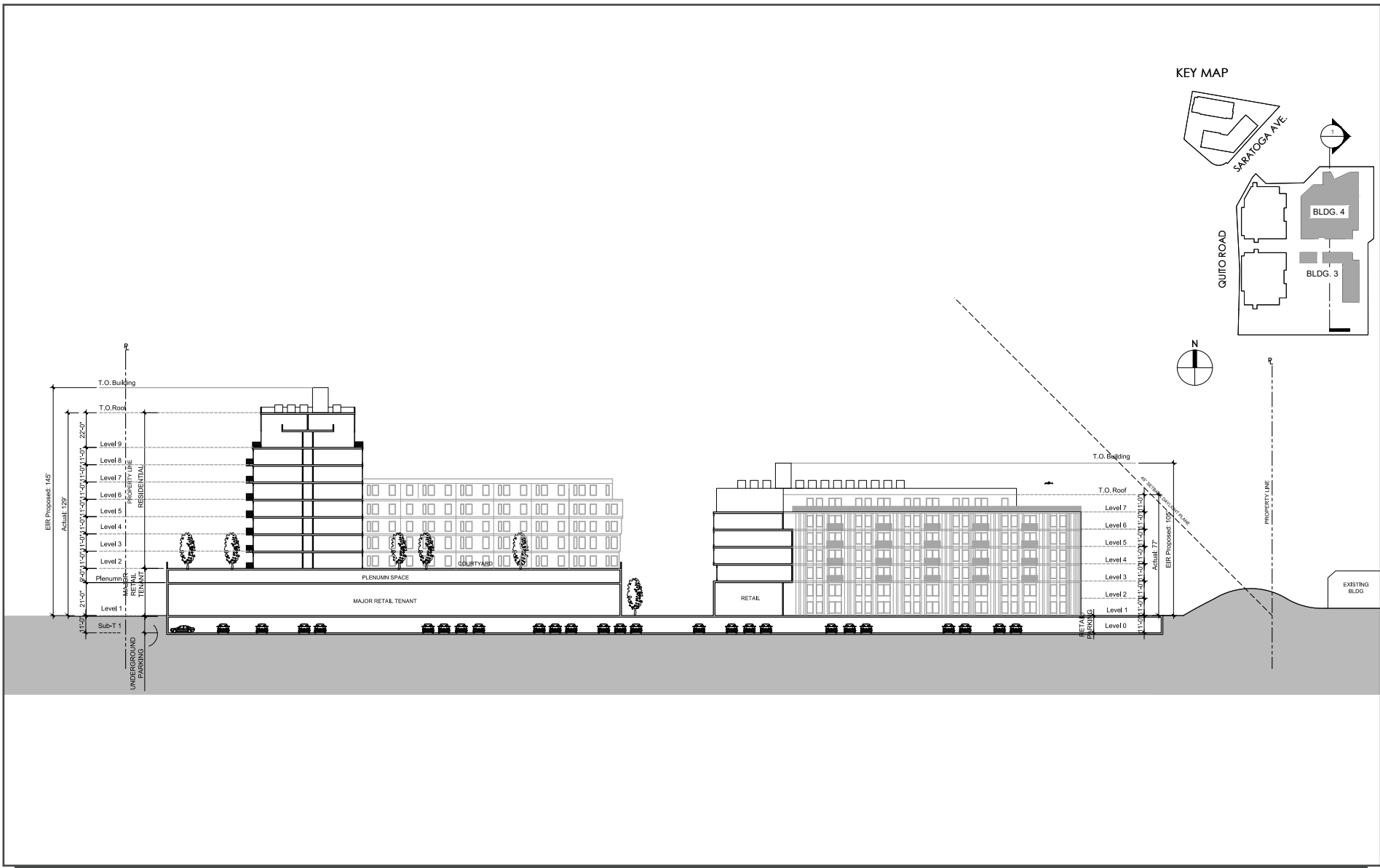
VICINITY MAP

FIGURE 2



CONCEPTUAL SITE PLAN - SCENARIO 1

FIGURE 3



CONCEPTUAL CROSS SECTION - SCENARIO 1

FIGURE 4

Blanco, Maira

From: Melissa Abe <melissa_b_abe@yahoo.com>
Sent: Monday, October 5, 2020 8:54 PM
To: District1; Flores, Michelle; Blanco, Maira
Subject: Public Comment on El Paseo Development Proposal
Attachments: Public comment PDC19-049 and PD20-006.pdf

[External Email]

Thank you very much for hosting the public zoom call tonight. It was very well organized, and I was particularly impressed by the effort to hear everyone's comments by extending the time.

Please find attached my formal comments for public record.

Thanks!

Melissa Abe

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

To the public comment files related to PDC19-049 and PD20-006:

I would expect it to be unacceptable to members of City Council or Planning Commission if there was a proposal that would **negatively** change the character of a neighborhood in an obvious way. The El Paseo development proposal, with **multiple 10 story buildings, immediately adjacent** to a **quiet, suburban** neighborhood, is **precisely** such a proposal. District 1, currently has a large offering of multiple family dwellings, office space and public and private schools, all designed within the character of our existing neighborhoods.

By alternative, the Stevens Creek Corridor, Midtown, and North First Street areas contain new urban villages that consist of buildings in the **4-5** story range, are **not** adjacent to previously established neighborhoods, and are **accessible by light rail service**. If buildings of the proposed height are allowed to border Baker West, our sense of suburban oasis will be lost. Let's face it, was there ever a time you saw a tall building demolished in order to build something **lower**? There are no tradeoffs worth the permanent destruction of our well-established and loved neighborhood.

The developer should be required to provide a graphic representation of what the proposed development would look like from various points **OUTSIDE** of the development zone.

The proposed development would also increase traffic in an area unable to handle its current levels. Local streets are frequently backed up to the point that cars get stuck in the middle of large, major intersections. Within Baker West, our surface streets are already being used by commuters and commercial trucks to avoid clogged thoroughfares. With many schools in the area, the development request should be required to provide traffic mitigation strategies that protect the safe use of our neighborhood's streets and discourage commuter cut-through, particularly on Northlawn Drive and Mayfield Road in Baker West.

It is impossible to weigh the full impact the proposed project would have on the current character of the Baker West neighborhood without an understanding of the visual impact large office towers will have and without understanding what traffic mitigation strategies will be employed in the areas **OUTSIDE** of the development zone, particularly within our suburban neighborhood. Furthermore, as our neighborhood is **100% outside** of the intended urban village zone mentioned in the Envision 2040 Plan, we have never been solicited about the idea of changing the quiet suburban character of the Baker West neighborhood. It is assumed that retaining the full character of our neighborhood will thus be a requirement of the EIR. A city that would consider the appropriate location for an urban zone to ramp up with some of the tallest buildings in all of San Jose, **IMMEDIATELY** adjacent to miles and miles of quiet suburban oasis should not be able to call itself "world class".

Sincerely,

Melissa Abe

Baker West Resident



Baker West Neighborhood Association

Making something good... Great!

October 27, 2020

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

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

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

Dear Ms. Blanco:

In addition to my public comments made at the October 5, 2020 EIR Scoping meeting, the Baker West Neighborhood Association would like to express the following concerns regarding the above-mentioned El Paseo Project.

While some progress has been made since the initial project submission on 12/17/19, major concerns remain about the environmental impact of the project.

K-12 Educational Facility

We understand that there are two scenarios including and excluding the K-12 Educational Facility. We view the Educational Facility as an incompatible use in this area. We need further clarification on what students would do when they are not going to school, especially for those who would be residing there. It is proposed that there be a shared open space but how will students be involved in extracurricular activity and sports? Multiple questions also remain about the facility operations and mitigations for increased traffic.

Building Heights

We still remain concerned that the building heights will be the tallest in all of the surrounding vicinity. We would strongly continue to urge that the project buildings remain at 4-5 stories in height, with possible stepped up designs that would remain in harmony with the neighborhood and not create a visual disturbance.



Baker West Neighborhood Association

Making something good... Great!

Residential Density

It would be preferred to have dwelling unit density closer to the established 55 dwelling units (DU)/net acre. We remain concerned with maintaining reasonable density next to single-family homes.

Traffic Management & Parking

Even in the current COVID environment, our neighborhood still experiences a lot of traffic that cuts through Northlawn Drive, either to Campbell Avenue or from Quito Road. There are multiple times when traffic does not stop at the stop sign on Colusa, which makes it dangerous. With the proposed project, we are extremely concerned with the increase in traffic and would like to know what limitations to through traffic and calming measures will be used. At the intersection of Quito Road and Northlawn, there is a bottleneck that goes from one lane to four. How will this be mitigated together with an entrance to the proposed underground parking lot?

Parking is an issue that remains as a major concern with the potential of overflow coming into the Baker West neighborhood community. What restrictions will be imposed on the residential and education facilities to mitigate the impact? How will there be sufficient parking on the facility to contain it on-site?

Use of Parkland/Open Space

While the parkland/open space is a nice amenity, we find it difficult to see how the community would really benefit with a restricted use if the Educational Facility has priority over the community use. What is envisioned as a shared use must be clearly defined.

Noise

The issue of noise is a concern to our neighborhood, especially due to the proximity of our homes. We would not only envision mitigation before, during construction and after the project but would like to have restricted hours of operations for noise abatement.

We appreciate your attention to our neighborhood concerns and look forward to your response.

Sincerely,

Rosemary Kamei
President, Baker West Neighborhood Association

cc: Vice Mayor Chappie Jones

Blanco, Maira

From: Debbie Ball <debbiemball@sbcglobal.net>
Sent: Monday, October 5, 2020 6:25 PM
To: Blanco, Maira; Flores, Michelle
Cc: WILLIAM BLOCKIE
Subject: Comments and Objections to El Paseo Property Current plans

[External Email]

Hello, I am writing to state an objection to 2 items related to the current plans for El Paseo Property changes:

1) buildings will be too high for the current neighborhood. An alternative is to keep the highest story of buildings to 3 stories above the ground (ground floor retail and 2 stories for housing) which better meet the current neighborhood construct.

2) Too dense housing. The area cannot handle this density. The traffic in the area is already poor and the public schools are also full. Any private school option will be too expensive for the surrounding neighborhood and will only bring in more traffic as the private school attendees will not be local to the area.

I am writing you an email as I am not sure I will be able to speak at your meeting this evening.

I support additional housing but not at this height or density.

A third objection I have is that I was not invited to this meeting from the city of San Jose, yet I live 1 mile from the location. I doubt anyone in my neighborhood was invited. I found out about this meeting from a neighborhood group. I believe you have purposely left off any neighborhoods impacted in the area that are not formally part of San Jose as you do not want to hear our voices.

