

# County of Santa Clara

Roads and Airports Department

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



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**October 20, 2021**

**Renzel Balance**

Engineer I

Development Services | Public Works | City of San Jose

200 E. Santa Clara St., 3rd Floor Tower

San Jose, CA 95113

**SUBJECT: (3-01615) Westgate West Costco VTA Notification**

The County of Santa Clara Roads and Airports Department (The County) appreciates the opportunity to review the (3-01615) Westgate West Costco VTA Notification. We submit the following comments:

Study intersections should also include the following signalized intersections on San Tomas Expressway:

- San Tomas/Camden at Curtner/White Oaks
- San Tomas at Hwy 17 Off/On Ramps
- San Tomas at Campbell
- San Tomas at Hamilton
- San Tomas at Moorpark
- San Tomas at Stevens Creek
- San Tomas at Saratoga
- Intersection LOS analysis should be performed using Vistro per CMP requirement.
- Analysis Scenarios should also include Cumulative Conditions with/without proposed project

Thank you again for your continued outreach and coordination with the County. If you have any questions or concerns about these comments, please feel free to contact me at [ben.aghegnehu@rda.sccgov.org](mailto:ben.aghegnehu@rda.sccgov.org)

Thank you,



## **Comments from A.W. Strawa re Westgate West Costco Warehouse Project File No. CP21-022**

### **1. The project is unsuitable for this community.**

This is an unimaginative project that is unresponsive to needs of our community. Our community already has 3 Costco Warehouses within 7 miles. These warehouses are built in commercial/industrial areas with frontage roads to help absorb the heavy traffic. This proposed store will do little to make Costco access better for our community. Since this is a warehouse store, people drive to it. Our community will have to navigate the busy streets to get to the proposed store.

### **2. The proposed traffic flow into and out of the proposed warehouse store is unacceptable.**

The developer expects increased traffic of over 5000 cars per day. The proposed right in, right out access on Lawrence means that people coming South on Lawrence, where the majority of the population lives, will not be able to access the parking lot from Lawrence and will need to travel to one of the other access points, via Saratoga, which is already overcrowded, or more likely through neighborhood streets to access on Graves which is also a residential street. The ingress/egress points on Graves will channel traffic through the residential Country Lane neighborhood which includes an Elementary school, endangering residents and students. Pedestrian access to the project on Graves will encourage shoppers to park on the residential streets and leave their shopping carts in the neighborhood. This is already a problem with existing stores.

This neighborhood is a child-dense area. Hundreds of students walk across the Lawrence/Prospect intersection and many cars cross that intersection taking or dropping off students for classes and after school activities. The project will also make it more difficult for emergency vehicles to get to the assisted living facilities near that intersection. Students would have to walk through the busy parking lot to get to and from school. Country Lane Elementary School is just two blocks north of the proposed site. Hundreds of students will be endangered by increased traffic.

The proposed loading dock is half the size of other Costco facilities meaning that trucks will cue up on Graves all night long to unload.

If this project is approved, we would want to see only emergency access on Graves, as was originally proposed. Failing that, parking in the Country Lane neighborhood should be restricted to residents only and traffic bumps should be installed on residential streets. A plan should be developed to ameliorate the noise, light, and air pollution that will be created by heavy truck traffic on Graves at night to stock the store, perhaps finding another access besides Graves.

### **3. The proposed plan for noise and light pollution is inadequate.**

The proposed 4 foot, permeable parapet wall surrounding the roof top parking structure is inadequate to reduce the noise, air, and light pollution resulting from the magnitude of cars at that sight. The proposed 5 foot wall on Graves is inadequate to reduce the noise, air, and light pollution resulting from the magnitude of cars at that location.

### **4. The project does not comply with the Cities goal of being carbon neutral by 2030.**

If this project is approved it should be net-zero energy with solar on top of the parking structures and storage enough to run the facility at night.

**5. Alternative projects.**

In keeping with the goal of San Jose and California to alleviate the housing shortage, a better project would be mixed use project affording affordable residential and small businesses.

Best Regards,  
A.W. Strawa  
1527 fields Dr.  
San Jose, CA, 95129

**From:** [Bobi Levine](#)  
**To:** [Blanco, Maira](#); [Atienza, Manuel](#)  
**Cc:** [bobi Levine](#)  
**Subject:** File#CP21-022 - proposed Costco project at Westgate West  
**Date:** Wednesday, February 9, 2022 1:15:15 PM

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[External Email]

Attn: Maira Blanco and Alec Atienza -

This proposed Costco project does not belong in a residential area but rather in an industrial area. It directly impacts the whole Country Lane residential area as well as the two schools that are within a couple blocks - Prospect High School and Country Lane Elementary School. The students that live in my neighborhood that attend Prospect High School would have difficulty getting to and from school as they would have to find a way through the parking lots on their bicycles or while walking - a very dangerous and possible "accident waiting to happen"!!!! In addition, children residing in the Brookview area of Saratoga (behind Prospect High School) attend Country Lane School and this will impact them making their way to the elementary school.