I strongly object to the current plans for this development for the reasons above and I also strongly object to nearby neighborhoods being left off for comment and vote.

Deborah Ball
415-515-1215
12660 Saratoga Creek Drive
Saratoga, CA 95070

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

From: WILLIAM BLOCKIE <wblockie@sbcglobal.net>
To: Common Sense for San Jose West <common-sense-for-san-jose-west@googlegroups.com>
Sent: Monday, October 5, 2020, 01:08:41 PM PDT
Subject: Re: Community Meeting 6PM tonight! Show up and be heard!

Appreciate the email. I will be on the Zoom meeting

On Oct 5, 2020, at 10:12 AM, Common Sense for San Jose West <common-sense-for-san-jose-west@googlegroups.com> wrote:

Dear Neighbor

The Environmental Impact Report Scoping Session together with Community Meeting is happening virtually tonight -- Monday, October 5, **6-7:30 p.m.**

Show up and be heard! Any speech was presented in this meeting is considered the Public Record and these comments/concerns will be documented and reviewed by the city officials and the advisors. If you like or dislike the building height, the population growth, the job growth, the private-owned public-accessible green space, the traffic congestion this project will bring, please raise your hand and speak up. Instruction for the virtually meeting is included in the newsletter.

If anyone has have questions regarding the virtual community meeting or would like to submit the comments prior to the meeting, please e-mail Maira.Blanco@sanjoseca.gov. 408-535-7837 You may consider CC City Planner Michelle.Flores@sanjoseca.gov Comments submitted prior to this meeting will be considered as if you were present in the meeting.

Summary of the project: <https://www.cssjw.org/copy-of-newsletter-17>

-- Agenda & Zoom Info: <https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/active-eirs/1312-el-paseo-1777-saratoga-avenue-mixed-use-village-project>

-- Zoom Link: <https://sanjoseca.zoom.us/j/93949579033>

Best Regards,

Common Sense for San Jose West

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<Newsletter20_EIRScoping.pdf>

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SARATOGA

California

Community Development Department
13777 Fruitvale Avenue
Saratoga, CA 95070
408.868.1222

October 26, 2020

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

Re: Notice of Preparation for the 1312 El Paseo & 1777 Saratoga Avenue Mixed-Use Project
(PDC19-049 & PD20-006)

Dear Ms. Blanco:

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the 1312 El Paseo & 1777 Saratoga Avenue Mixed-Use Project (Project). The City of Saratoga closely monitors proposed land use changes that have the potential to affect Saratoga's residents and seeks to ensure the protection and preservation of the City's built environment and natural resources. Given the Project's proximity to and potential effect upon Saratoga, we respectfully request that San Jose coordinate with Saratoga to design a project that works well for both cities.

As an initial matter, Saratoga did not receive the NOP for this Project. In addition, the community outreach documents in connection with this Project released to date have repeatedly referenced a project with 730 residential units. However, according to the NOP, the Project could be developed with 1,100 residential units. It is important that the NOP and the scoping process overall provide consistent and adequate information about the Project and its potential environmental effects. We bring this to San Jose's attention to ensure that the public is sufficiently engaged in the scoping process.

I. San Jose's Urban Village Concept

The proposed Project would convert existing retail on Saratoga's border to residential, commercial, and under Scenario 1, educational uses.

The proposed project is located within the Paseo de Saratoga Urban Village designated in San Jose's Envision 2040 General Plan. San Jose's General Plan discourages residential development from proceeding until an Urban Village Plan has been completed. There is no indication that San Jose has developed a plan for Paseo de Saratoga. Nor is there any indication that the Project's residential development is ancillary to employment use; rather it appears to be the driving force for the Project.

Under the “Signature” Project concept, however, San Jose’s General Plan does provide for residential projects to proceed prior to the acceptance or approval of an Urban Village Plan *if* the project meets the General Plan’s Signature Project requirements. Yet, other than proposing housing density that would appear to meet the 55 dwelling units per acre criterion, there is no indication in the NOP that the proposed Project would comply with San Jose’s Signature Project requirements.

In addition, the NOP does not discuss the proposed Project with respect to San Jose’s “Planning Horizons” concept. San Jose’s *Envision Task Force* sought to ensure that the large amount of growth contemplated by the General Plan proceed in a balanced manner in order avoid undermining the goals of the General Plan. Accordingly, the General Plan timeframe is divided into three Planning Horizons to facilitate coordinated planning and ensure an orderly pace of development. Commercial and mixed use non-residential development is allowed in any Planning Horizon but only those properties within the current Horizon may develop a residential project. Based on the City’s *Envision San Jose 2040 – Growth Areas*, Paseo de Saratoga is within the third Horizon, the Horizon Planning period that would appeal to be contemplated for development closer to 2040. Therefore it is unclear on what basis the Project is moving forward at this time.

If the proposed Project does not meet San Jose’s Signature Project requirements and in light of the fact that Paseo de Saratoga is within the third Horizon, we are concerned that issuing residential land use entitlements in advance of a plan for Paseo de Saratoga would undermine the General Plan’s goal of balanced land use planning and adversely affect Saratoga as well as other communities. Furthermore, facilitating this growth without due consideration to infrastructure could, as discussed below, result in adverse impacts on Saratoga and its residents. The Draft EIR should thoroughly evaluate these issues.

II. The NOP Lacks Necessary Information Regarding the Project and Its Probable Environmental Impacts.

The purpose of an NOP is to solicit guidance from public agencies as to the scope and content of the environmental information to be included in the EIR. In order to effectively solicit such guidance, the NOP must provide adequate and reliable information regarding the nature of the project and its probable environmental impacts. As detailed below, the NOP does not provide sufficient information regarding the Project and its probable environmental impacts.

A. Project Description

One of CEQA’s fundamental requirements is that an EIR contain an accurate and complete project description. Without a clear and comprehensive project description, the public cannot be assured that the environmental impacts of the entire Project have been considered in the EIR. In addition, CEQA requires evaluation of “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.” Breaking the project into

smaller sub-projects will lead to inadequate environmental review. The Project as described in the NOP does not provide sufficient detail about the nature of the Project. It provides no information about allowed uses, density and Floor Area Ratio. It does not include land use and design standards nor a discussion about how the Project will fit in with the overall Paseo de Saratoga Urban Village. Consequently, the City and the public are left with very little understanding of what the Project will look like at build-out.

In addition, although the proposed Project is referred to as a “Village Project,” the NOP does not acknowledge that the Project will be the first step toward the development of the Paseo de Saratoga Urban Village. As discussed above, CEQA requires evaluation of “the whole of an action.” Consequently, it will be imperative that the Draft EIR disclose details about the Urban Village plan so that the EIR preparers are able to (1) identify the type and intensity of development for the proposed Project together with the remaining Village sites; (2) evaluate the environmental effects resulting from the full extent of this development; and (3) identify feasible mitigation measures and alternatives to avoid or lessen the Project’s significant environmental effects.

It will also be important for the Draft EIR to include well-defined Project objectives. Without clear objectives, it will not be possible to formulate alternatives to the Project. Here, the objectives are even more important as the Project is proposed for development prior to the preparation of the Urban Village Plan. If it qualifies as a “Signature Project” and moves forward on that basis it will serve as a catalyst for development of the remaining sites in Paseo de Saratoga; accordingly, objectives that set a sound policy framework for the Urban Village will be critically important.

B. Alternatives

CEQA emphasizes that an EIR must analyze a range of reasonable alternatives to the project. The alternatives must feasibly attain most of the basic project objectives while avoiding or substantially lessening the project’s environmental impacts. The CEQA Guidelines state that the selection and discussion of alternatives should foster informed decision-making and informed public participation.

The NOP does not identify any alternatives to the proposed Project. Given the size and scale of the Project, the potential exists for significant environmental impacts. Consequently, the EIR should identify and evaluate several alternatives to the Project capable of avoiding or substantially reducing those impacts. It will also be important for the EIR to fully flesh out the details of each alternative so that the public and decisionmakers are adequately informed of each alternative’s benefits and environmental impacts.

Again, the absence of any planning for the Paseo de Saratoga Urban Village makes it difficult for the public to provide informed comments about the nature of the alternatives that should be included in the Draft EIR. However, we encourage the EIR preparers to consider alternatives that reduce or avoid impacts to Saratoga. The Project proposes development on just two sites, both of which are located immediately adjacent to Saratoga’s border. This

intensity and density may result in potentially severe environmental impacts within Saratoga. Consequently, the draft EIR should include an alternative that decentralizes or spreads the Project's development throughout the Paseo de Saratoga Urban Village planning area to reduce these environmental impacts.

C. Analysis of the Project's Probable Environmental Effects

An NOP must provide sufficient information describing the probable environmental effects of the project, in order to enable the public to make a meaningful response to the NOP. San Jose's approach of publishing the NOP before the Project has been fully defined contributes to the document's lack of detail. The NOP lists the environmental factors that will be addressed in the EIR but it does not provide any specificity as to the nature of these impacts or the inquiry that will be made to thoroughly evaluate those impacts and identify strategies to avoid or significantly reduce their severity.

1. Transportation Impacts

Redeveloping suburban uses can be particularly challenging. To be successful, Urban Villages must create a policy framework to direct new job and housing growth within walkable and bike friendly areas that have good access to transit. Without a significant investment in public transit, the growth that San Jose envisions with the proposed Project will likely inundate local streets with traffic and increase vehicle miles traveled (VMT). In this case the NOP provides no indication that there will be a requirement that the Project be served by a robust multi-modal transportation network.

The Draft EIR must thoroughly analyze the Project's transportation and circulation impacts including documenting its methodological approach to evaluating the Project's potential to increase VMT and clearly identifying its thresholds for determining the significance of these impacts. This analysis of transportation impacts must necessarily take into account traffic and VMT from development anticipated throughout the Paseo de Saratoga Urban Village.

The Draft EIR must also evaluate the Project's potential to conflict with local and regional circulation and transit plans. As part of this analysis, it must analyze the Project's potential impacts in Saratoga where the City's General Plan calls for Level of Service D as the minimum acceptable operation level on City roadway segments and intersections. Specifically, the traffic impact analysis should include the following areas:

- Quito Road/Northlawn Drive (especially southbound left/u-turn capacity)
- Quito Road/Cox Avenue
- Saratoga Avenue/SR 85 NB and SR85SB
- For Development Scenario 1, a detailed site access and queuing analysis for the educational facility to limit queuing on Quito Road

In addition, the Draft EIR must consider the Project's potential to increase transit demand in light of the service changes and reductions anticipated by the Santa Clara Valley Transportation Authority (VTA) due to the Covid-19 pandemic and expected longer term changes in working patterns. According to VTA, the draft 2021 Transit Service Plan will have to reflect new realities related to the Covid-19 pandemic, including lower sales tax revenues, new travel patterns, lower ridership and potential service reduction. Finally, it will be imperative that the Draft EIR evaluate how the increase in traffic from the Project could pose a risk to pedestrians and bicyclists who routinely rely on the area's roadways.

2. Climate Change Impacts

The NOP does not provide any substantive information about the Draft EIR's approach to analyzing Project-related greenhouse gas (GHG) emissions. It does not identify the thresholds of significance the EIR would rely upon, or the methodology for analyzing the Project's increase in GHG emissions. Nor does the NOP identify the other applicable GHG-related plans, policies or regulations with which the Project would be required to be consistent. This analysis is particularly important because existing conditions are such that we have already exceeded the capacity of the atmosphere to absorb additional GHG emissions without risking catastrophic and irreversible consequences. Therefore, even seemingly small additions of GHG emissions into the atmosphere must be considered cumulatively considerable.

The City must ensure that the Draft EIR accurately identifies the Project's increase in GHG emissions and adequately analyzes how the increase in emissions would contribute to climate change. As part of this analysis, the EIR must specifically analyze how the Project would comply with AB 32, the Global Warming Solutions Act of 2006, which requires the State of California to reduce GHG emissions to 1990 levels no later than 2020. In addition, the DEIR must analyze the project's consistency with Executive Order (EO) S-3-05 which calls for reducing GHG emissions to 80% below 1990 levels by 2050, and EO B-30-15, which establishes an interim target to reduce GHG emissions by 40 percent below 1990 levels by 2030.

It will be critical that the Draft EIR identify mitigation measures to ensure that GHG emissions are reduced to less than significant levels. This mitigation must necessarily include a commitment to increase transit and pedestrian and bicycle facilities to meet San Jose's goals for VMT reduction.

3. Energy Impacts

CEQA requires agencies to analyze whether their projects will result in the wasteful or inefficient use of energy. The Draft EIR must provide a thorough analysis of the Project's energy impacts. The proposed Project itself must demonstrate a decreased reliance on fossil fuel use and commit to clean-energy (all electric) new construction.

4. Aesthetic Impacts

The NOP acknowledges that the EIR will include an analysis of aesthetics impacts. However, based on the few schematics in NOP, the Project has the potential to be visually intrusive as buildings could range from 7 to 10 stories in height. Because existing surrounding land uses are primarily low scale one and two story buildings, this dramatic increase in height and massing has the potential to significantly alter the urban landscape.

The Draft EIR should clearly show the juxtaposition of the proposed development with the surrounding low density community. Adequate review must include detailed visual-impact simulations of how the Project would impact the aesthetics of both day and nighttime views in the area. Simulations must be made from key vantage points, including from locations within Saratoga. The Draft EIR must evaluate the Project's effect on views of eastern hillsides for people driving east on Saratoga Avenue and of Saratoga hillsides for people driving west. In addition, the EIR must evaluate how lighting of these large buildings could impact adjacent land uses.

Again, it will be important that the Draft EIR disclose the design standards for the Project as these standards will presumably be used for additional development of the Paseo de Saratoga Urban Village.

5. Air Quality Impacts

The Draft EIR should thoroughly analyze the Project's air quality impacts. Particular attention must be paid to comprehensively identifying each source of emissions that would be generated by development within the Project (and the entire Urban Village) including from motor vehicle traffic, stationary sources, and area sources. The Draft EIR must also evaluate the Project's potential to threaten public health from the increase in toxic air contaminants during Project construction and operation. If the Project's air quality impacts are determined to be significant, the EIR must identify feasible mitigation measures to avoid or reduce those impacts.

6. Noise and Vibration Impacts

Construction and operation of the Project has the potential to generate excessive noise particularly during the Project's construction. The Draft EIR should ensure that this noise and the vibration resulting from the demolition of existing buildings does not adversely affect nearby sensitive receptors.

7. Hydrology and Water Quality Impacts

Significant impacts to the hydrologic regime and water quality could occur as a result of the construction and operation of the proposed Project. The Draft EIR must determine whether development of the proposed Project would result in the violation of any water quality standards, result in substantial new amounts of polluted runoff, interfere with groundwater

recharge, or alter the existing drainage pattern of the site. If such impacts are determined to be significant, the EIR must identify feasible mitigation measures to avoid or reduce those impacts.

8. Land Use Impacts

The Draft EIR's analysis of land use and planning impacts is critically important. The EIR must describe the existing land uses adjacent to and within the Project site and the reasonably foreseeable development with the Paseo de Saratoga Urban Village. The EIR must also evaluate the Project's consistency with San Jose's General Plan and any other applicable policy documents relating to the development of Urban Villages and the effect of the Project's traffic and other spillover impacts on land use in Saratoga.

9. Population, Housing and Growth Inducing Impacts

As noted above, the Draft EIR must disclose the maximum amount of growth contemplated within the Paseo de Saratoga Urban Village. The EIR must also assess whether the proposed Project will induce substantial population growth either directly (by construction of new residential units) or indirectly (by extension of infrastructure such as service facilities). The growth inducing analysis in the EIR must include: (a) an estimate of the amount, location, and time-frame of growth that may occur as a result of the Project and (b) identification of mitigation measures or alternatives to address significant direct and indirect impacts.

10. Recreation Impacts

The NOP fails to include impacts to recreation as a probable environmental effect. Adequate recreational opportunities including parks are of the utmost importance particularly as San Jose is contemplating a substantial increase in growth. San Jose's General Plan recognizes that as Urban Village areas redevelop, urban open space and parkland recreation areas must be created. The Draft EIR must evaluate the Project's impacts on recreation resources, including impacts related to increased demand for recreational resources. Given that the proposed Project is immediately adjacent to Saratoga, the EIR must also evaluate the increase in demand on Saratoga's park and recreational facilities. If such impacts are determined to be significant, the EIR must identify feasible mitigation measures to avoid or reduce those impacts.

11. Water Supply Impacts

CEQA requires that an EIR present decisionmakers "with sufficient facts to evaluate the pros and cons of supplying the amount of water that the [project] will need." The NOP does not identify the amount of water that would be required to serve the proposed Project nor whether adequate supplies exist. The Draft EIR must include a comprehensive water supply assessment that takes into account long-term availability of water supplies that will serve the Project and full development contemplated by the Paseo de Saratoga Urban Village. The analysis must evaluate whether the Project can be adequately served by existing water supplies and

entitlements or whether it would require construction of new water facilities or expansion of entitlements. If the Project's water supply impacts are determined to be significant, the EIR must identify feasible mitigation measures to avoid or reduce those impacts.

12. Public Services Impacts

The Draft EIR must analyze the increased demand for all essential public services and utilities resulting from the allowable development under the proposed Project. As part of this analysis, the EIR must provide information about the current capacity of wastewater treatment system(s) and landfills. The Draft EIR must also provide information about current levels of service and response times for fire, police and emergency services. A detailed analysis of project and cumulative development demands must be included in order to determine whether there will be a need for expansion of services. Where expansion of services would have environmental impacts, the EIR must analyze those impacts as well. If the Project's impacts are determined to be significant, the EIR must identify feasible mitigation measures to avoid or reduce those impacts.

13. Impacts on Schools

The Project's increase in residential development has the potential to result in a tremendous increase in demand on schools. Scenario 1 includes an education facility (K-12) which would meet an unidentified portion of this demand. Scenario 2, however, would develop about four hundred additional residential units in lieu of the education facility. Under either development scenario it will be important that the Draft EIR identify existing school capacity (for all grade levels) and the Project-specific and cumulative demand for schools. If the Project's impacts on schools are determined to be significant, the EIR must identify feasible mitigation measures to avoid or reduce those impacts.

14. Cumulative Impacts

An EIR must discuss the cumulative impacts of a project if the incremental effects of a project are considerable when viewed in connection with the effects of other past, current, and probable future projects. Projects currently under environmental review by the City clearly qualify as reasonably probable future projects to be considered in a cumulative impacts analysis. In addition, projects anticipated beyond the near future should be analyzed for their cumulative effect if they are reasonably foreseeable. As discussed throughout this letter, it will be imperative that the Draft EIR evaluate the Project's impacts together with anticipated development of the Paseo de Saratoga Urban Village.

It will also be particularly important that the Draft EIR evaluate the cumulative environmental impacts resulting from the increase in housing production required to meet the most recent Regional Housing Needs Allocation. The California Department of Housing and Community Development identified the Bay Area's Regional Housing Need Determination as 441,176 additional housing units. The draft methodology recently approved by the ABAG Executive Board would allocate more than 143,000 of these units in Santa Clara County. This

substantial increase in residential development has the potential for extensive environmental impacts, particularly on the ability of local governments' ability to meet future water supply and wastewater demand. The Draft EIR must thoroughly analyze the environmental effects from this anticipated increase in residential development in the region.

III. Conclusion

Thank you for providing the City of Saratoga with the opportunity to comment on this Project. We remain concerned about the potential far-reaching impacts of this Project and about the lack of detailed information provided about this proposed development.

Please keep us informed of all notices, hearings, staff reports, meetings, and other events related to the Project. Thank you and we look forward to reviewing and responding to the draft EIR.

Sincerely,

A handwritten signature in black ink, appearing to read "Debbie Pedro", written over a light blue rectangular background.

Debbie Pedro
Community Development Director

cc: Michelle Flores, Planner

County of Santa Clara

Parks and Recreation Department

298 Garden Hill Drive
Los Gatos, California 95032-7669
(408) 355-2200 FAX (408) 355-2290
Reservations (408) 355-2201

www.parkhere.org



October 21, 2020

City of San Jose
Planning, Building & Code Enforcement
Attn: Maira Blanco
200 E Santa Clara St, T-3
San Jose, CA 95113

SUBJECT: NOP for the 1312 El Paseo & 1777 Saratoga Ave Mixed-Use Village Project Draft EIR

Dear Maira Blanco,

The project is a Planned Development Zoning from the Commercial General CG Zoning District and Commercial Pedestrian CP Zoning District and a PD Planned Development Permit to allow the demolition of existing buildings on-site and the development of one of two scenarios. Both scenarios include residential and commercial uses (max of 1,100 residential units, max of 127,500 square feet); Scenario 1 includes a 450,000-square foot K-12 educational facility and 200 dorm units on an approximately 10.7-gross acre site located at 1312 El Paseo & 1777 Saratoga Ave, San José.

In regard to this proposed project, the Santa Clara County Parks and Recreation Department's review is primarily focused on potential impacts related to the *Santa Clara County Countywide Trails Master Plan Update (CWTMP)* (1995) relative to countywide trail routes, public access, and regional parks. The NOP has been reviewed by Kelly Gibson, Assistant Planner. The proposed project does not impact the CWTMP and therefore the County Parks Department has no comments at this time.

Sincerely,

Kelly Gibson

Kelly Gibson
Assistant Planner

Board of Supervisors: Mike Wasserman, Cindy Chavez, Dave Cortese, Susan Ellenberg, S. Joseph Simitian

County Executive: Jeffrey V. Smith



County of Santa Clara

Roads and Airports Department
Planning, Land Development and Survey

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



October 8, 2020

Maira Blanco

Planner | City of San José, PBCE
maira.blanco@sanjoseca.gov | (408) 535-7837
San Jose, CA 95113

SUBJECT: Notice of Preparation (NOP) for the 1312 El Paseo and 1777 Saratoga Avenue Project Mixed-Use Village Project Draft Environmental Impact Report (PDC19-049, PD20-006)

The County of Santa Clara Roads and Airports Department (The County) appreciates the opportunity to review the Notice of Preparation (NOP) for the 1312 El Paseo and 1777 Saratoga Avenue Project Mixed-Use Village Project Draft Environmental Impact Report (PDC19-049, PD20-006), and is submitting the following comments:

- The proposed project should include all of Lawrence Expressway intersections from Hwy 280 to Saratoga Ave in the LTA. Any intersection level impacts should be identified and mitigated at the individual intersections.
- The County can provide timing info as needed.

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

Thank you.



Blanco, Maira

From: Randall J Foppiano <rfoppi@sbcglobal.net>
Sent: Wednesday, September 30, 2020 10:10 PM
To: Blanco, Maira
Subject: EIR analysis for proposed project Nos. PDC19-049 & PD20-006

[External Email]

Dear Ms. Blanco,

As a home owner at 5279 Elmwood Drive, San Jose, Ca 95130, which directly abuts this project, I have many concerns about the impact the proposed redevelopment will have on the quality of life for me and my neighbors. I am concerned about increased crime, noise, security, loss of privacy, and an increase in traffic that will result from this project if it is permitted to proceed per the proposed designs. The fact that I was a victim of a home robbery several years ago makes crime prevention and security major issues for me. The robbers were never apprehended, but the San Jose Police determined that access to my residence was gained through the berm that separates El Paseo from my home. Some of my personal property was discovered on the berm!

I would like to hear how the developer proposes to mitigate and minimize my concerns, especially those regarding crime, security, and traffic. What is proposed to maintain privacy, increase security, and prevent criminals from accessing my property from the berm? What is proposed to prohibit the increased traffic by motorists who will use Northlawn Drive as a route to connect Campbell Avenue with Quito Road? What is proposed to prohibit southbound drivers on Quito Road from making a U-turn at Northlawn Drive to proceed northbound to reach the access to the underground parking structure at the southwest corner of the project?

I hope to see my concerns addressed during the Zoom meeting on Monday, October 5, 2020 from 6:00 p.m. to 7:30 p.m.

Thanks for your attention to this matter.

Randall J. Foppiano

Sent from [Mail](#) for Windows 10

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Blanco, Maira

From: Shelley Giles <shelley.giles@yahoo.com>
Sent: Monday, October 5, 2020 11:08 PM
To: Blanco, Maira
Subject: Comments on El Paseo Project Community Meeting of Oct 5

[External Email]

While I attended the Oct. 5 meeting, I did not discuss my comments during the meeting.

1, The positioning of what appears to be a 140 ft high building and its 7 story sisters on the border of a Saratoga's residential community of 1 and 2 story homes is not appropriate. My city should keep this ugly, invasive cluster of building well inside San Jose's City Limits. Even the claim of high quality exterior materials does not make up for the privacy invasion that will be caused by buildings looking down from 140 ft into the back yards and windows of personal residents, just because Saratoga residents do not vote for San Jose City Council.

2. What is the tentative schedule for:

Completion of the EIR
CEQA documents' availability
Permit Approval meeting
Start and finish of construction

3. If a student residential facility is part of this project, what will be the required procedures that will prevent late night interaction between students and Saratoga residents?

4. Noise from vehicles along the city limit border should be limited through out the day and evening should be limited to very reasonable low levels.

5, Traffic on the streets was very heavy before COVID19 and are likely to return to very heavy traffic after this pandemic end and traffic returns to its former level. The addition of traffic increase due to this project will cause intolerable levels through out the day.

Shelley Giles
7132 Bark Lane
San Jose, CA 95129

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Blanco, Maira

From: Cheriell Jensen <cherielljensen@mac.com>
Sent: Monday, October 5, 2020 3:19 PM
To: Blanco, Maira
Subject: EIR Scoping comments to Vice Mayor/City Council District-1 Representative Chappie Jones And San Jose Mayor and City Council Members

[External Email]

Cheriell Jensen, 13737 Quito RD, Saratoga, CA 95070
408 379-0463

cherielljensen@mac.com

October 5, 2020

Vice Mayor/City Council District-1 Representative, Chappie Jones,
And San Jose Mayor and City Council Members

Sent via Maira.Blanco@sanjoseca.gov

RE: EIR Scoping Comments on El Paseo Proposal as of 10/5/2020

Dear Vice Mayor/City Council District-1 Representative, Chappie Jones and San Jose City Mayor and City Council Members,

Many years ago, we used to go to the great little farmer's market in Sunnyvale every Saturday and often went to Sunnyvale for a weekend meal and/or to visit the interesting shops on Murphy. Then Peter Pau's company was entangled with the City of Sunnyvale to develop their downtown into a high-density hub. Sunnyvale became mired in Peter Pau lawsuits and this delightful town was stuck on lawsuits for well over 20 years, and as the delays piled up it became more and more inaccessible. More and more businesses failed so there was little reason to go there. Downtown Sunnyvale is now high rise and hopelessly inaccessible. Parking is impossible and there is no reason to ever go there now.

Peter Pau somehow acquired the Quito Center. Rents went up and up and up until he had chased the fitness Center, ballet school, and the remaining wealth of wonderful service shops and the market away with higher and ever increasing outrageous rents and fees. The Quito Center is now an empty shell except for the Starbucks. We have to go a great distance now for the real ongoing services we need and some are just gone. Each of those trips to far off services should have been accounted for in the EIR. He will be turning our Quito commercial area into a dense housing. The neighbors and citizens rose up en-mass at every hearing. Under SB 35 nevertheless he won. We wanted our commercial areas and the activities there, not unnecessary high cost, crowded housing which violates our zoning ordinance which specifies commercial all along the access streets, instead despite the violation of our zoning will become mostly housing.

Saratoga and the San Jose West Valley is just mostly housing. We don't generate the need for housing and we don't want or need more expensive housing or the crowded traffic and noise that comes with it in, or anywhere near Saratoga. We have even limited the size of houses that can be built in Saratoga to prevent the most expensive housing here. At the same time, we are actually building low income housing within our existing infrastructure as second units, the response needed to the overbuilding of office space by other cities.

The building of Highway 85 began the loss of our neighborhood commercial. It took the land of our Family Foods and Vet hospital and other vital neighborhood commercial. Saratoga now has almost no sales tax income and Peter Pau has stolen much of what we had by chasing the neighborhood commercial businesses away. He was distracted by the Vallco fight, but is now back violating our zoning laws with high density housing at Quito Center. Are we ever to be rid of this monster developer trying to steal our neighborhood commercial services and crowd up and ruin our environment?

Now Peter Pau (under the name of Sand Hill), is planning on turning El Paseo into high-density mostly high-cost housing and an unnecessary private school (we are told Harker, which already has a school complex), robbing us of even more neighborhood commercial activity we had counted on after the loss of the Quito Center. This development will fill our local streets, robbing us of reasonable access to our homes, views, sunlight, and densifying our home turf. One building proposed even sits right on the edge

of Quito Road with zero setback. We don't want or need a private boarding school or more high cost housing on our very border. Warehousing people in high rises is not a reasonable or desirable way to live. Those people who choose to live that way already do. They live in San Francisco. The high density that San Jose is allowing throughout San Jose and the near impossible congestion it is creating is chasing people and small and large businesses out of the valley and bay area entirely. These high-density housing proposals have appeared on no city planning maps because the residents who have chosen a moderate density place to live would not stand for it. There is no reason everything has to happen in this valley or bay area. Once these mistakes are made there is no turning back. Last year Stanford University tried to convince the county to allow a doubling of their operation. It is a fact that the traffic is already at a standstill morning and evening on Hwys 85/280 and Foothill, the available water is already overcommitted by almost double, and there is no place for all these new students/teachers/workers to live. This massive development however desirable its education promise, is simply way too much for this valley already overcapacity. After many hearings, with protesting citizens spilling over, the mega-growth proposal was withdrawn. There are now 3 high density hubs Peter Pau is proposing in the west valley, Vallco, El Paseo, the Quito Center, the same developer threatening our environment in many places.

1. These combined proposals should be evaluated together under CEQA as together they have massive impact.

But these high-density hubs are doing the same thing as the Stanford proposal, only scattered about so no one is adding them up the way that the Stanford EIR tried to conceal.

2. We already know there is no water to flush all these new toilets.
3. We already know we haven't the electric capacity in the system as we lose power over and over throughout the hotter and hotter summers.
4. We already know we haven't the communications capacity as links continually go out, just like a third world county.
5. We already know that precovid-19 Highway 85 could hold not a single more vehicle in the morning and evening.
6. We already know all this proposed heavy construction will for years fill Highway 85 and Saratoga Ave. with massive noisy heavy vehicles that would otherwise be illegal there and slow traffic there even more.
7. We already know the traffic generated by this development would tie up Saratoga AVE and Prospect/Campbell AVE traffic already, pre-COVID-19, at morning and evening standstills, requiring a daily donation of precious time by the majority of our West Valley resident students and workers. Who compensates us for this time loss?
8. We already know that for years our environment will be tied up with noisy construction both on-site and offsite.
9. We already know the sewage-transit system cannot contain the sewage that will be produced and we all will be paying to replace it.
10. We already know there will be enormous air pollution from all the increased traffic impacting our health and the length of our lives.
11. We already know we don't have the garbage dump capacity to place the existing structures as they are wastefully crushed and trashed.
12. We already know our school capacity in this specific area is at capacity. We will pay for this expansion with yet more school bonds and the loss of public school play yard space.
13. Sewage treatment? Who will be paying for infrastructure for all that Google development produced sewage with the addition of Vallco, Quito Center, and El Paseo proposals on top and other high density projects San Jose is entertaining.

Though this list of environmental effects of this proposal are known in general, the EIR should address each and quantify each as numbered 1 through 13 above, together with costs and who pays.

The proposed buildings are standard 50's style stack and pack design, very common, very dreary, bulky and ugly, and overpower the skyline. The vast underground garage, with a long walk to anywhere, is a nightmare to think about how dangerous it could be. These are arranged spaces with no eyes and ears, perfect for crime such as we see at the Santana Row garage.

There is not even a hint of planning for solar power independence, planning to replace the oxygen they consume, planning to offer greenery in or around the living quarters and school or working quarters, planning to recharge the rainfall or any other environmental planning. This proposal does not belong in the west valley and certainly does not belong anywhere near Saratoga or at the beginning of a rural road. Every dense development that should be in downtown San Jose, but is allowed in the suburbs instead, reduces the San Jose downtown as the center idea and grows the need for transit where it cannot really be supported.

I ask this proposal and the zoning changes it requires be rejected immediately. It only enriches a greedy developer at the enormous expense and environmental losses of everyone in this area. People in the west valley are tired of the losses daily already impacting us caused by Peter Pau and his unreasonable demands threatening our environment.

We request disclosure of the source of funds for all this proposed development.

After COVID-19 began, we have learned that many people can do their technical job from just about anywhere. And many are leaving to places where they can have a reasonable-sized affordable home with a front yard, a back yard, space for trees and a garage. Why don't we wait till the dust settles before we assume there is a problem to solve, or that 7 to 11 story buildings in the wrong place solves a problem?

Yours truly,

Cheriel Jensen

Former Associate Santa Clara County Planner and San Jose State Lecturer in Environmental Planning

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Blanco, Maira

From: Kuhns, Ron <Ron.Kuhns@vishay.com>
Sent: Monday, October 5, 2020 3:14 PM
To: Blanco, Maira; Flores, Michelle
Cc: Kohl, Cassidy; District1
Subject: PDC19-049 & PD20-006 - Questions for Public Record

[External Email]

Ms. Blanco & Ms. Flores

I am writing you with my questions and concern regarding (PDC19-049, PD20-006), El Paseo Mixed-Use Project, in advance of the community meeting/environmental scoping to be held this evening.

My question & concerns are:

1) What are the results of the traffic study?

Does the study cover both scenarios of density?

Does it account for the potential dwelling density of the entire 30 acre El Paseo site?

Particularly concerned about traffic flow impact to the neighborhood streets of North Lawn, Quito, and Bucknall. The Lawrence Expressway - Saratoga and Prospect - Saratoga intersections where highly congested pre-COVID, don't understand how the additional traffic can be dealt with when there is no land for road expansion.

2) Building heights higher than 100 ft. are out of character for the surrounding neighborhood as well as the Lawrence Expressway corridor.

Regards,

Ron Kuhns
Baker West Neighborhood
San Jose

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Moreland West Neighborhood Association

Serving the area of San Jose and Campbell bordered by
Hamilton and Campbell Avenues & San Tomas Aquino Road

City of San Jose
Department of Planning, Building, and Code Enforcement
200 East Santa Clara Street, 3rd Floor Tower
San Jose, CA 95113-1905
Attn: Maira Blanco
Via email: Maira.Blanco@sanjoseca.gov

October 27, 2020

Re: Notice of Preparation of a Draft Environmental Impact Report
El Paseo & 1777 Saratoga Avenue Mixed Use Village Project
PDC19-049 and PD20-006
State Clearinghouse #2020090521

Dear Ms. Blanco:

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

We have been monitoring the proposed El Paseo & 1777 Saratoga Avenue Mixed Use Village Project for several months, and our residents have a number of issues that we would like to see analyzed in the Draft EIR. Our specific comments are as follows:

Project Description, Population & Housing

- We would like to request a complete and thorough project description. Both proposed development options should be analyzed in equivalent detail.
- When will we know whether the developer plans to pursue the School or the Non-School Option? We would prefer that one option is selected earlier in the process, so our neighborhood has less uncertainty about the proposed uses. If the applicant is not going to select an option before the environmental review process is complete, please explain that process in the DEIR.
- Please describe in the DEIR the number of residents under both options (~740 dwelling units under the School Option and ~1,100 under the Non-School Option): What total residential population would result under both scenarios? How many beds would be in each dorm unit, and what is the breakdown of apartment sizes?

Moreland West Neighborhood Association

- What is the accurate gross acreage for this site? Why does it appear in application documents as 10.76 and 10.86, but then switch to 32.53 and 33.48 acres? Please clarify this information in the DEIR.
- How does this project meet Community Development Policy CD-1.1 to support the “enhancement and development of community character,” when the surrounding community overwhelmingly thinks the project is too dense and tall, and that it isn’t the proper location for a 2,500-student K-12 school? Please include this issue in your discussion of the consistency with plans and policies in the DEIR.
- For the School Option, the plan states that the 194 dorm rooms will house up to 524 students. Will the school cap the live-in student population to that amount? If not, where would other students live?
- What’s the breakdown of daily commute students and live-in students?
- The plan includes residential units for 23 faculty. What is the total expected number of faculty/staff at the school?
- How many people will be employed by the international K-12 boarding school? How many new job opportunities will it create for local residents? How many new residents will be brought in from outside the area to fill the positions?
- How many Below Market Rate units will there be with the School Option and the Non-School Option? Of these, what will the affordability levels be?

Signature Project

- We would like the requirements and restrictions of the Signature Project clearly described and analyzed in the DEIR, with comparisons of the School Option and Non-School Option to other similar projects in the City.
- Should we expect the heights and density allowed for this Signature Project to set the standard for future development of the surrounding Paseo de Saratoga Urban Village?
- A Signature Project is required to have "more than its fair share" of "housing density at 55 dwelling units per acre or higher". The total required dwelling units for this site is 597. Building 1,100 residential units under the Non-School Option would nearly double that number at 102 du/acre. What are the dwelling units per acre for other Signature Projects?
- Are there any other Signature Projects not located near a transit center or along a major transit corridor with 102 du/acre?

Moreland West Neighborhood Association

- The project calls for five buildings, the shortest of which is seven stories. How many other Signature Projects have building heights that start at seven stories?
- Are there any other Signature Projects not located near a transit center or along a major transit corridor with building heights that start at seven stories?
- Signature Projects are required to have publicly-accessible open space. If a large private school has priority access to the park area, when exactly will the public -- including several hundred new apartment dwellers -- be allowed to use it?
- How does this project meet Community Development Policy CD-1.6 to provide “publicly accessible spaces that encourage gathering and other active uses” if the public has very limited access to the park space?
- The massive wall formed by the two, 7-story private school buildings along Quito Road seems inconsistent with the following policies:
 - Community Development Policy CD-1.8’s goal to “create an attractive street presence with pedestrian-scaled building and landscaping elements...”
 - Community Development Policy CD-1.11’s goal “to create a more pleasing pedestrian-oriented environment, for new building frontages, include design elements with a human scale, varied and articulated facades using a variety of materials, and entries oriented to public sidewalks or pedestrian pathways. Provide windows or entries along sidewalks and pathways; avoid blank walls that do not enhance the pedestrian experience. Encourage inviting, transparent façades for ground-floor commercial spaces that attract customers by revealing active uses and merchandise displays.”
 - Community Development Policy CD-4.9’s goal “to ensure the design of new or remodeled structures is consistent or complementary with the surrounding neighborhood fabric (including but not limited to prevalent building scale, building materials, and orientation of structures to the street).

Traffic and Circulation

- Other current development projects in the area include the Avalon Expansion project along Saratoga Avenue, which will add 307 more residential units, and the Quito Village Development project on Cox Avenue, which will add 90 townhomes. Please ensure that these projects are included in the cumulative traffic analysis.
- The DEIR should include a cumulative traffic analysis for the entire Urban Village area (El Paseo, Westgate, Westgate West and Prospect between Saratoga and Lawrence) at full buildout at the same density as the proposed project.

Moreland West Neighborhood Association

- What street improvements do you plan to accommodate traffic generated by a large school or over 2,000 new residents? Please describe proposed traffic mitigation measures in the DEIR.
- The traffic analysis should clearly show traffic calculation differences between the School Option and the Non-School Option.
- One big issue is the need to move vehicular traffic through the busy intersections of Prospect/Saratoga, Prospect/Lawrence, Campbell/Hamilton, and Saratoga/Quito/Lawrence. The DEIR should look at possible road improvements to ease traffic flow at these intersections. Two ideas come to mind: A dedicated right-turn lane from westbound Campbell Ave. into Westgate Mall; and some "cutouts" to enable buses to pull off the road to pick up or drop off passengers.
- What is the current morning drive time for Prospect High School's 1,500 students within a 1.5-mile radius? How many Prospect High School students currently cut through neighborhoods to avoid delays at major roads and intersections? How will the additional drop-off of nearly 2,000 students at El Paseo affect morning drive times?
- The School Option envisions a 2,500-student K-12 school tenant. Even with good physical design and active management, drop-off and pick-up at smaller, nearby public and private schools brings vehicular traffic to a crawl. What specific physical elements (e.g. large and/or multiple drop-off and pick-up zones, signage) and management provisions (e.g. morning and afternoon traffic managers, crossing guards, car placards for pick-up identification) will be in place at the project site to mitigate traffic and ensure student safety at school drop-off and pick-up times?

Bicycle and Pedestrian Facilities

- Please describe in the DEIR the bicycle facilities provided by the project, including bike lockers and racks, bicycle lanes, etc.
- Please describe in the DEIR the improvements planned to make the area more bicycle and pedestrian-friendly, including safe pedestrian connections to the site. Please discuss connection improvements between El Paseo de Saratoga and 1) Westgate Center, 2) the Moreland West neighborhood, 3) the Baker West neighborhood, 4) the El Quito neighborhood, and 5) the Saratoga Woods neighborhood.

Transit Facilities

- Please describe the distance from the site to light rail, BART, bus rapid transit, and other public transit in the DEIR.
- Please describe bus and shuttle service to the project site, and VTA's plans for serving and expanding transit to the area.

Moreland West Neighborhood Association

Parking

- Does 1.5 parking spots per unit work for dwellings of 2 or more bedrooms?
- How many charging stations for electric vehicles will be included?
- There does not appear to be sufficient parking at the 1777 Saratoga Avenue site: 342 stalls required, but only 331 stalls proposed.
- There will be insufficient parking at the 1312 El Paseo site under the Non-School Option, which includes 1,100 residential units. What is the plan for providing more parking?
- Some of the students who live in the school dorms will be old enough to have cars, yet there is no parking planned for them. How can we ensure that they won't park their cars in the adjacent neighborhood?

Green Building

- Please describe the project's green building features, its consistency with the City's green building requirements, and its LEED certification goals.
- The San Jose Reach Code requires solar-readiness on nonresidential buildings, and requires electric vehicle (EV)-readiness and EV equipment installation. Will any of the five buildings have solar panels and electric vehicle stations? Will all five buildings be solar- and electric vehicle-ready?

Thank you for your consideration of our comments.

Regards,

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

Blanco, Maira

From: Dwight Nickerson <dwrightnickerson@comcast.net>
Sent: Monday, October 5, 2020 3:35 PM
To: Blanco, Maira
Subject: El Paseo Project

[External Email]

Ms. Blanco...I am opposed to Sand Hills' proposed El Paseo project. I understand that it includes two office towers of up to 12 stories in height and hundreds of housing units. The towers are radically out of scale for the area and for miles around in any direction. The plethora of living units likely will over burden existing roads. Saratoga Avenue and Prospect area will become a slow moving traffic jam. I realize that developers have the upper hand because of political contributions. This project will steamroll people who currently move through the area with congestion. With more folks working remotely and increased internet shopping, the need for gargantuan commercial buildings is suspect at best. Also, how much of the development costs are being paid for by the public from of our scarce financial resources? Schools need a helping hand and not wealthy developers!...Dwight Nickerson

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Blanco, Maira

From: Flores, Michelle
Sent: Wednesday, October 14, 2020 4:22 PM
To: Blanco, Maira; Kohl, Cassidy
Subject: FW: PDC19-049, PD20-006 - Questions for Public Record - Community Mtg/Environment Scoping

Hi Girls,

This went to my Junk Email folder so I wanted to share with you both in case it also went to your spam folder.

Kind regards,
Michelle Flores
Planner | Planning Division | City of San Jose
200 E. Santa Clara Street, 3rd floor
<http://www.sanjoseca.gov/planning>

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

From: John Oberstar <oberstar@oberstar.net>
Sent: Monday, October 5, 2020 1:10 PM
To: Blanco, Maira <Maira.Blanco@sanjoseca.gov>; Flores, Michelle <michelle.flores@sanjoseca.gov>
Cc: Kohl, Cassidy <Cassidy.Kohl@sanjoseca.gov>; District1 <district1@sanjoseca.gov>
Subject: PDC19-049, PD20-006 - Questions for Public Record - Community Mtg/Environment Scoping

[External Email]

Subject: Questions for Public Record - Community Mtg/Environment Scoping

RE: PDC19-049, PD20-006
1312 El Paseo & 1777 Saratoga Avenue Mixed-Use Project

TO: Maira Blanco, Environmental PM

Maira.Blanco@sanjoseca.gov
<<https://gcc01.safelinks.protection.outlook.com/?url=http%3A%2F%2FMaira.Blanco%40sanjoseca.gov.%2F&data=01%7C01%7CMichelle.Flores%40sanjoseca.gov%7C18bdf4a383804069626d08d8696ab71e%7C0fe33be061424f969b8d7817d5c26139%7C1&sdata=utDcN8jpBSIP%2BIRdbYnvLQXgSpf6mxAOqXSSFlmuOq0%3D&reserved=0>>

Michelle Flores, Project - City Planner

Michelle.Flores@sanjoseca.gov <mailto:Michelle.Flores@sanjoseca.gov>

CC: Charles "Chappie" Jones, Vice-Mayor & District 1 Councilman
district1@sanjoseca.gov <mailto:district1@sanjoseca.gov>

Cassidy Kohl

Cassidy.kohl@sanjoseca.gov <mailto:Cassidy.kohl@sanjoseca.gov>

Ms. Blanco & Ms. Flores

I am writing you with my questions and concern regarding (PDC19-049, PD20-006), El Paseo Mixed-Use Project, in advance of the community meeting/environmental scoping to be held this evening.

I request that the following comments and questions become part of the meeting public record.

I am currently concerned about three issues about the proposed development:

- (1) the proposed building heights
- (2) the site density of the dwelling units
- (3) the impact to and mitigation plans for traffic

My comments and questions are:

1. Building heights higher than 100 ft are out of character for the surrounding neighborhood as well as the Lawrence Expressway "corridor". For example, the Cupertino Apple Campus has a height of ~50 ft and the Kaiser Hospital on Lawrence is ~88 ft. Several of the proposed buildings in this project are above 100 ft tall.

2. What is the City of San Jose targeted minimum dwelling unit (DU) density for the phase 1, ~9 acre, El Paseo site?

- Is this based on gross or net acreage?

- What are the City of San Jose numbers for gross and net acreage in phase 1?

3. What are the City of SJ calculated # of dwelling units/ (gross, net) acre proposed for both phase 1 scenarios proposed by the developer? How do they compare to the SJ City minimum required dwelling unit density?

4. What are the City of SJ overall housing density plan for the complete ~30 acre El Paseo site?

How do they compare to the city's minimum required density per acre?

5. What are the results of the traffic study that appears to have been done?

Does the traffic study cover both scenarios of potential density?

Does it account for the potential dwelling density of the entire 30 acre El Paseo site?

I am particularly concerned about traffic flow impact to the neighborhood streets of Northlawn, Quito, and Bucknall

John Oberstar

Baker West Neighborhood

San Jose

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Blanco, Maira

From: peng jiang <pengjiang@hotmail.com>
Sent: Monday, October 5, 2020 9:23 AM
To: Flores, Michelle; Blanco, Maira
Cc: morelandwestna@gmail.com
Subject: My concerns of El Paseo Project

[External Email]

Hi,

I have several concerns regarding the El Paseo project.

1. With 730+200 ~ 1100 living units and large commercial square footage, how to ensure there is enough electricity for the neighborhoods? During the hot days now, we are already in the risk of being shut off by PG&E. In the future, there might be more hotter days in a year, and more and more people are going to run air conditioners, there will be more demand for electricity within existing residents. I have family member with disability, going to a cooling center is not an option. There are a lot of seniors in the neighborhood, electricity is very important for us.
2. Traffic. Right now, the traffic is already pretty bad on local roads and the highway ramps during the rush hour. And El Paseo is not the only one project in the area, just along the Saratoga Ave, there is the Avalon Expansion project will add 307 more residential units; on Cox Ave, there is Quito Village Development project is going to add 90 townhomes. Even the El Paseo project is going to be pedestrian friendly, for most of the people, probably 99% of the time of our lives we need to go out of this area: go to work, go to schools, go to shops we like, go to restaurants we like, go to places we like. In such suburb area, we have to drive. Especially for people with disabilities, seniors, small kids, we need cars.
3. With the school, residents have to make a reservation for the open space to coordinate with school schedule. It is a space not open to public.
4. For the K12 boarding school, the students who live in the school dorms can be old enough to have cars. There is nothing planned for them. How to address the parking issues, traffic issues brought by them?
5. Do we need an international private K12 boarding school here? Does it serve local students? Who are the unemployed people now? Will an international private K12 boarding school help them to find jobs? Or will it just bring in more workers from outside of the area? How many unemployed local people can potentially get job from this school?
When there is an international private K12 boarding school in El Paseo, are we locals be able to compete with rich international families who go to the school on buying/renting houses here?

We care the quality of businesses the El Paseo project brings in, we care the quality life of the El Paseo project provides to its residents and all the neighbors, not just the look and feel. I think a signature project should have quality, and it should serve local people.

thanks,

Peng

A resident of Moreland West

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Blanco, Maira

From: peng jiang <pengjiang@hotmail.com>
Sent: Tuesday, October 27, 2020 3:26 PM
To: Flores, Michelle; Blanco, Maira
Subject: A Comment on the NOP for the EIR for El Paseo

[External Email]

Hi,

Tall buildings with large glass are usually dangerous to birds. There are a lot of birds in the area, geese fly by during the migration seasons. Are these new buildings safe to the birds? What are the impacts to the birds? Hope these will be addressed in the EIR.

thanks,
Peng

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September 29, 2020

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

Ref: Gas and Electric Transmission and Distribution

Dear Maira Blanco,

Thank you for submitting PDC19-049 & PD20-006 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

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

Below is additional information for your review:

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

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

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

Sincerely,

Plan Review Team
Land Management



Attachment 1 – Gas Facilities

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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



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

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

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



Attachment 2 – Electric Facilities

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

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



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

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

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

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

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

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

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

Blanco, Maira

From: Lockhart, Jonathan <JULQ@pge.com>
Sent: Tuesday, October 6, 2020 6:46 PM
To: Blanco, Maira
Subject: 1312 El Paseo and 1777 Saratoga Avenue Project

[External Email]

Hi Maria,

I wanted to reach out with some preliminary comments for this project.

PGE has underground gas and electric that runs along the south and south east area of this parcel within an easement. The proposed new buildings would appear to be within those building restricted easements. If they could provide plans with the easements and the underground facilities that would be appreciated. An easement modification or new easement may be necessary.

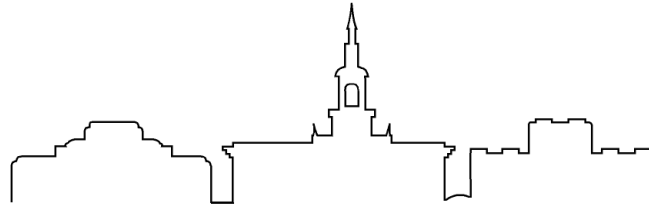
Thanks,



Jon Lockhart | Land Agent

Pacific Gas and Electric Company
Land Management
6111 Bollinger Canyon Rd, 3rd Floor, 3350-I
San Ramon, CA 94583
Office: (925) 244-3613

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PRESERVATION ACTION COUNCIL OF SAN JOSE

Dedicated to Preserving San Jose's Architectural Heritage

October 27, 2020

Transmitted via e-mail: Maira.Blanco@sanjoseca.gov

Maira Blanco
Environmental Project Manager
City of San José Department of Planning, Building and Code Enforcement
200 East Santa Clara Street, 3rd Floor Tower
San José CA 95113-1905

Re: 1312 El Paseo & 1777 Saratoga Avenue Mixed Use Village Project (PDC19-049 & PD20-006) DEIR Scoping Comments

Dear Ms. Blanco,

The Preservation Action Council of San Jose (PAC*SJ) appreciates this opportunity to provide DEIR scoping comments for the El Paseo Project proposed for 1312 El Paseo and 1777 Saratoga Avenues. We are especially concerned by the proposed demolition of the existing commercial structures on the 1777 Saratoga Avenue site, including the buildings currently known as the Doray Building (1777 Saratoga) and the Kato Building (1741 Saratoga). We believe both buildings are potentially eligible for historic resource status under CEQA, and we strongly encourage the DEIR to explore project alternatives that would avoid demolition of these (and any other) identified historic resources on the 1.8 acre 1777 Saratoga site, which is physically separated from the remainder of the 10.7-acre project site by the 8-lane, heavily-trafficked Saratoga Avenue.

Sincerely,

Ben Leech
Executive Director
Preservation Action Council of San Jose

Blanco, Maira

From: Phillip Pyo <phil_pyo@yahoo.com>
Sent: Tuesday, October 27, 2020 5:19 PM
To: Blanco, Maira
Subject: EIR Scoping for 1312 El Paseo & 1777 Saratoga Ave Mixed Use Village

[External Email]

Hello Maira,

Appreciate you reviewing all input from concerned neighbors to the proposed development referenced in the email subject line.

Please see how these concerns can be studied and addressed in the EIR. If any fall outside of the EIR and belong to some other process or department could you highlight those for me and let me know where I may file them and with which department and contact?

1. Noise pollution:
 1. Given rooftop considerations in the plans presented and being 7-10 stories high, how far can noise travel from roof tops into surrounding neighborhoods?
 2. Given the open courtyard and green space how will noise travel and be mitigated from neighboring residential areas.
 3. Noise to neighbors adjacent to the property from flow of traffic into and out of parking structures
 4. Noise to neighbors adjacent to the property for delivery and service trucks and vehicles
 5. Noise to neighbors for the construction of the development
2. Light pollution:
 1. Given high rise design and rooftop considerations in the plans presented and being 7-10 stories high, how far can light pollution travel from building lights, residential and business windows and roof tops into surrounding neighborhoods?
3. Aesthetics:
 1. How will the neighborhood esthetics be impacted and how far can the proposed building be visible from front and back yards of neighboring communities?
 2. How does the aesthetics from the outer street and neighborhood be impacted. Seems like plans take these buildings right up to the curb.
4. Privacy:
 1. How will privacy be impact by residents of the new development being able to clearly look into window, yards, or the surrounding neighborhood with an ordinary pair of binoculars?
5. Safety:
 1. What is the impact to safety of children walking to school, Prospect High, and neighboring middle and grade schools during rush hours.
 2. How will neighboring residents be impacted by those who walk, bike, drive into and out of the development into side streets before, during and after business hours?
 3. What security will enforce any conditional use time and permits?
6. Increased Population Density:
 1. Seems unprecedented the density proposed for these plots of land compared to the overall area which has potential to be developed including West Gate and West Gate West. What is the impact of such populations and work commuter and visitors density to traffic, safety of walk and bike ways, other commuters, school children.
 2. On water, sewer services, power services,
 3. On roadways, congestion and air, noise and light pollution
7. Impact on parking and alternative road used for those who work, live and visit the development
 1. Traffic and parking flow impact
 2. Accident rates, pedestrian deaths, insurance premiums for the zip code 95130
8. Condition Use Permits

1. Enforcement
2. Impact on noise, light, air, water pollution
9. Impact on local Public school population and funding

Please confirm you received my email and these concerns will be address in the EIR and if any need to address to a different department.

Thanks,

Phil Pyo

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Blanco, Maira

From: Sasha Fang <sashafang@yahoo.com>
Sent: Monday, October 5, 2020 11:38 AM
To: Blanco, Maira; Common Sense for San Jose West
Cc: Flores, Michelle; Amy Cody; phil_py@yahoo.com; John Huang; Donna Yuen
Subject: comments and questions about PDC19-049 & PD20-006

[External Email]

Good morning Maria,

My name is Sasha Pyo who lives near the project site.

i have a few questions and comments regarding El Paseo/1700 Saratoga Ave Mixed use project:

1) in Envision 2040, Horizon 3 C36 urban village area is capped of 1500 jobs & 1632 homes through year 2040. is this correct? IF so, will city progress the growth of the jobs and homes in C36 gradually or City will take whatever that is proposed by the developers? also will the City will bump up the capacity for C36 Paseo di Saratoga UV in General Plan to,lets say for example, maybe 2500 jobs and 2500 homes in the yearly review meeting later this year? i did see the capacity in Santana Row/Valley Fair has been changed a few years back. i do have a big concern the current proposal by Eirk/Sand Hill Property takes up about 45%-67% of the housing capacity that City assigned to the C36 area. The proposed land of this project is ~6% of the overall area. is this proposal too aggressive for the city and for the local residents?

2) i realized San Jose would like to accommodate 382K new jobs and 120K new homes over the next 20 years. 741 or 1100 homes would comprise a small portion of the 120K homes in San Jose General Plan but this number of new residents/commuters (up to 2500 ppl of growth) are a big burden for the local residents due to the lack of well-planned infrastructure such as transportation. The planning Division has been review the population growth in Avalon Expansion Project as less than significant impact because 305 news homes proposed out of 120K homes in GP is very minimal. It is not fair to review the growth of any new project in C36 UV under the target of the greater San Jose area. The growth should be reviewed within the scope of the regional capacity. Will City progress the growth gradually with a well planned infrastructure and with a well-thought Urban Village Plan in the future in order to support a sustainable/healthy growth of C36 UV?

2) i do not believe a 120ft tall building should be in the border of the UV area & the border of San Jose and Saratoga. This proposed project is nearby Saratoga, Cupertino, Campbell. There are very a few buildings more than 50 ft in this area. The taller building i can see now is the residential buildings near Downtown Campbell (500 Railroad ~60ft tall) near a VTA transit and Avalon Expansion (700 Saratoga AVE ~75ft) right off I-280. My personal preference on building height is 50-60 ft. It is not aesthetically to install one or two 120+ft high towers in El Paseo area. Also there is no public transit spots around besides a couple of bus lines. Residents in this area still rely on motor vehicles to get around. There is not sufficient bike lanes around the project site also the design of the existing bike lanes is not very safe. in Netherlands, there are some good design for the bike lanes that City Planner should look into.

3) this is a suggestion-- there will be estimately 2500 students & 500 faculty members in the educational facility. how will the drop off area being designed? i cannot see that clearly in current plan. would you mind letting me know where i may find the details of the underground parking design? also i had been in Jewish Center of Culture (JCC) in Palo Alto. it has underground parking just like this plan proposed and a well-designed underground circular area/bays for parents to drop off and pick up kids. No pick-up nor drop-off area on the ground level in JCC in Palo Alto. The design for JCC seems to be a reasonable design for not burdening the traffic congestion. Will City look into that or any measures for easing up the traffic congestion during the school pickup/drop off time?

4) to my understanding, there are some students who may not live in campus Thus they are not counted as residents. These commuter students will impact the environment such the waste management, traffic, water use...etc . How may city incorporate the impact theses commuter students bring into this area?

5) i notice there is a 12 ft tall wall against the mall fence-line/berm in the south side of the property. but also there are two vehicle entrances & exits along the south side of the project. unfortunately the 1st, 2nd, 8th,9th,10th houses on Elmwood drive (counting from the corner of Quito & Elmwood Drive) will be effected by the noise and the light of moving vehicles. who in city will be taking this into consideration and give out a better solution/suggestion to the developers?

Best Regards,
Sasha Pyo

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Blanco, Maira

From: Mary Jane Reiter <mjreiter10@gmail.com>
Sent: Tuesday, October 6, 2020 4:00 PM
To: Blanco, Maira
Subject: El Paseo Development

Importance: High

[External Email]

Dear Maira,

I sent this letter yesterday in advance of the zoom meeting but it bounced back. I believe Michelle received her copy. I would like to make sure you have a record of my concerns.

Thanks,

Mary Jane Reiter

Dear Maira and Michelle,

I would like to express my concerns about the El Paseo Development.

I believe the density should be carefully reconsidered in light of our current pandemic. We have seen in just six short months, what close contact can do in the spread of disease. As the plan now shows, the residents won't even have enough green space to enjoy to distance from each other.

The green space, Activity Field, hardly seems large enough for the amount of residents proposed. Why isn't there a park proposed for District1 residents? We have the fewest parks in the city.

The height of the buildings, 7 and 10 feet are too high and not in keeping with the neighborhood which consists of mostly two story buildings. Can these be lowered to four and five stories?

I don't understand the amount of parking suggested. Does this include residents parking? Two spaces per unit should be the minimum. Counting on one vehicle per unit is not reasonable. Public transportation is spotty at best along this corridor so to rely on it or bicycles is unrealistic. You also need to take into account parking spaces for the commercial tenants.

Why is there an elementary (private) school even being considered? It is a busy intersection with little access to playgrounds or other amusements for the children. Safety should be a real concern.

When will we see a traffic proposal? When will we see plans for improvements and will these be done before, during or after the development ?

Thank you,

Mary Jane Reiter
Winding Way

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Blanco, Maira

From: CHARLOTTE FOSTER ROMAN <charsline_@hotmail.com>
Sent: Monday, September 28, 2020 11:54 AM
To: Blanco, Maira
Subject: El Paseo Project

[External Email]

It is of extreme concern for the compact housing/student traffic flow will result in traffic issues at Quito/ Saratoga, and Prospect(Campbell) intersections. These currently are impacted for commute times at aLawrence because of the highway 85 entrance at Saratoga Ave. There are currently two other school at churches near Fruitcake and Saratoga which already increases traffic in the area. Traffic also goes from Lawrence to Saratoga or Quito at commute hours to Los Gatos to get to highway 17.

Currently wi

Currently, without civic this area gets excessive commute traffic. Tragic needs to be studied post Civic.
Thank you, Charlotte Roman

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Jeffrey A. Schwartz, Ph.D.

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Saratoga, California 95070*

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Oct. 25, 2020

Maira Blanco, City of San Jose Planning Department
Michelle Flores, City of San Jose Planning Department
Chappie Jones, Vice Mayor, City of San Jose

By email

Dear Ms. Blanco, Ms. Flores and Vice Mayor Jones: Please include this letter as part of the project record with regard to scoping the EIR for the El Paseo Urban Village Project (PDC19-049 and PD20-006).

First, the information you published about the October 5 community meeting by Zoom for this project stated that additional questions could be directed to Ms. Blanco by phone. I left a phone message that day. It took more than two weeks to get a return call.

You need to re-do the community meeting and restart the calendar for receiving scoping comments for the EIR. The reason is that the project was presented on October 5 as involving two major alternatives: either the proponent would build a 670,000 square foot international school and dormitory and seven hundred and thirty residential units or the proponent would build 1,100 residential units. The international school was presented as the first alternative and was the focus of much of the discussion with community members. My question for Ms. Blanco, by phone, was to inquire about the educational organization that is going to operate the international school for 2,500 students. Astonishingly, Ms. Blanco informed me that the City of San Jose has no information about that. I asked if there was any other information that would indicate that the plans for the international school are a reality rather than simply a stalking horse to deflect community attention from 1,100 residential units. Ms. Blanco had no information of that sort. Since that was presented to the community as the desired alternative and since the city has no information that the planning for that kind of massive educational undertaking is a reality, the city should either get and make public substantial information about the bona fides of the international school or restart the project with 1,100 residential units as the single plan for development.

The EIR cannot be limited to this project as proposed because this project is one part of the Urban Village proposed for the site. CEQA requires cumulative impacts. In this case, common sense also requires cumulative impacts. This project commits the city and this location to the full Urban Village that is approved in concept and commits to some specifics. For example, this particular urban village plan is proposed to include 1,600 residential units. It

would be potentially disastrous, in environmental and other ways, to approve this project and then find that the rest of the Urban Village did not meet CEQA requirements. Where is the master plan for the entire Urban Village that would allow a analysis of cumulative impacts and allow the community to engage in informed discussion?

For a number of important reasons, this project makes no sense. I live in the City of Saratoga. The City of San Jose did not discuss the plans for Urban Villages with the City of Saratoga but this particular Urban Village will have monumental impacts on Saratoga. San Jose conceptually approved 160 locations for Urban Villages but this initial construction is not on Stevens Creek or in Downtown San Jose, etc.. It is at the absolute farthest southwest corner of San Jose, and that is obviously because that is arguably the most expensive land in San Jose. If the Urban Village concept is viable, why is it necessary for the City of San Jose to allow a developer to “cherry pick” an atypical San Jose location and then further “cherry pick” most of the planned housing on a fraction of the land?

This project is also inconsistent with the Urban Village plan for this location. The Urban Village Plan calls for development of all four current shopping center areas, El Paseo, Westgate, Westgate West, and the strip commercial area on the fourth corner. The proponent is proposing using only approximately one third of the El Paseo property and a relatively small amount of property across Saratoga Avenue, and using that for 1,100 residential units. I have not done the exact math but it appears that the proponent wants to build approximately 70% of the residential units planned for the entire Urban Village on approximately 10% of the land to be included in the Urban Village. There is no reason for the city to allow that kind of extraordinarily condensed high density, high rise housing in an area surrounded by predominantly one story residential neighborhoods except to maximize the profit of the proponent.

Five ten-story towers at El Paseo are incompatible with the immediately surrounding neighborhoods and with the area. The only high tower in the whole area is miles away at the Pruneyard in Los Gatos and that has always stuck out like a sore thumb and should never have been built. Even five story towers would be incompatible with surrounding neighborhoods, with the general area and would constitute an eye sore. This project is not in Manhattan, or even in Downtown San Jose.

The fact that San Jose has authorized something called “Signature Projects” in conjunction with Urban Villages, and excluded those signature projects from the fundamental requirements for masterplans for whole Urban Villages, cannot obviate state law requirements. The proponent must be required to produce a master plan of the entire Urban Village and the cumulative impacts of that entire master plan must be studied for this project comprehensively, pursuant to CEQA.

The process being used by San Jose Planning is curious. The proponent is requesting that the city approve both alternatives, and then the developer will decide at some later and unspecified date which alternative is to be constructed. How very generous. I am going to take a wild guess that if a regular homeowner approached SJ Planning and said, “I want to apply for

a permit to add a family room to my house, but my wife and I have also discussed adding a second story with two bedrooms and a bath, so please process both options and we'll decide later which one we are going to build", that homeowner would not get far. Why is this permissible just because it is a developer?

The EIR must study the privacy impacts of this project, and particularly the views from residences or offices in third story or higher buildings into backyards, swimming pool areas and windows of houses in adjacent neighborhoods.

The EIR should evaluate the impact of this project on Quito Road and particularly note that the two lanes of Quito Road are restricted by a bridge nearby in Saratoga. If two lanes are not adequate for Quito Road if this project is constructed, will the proponents enlarge that bridge to four lanes?

The EIR must evaluate traffic on Saratoga Avenue and specifically consider traffic at Saratoga Avenue at the 85 freeway, which is already the site of the most frequent car accidents in Saratoga. Also, before Covid-19, Saratoga Avenue backed up badly between El Paseo and Cox at morning and afternoon rush hours. The traffic analysis should be done using pre-Covid-19 traffic information.

At the October 5 community meeting, proponents said that all parking for this project would be underground. However, one of the slides during the presentation showed cars parked above ground, near the buildings. Which is it?

The presentation emphasized that people would walk or bicycle within the project. The EIR should analyze that issue closely because it may be aspirational to see most people walking or bicycling but that is not reality today or in the immediate future. People drive. Most people will not put bicycles on their cars just so they could drive to an underground garage and then take the bikes off to use to get around the shopping area. The number of people who are within walking distance of this project is very tiny compared to the number of people the project is attempting to attract for business. The parking lot at El Paseo was already full at some times when all of the shops were open. This project is gargantuan compared to what has been at El Paseo. The parking plan seems grossly inadequate.

This project makes no sense for a 2,500 student international school. It seems likely that it won't matter because the international school appears to be simply a distraction from the high rise towers and density of residential units. However, if there is a serious plan to include an international school of that scope, it must be noted that there is no adequate space for such a school, or close. You cannot keep 2,500 students inside all the time. For comparison, Saratoga High School is less than 1,500 students and uses an area many times larger than that proposed for the international school in this project. Saratoga High School has acres of outdoor space, dwarfing the square footage inside the school buildings. That is typical of elementary, middle school and high schools throughout California. The international school proposed would have 670,000 square feet of inside space and no dedicated outside space. That is absurd. What legitimate educational organization would bring 2,500 international students,

kindergarten through twelfth grade, to this country and then keep them inside all day and all night? That would be abusive. And certainly the younger children could not go outside by themselves or unsupervised because they would be in the middle of a huge commercial area that would not be safe.

The EIR and the City of San Jose should also consider the proponent's track record in the South Bay. It is at best controversial. Some of the proponent's projects, for example in Downtown Sunnyvale and at Vallco in Cupertino, have engendered a great deal of community criticism and strife. In the proponent's presentation at the October 5 meeting, they tried to emphasize the amount of open space and public space that would be included in this project. To do so, they included the square footage of the outdoor balconies of the condo units in the towers. How is someone's private balcony in their condominium on perhaps the eighth floor of a tower building, open space or public space? Those are the kinds of deceptive presentations and practices that this community does not need.

Finally, the EIR must consider a "no project" alternative. The scope of this project is so huge compared to surrounding neighborhoods and the general geographic area, that it is simply inappropriate for consideration. This project would dismantle 150,000 square feet of commercial buildings and replace that with four times that much commercial space, or 500,000 square feet. However, the project would then add 1,100 residential units to that commercial space. There is a vibrant community surrounding the El Paseo Shopping Center. Why wreck it to build a massive experimental planned community?

Sincerely,

Jeffrey A. Schwartz

10/02/2020

Subj: Joint Community and Environmental Scoping Meeting
File Nos.PDC19-049 and PD20-006

Meeting Date; Monday, October 5, 2020

Ref. 1) San Jose Planning, Building and Code Enforcement
To: Erik Schoennauer, September 24, 2019
2) EIS Scoping for 10/05/2020 meeting
Planning Division Notice, San Jose
3) To: Michelle Flores, Supervising Planner
From: Parks, Recreation & Neighborhood Services
File PDC19-049 2/4/2020

This letter is in response to Ref 2) for EIS comments: but only for PDC10-049.

Reference 1) contains an initial review of the project by San Jose Planning and lists several areas of the proposal which need improvement to meet San Jose requirements.

Reference 3) lists San Jose Parks requirements for parkland in District 1. In brief, the development proposal falls short of parkland for the West Valley area. With the many new residents and a K-12 school this is a serious failing. The open area in the submitted general plan is at best a nice area.

The following are specific comments about the environmental impact to the existing residential community.

Recognition of the continued existence of the berm on the South side of the property is noted and its retention very much appreciated.

The development fails to protect the existing community character. This has been a residential area since the 1950's. The building heights proposed are much higher than the existing shopping areas nearby. They are an intrusion into the residences, and are not complementary.

There are two Grand Boulevards bordering the property, and the introduction of a lot of new vehicular traffic into them will make a congested situation worse. In normal times, there are large traffic flows in the early morning, mid- morning, noon time, early afternoon, late afternoon and evening. New traffic will be added to this due to a school, residents, commercial and office activities.

The parking requirements for the increased site traffic must not intrude into the residential area, planned or otherwise. A general observation of apartment areas shows that there is no street parking available. The use of underground parking, without safeguards seems not to recognize the rising vehicular crimes in the West Valley area.

Beyond the EIS concerns, I wonder how much the local public agencies will have to spend to accommodate their increased responsibilities. This includes streets, expressways, traffic control, fire protection, police protection, pedestrian safety improvements – especially children, education districts, garbage and trash hauling, freight delivery and access.

This development as currently described imposes a lot on the public.

John B Williams
5278 Elmwood Dr
San Jose

Blanco, Maira

From: Donna Yuen <donnaryuen@aol.com>
Sent: Monday, October 5, 2020 8:41 PM
To: Blanco, Maira; Flores, Michelle
Subject: Parking Concern for El Paseo de Saratoga. Please add to the public comment for EIR

[External Email]

You already know that traffic is a huge concern for the residents who live near the El Paseo development with 741 RU or 1100 RU depending on which plan you choose. My other concern is that there will still be a parking overflow problem. According to the proposal, there will be 1145 parking stalls. Most likely, many of the 741 or 1100 residential units will have two occupants with two cars and there is the possibility that if you double those RU numbers for parking, we could be dealing with around 1482 or close to 2000 vehicles or more. So 1145 parking stalls will not be adequate, please add this to the public comments for the EIR.

Thanks,

Donna Yuen
Baker West Resident

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