The traffic around this area is already a nightmare!!!! I live on Cordelia Ave. and at times, I can't get out onto Doyle Road. This project would add additional traffic onto Doyle Road as it will be used as a "short cut" from Lawrence Expwy. through Cordelia Ave., Happy Valley Ave., Brenton, etc. through to Graves Avenue for individuals to make their way through to the proposed project. Lawrence Expwy. is already impacted with the local Tech Company's employees traveling from Stevens Creek Blvd. and 280. It is impossible to get onto Lawrence Expwy., presently, from Bollinger Road to exit at Doyle Road. at certain times of the day - I have had to go all the way to Prospect Road and make a U-turn to return on Lawrence to Doyle Road. This area will further be impacted by the proposed "urban shopping center and homes" planned at El Paseo De Saratoga.

I am very aware of the traffic already existing off of Coleman Avenue onto Brokaw Rd. that enters into the Costco at that area!!!! It is bumper to bumper to make a left turn at the light onto Brokaw Rd - it can take two or three light changes in order to make the left turn. Can you imagine what could happen trying to get into the left turn lane at the light from Lawrence Expwy into the parking lot of the proposed project??????? Or trying to enter from the proposed entryway from Prospect Road???????

The pollution from trucks exhausts coming and going into the site, the lights proposed for the roof top parking and the noise does not belong in a residential living area!!!! It will also impact the existing businesses along Prospect Road - there is already a tire store, etc. existing across the street from the proposed project.

I do most of my grocery shopping at either Trader Joes or Smart and Final - I would not like to see Smart and Final disappear - it is a discounted grocery store and does not require a membership to visit it. Costco, on the other hand, does require a membership. We need our local stores in that shopping center to remain open - with available parking!!!!

Thank you for listening to the residents of this Country Lane area and please reconsider allowing such a project to be built in this area!!!!!!!!!!!!

Bobi Levine

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

**From:** [Camille Chapman](#)  
**To:** [Blanco, Maira](#)  
**Subject:** Costco..  
**Date:** Monday, January 24, 2022 6:39:34 PM

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No one is considering the congestion caused by Costco AND all the high rise homes being planned. It is congested already, add all the people , no one will be able to get to work. Saratoga and Lawrence and 85 will not move and all will be backed up. The high school already makes prospect and Lawrence impossible in the morning and after school!

Camille Chapman

Sent from my iPhone

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

**From:** [Randy Shingai](#)  
**To:** [Blanco, Maira](#); [Atienza, Manuel](#)  
**Subject:** comment for Notice of Preparation: Westgate Costco CP21-022  
**Date:** Monday, January 24, 2022 7:52:04 PM

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Hi,

The Notice of Preparation for CP21-022 on Page 9:

9. Hazards and Hazardous Materials

The Project site is not listed as a Hazardous Waste and Substances Site (Cortese) List. The EIR will summarize known hazardous materials conditions on and adjacent to the Project site and will address the potential for hazardous materials impacts to result from implementation of the proposed Project. Mitigation measures, if found to be required, will be discussed.

This is incorrect.

The State Water Resources Control Board site, GeoTracker, clearly lists an active case on the project site:

HOLIDAY CLEANERS (T10000010345)

In addition there are two closed cases. My understanding is that closed WRCB cases are not removed from the Cortese List.

DEAN'S GOODYEAR (T0608591683)  
MIDAS MUFFLER (T0608539941)

Thank you,  
Randy Shingai

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**From:** [nancy.johnson](mailto:nancy.johnson)  
**To:** [Blanco, Maira](mailto:Blanco.Maira)  
**Subject:** Costco at Westgate West  
**Date:** Friday, January 28, 2022 5:32:22 PM

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Pending the traffic survey, I am generally in favor of the Costco Development to revive a dying shopping center.

However, I strongly oppose any walling off of the south side, Graves Avenue. The Country Lane neighborhood is already walled off on the west side by the Lawrence Expressway soundwall. If we've learned anything from the fires in Paradise, Santa Rosa, and most recently in Boulder, CO, as well as the gas explosion in San Bruno, the ability to quickly evacuate a neighborhood is paramount for resident safety.

Furthermore, as a volunteer at the Saratoga Creek Dog Park, I have been keeping amateur estimates of usage. The late afternoon and evenings are the heaviest use times, with frequently 35 dogs and their associated servants. Many neighbors walk to the park, but a fair amount drive, given the limited number of dog parks in the area. So, I am also strongly opposed to eliminating any of the limited parking along Graves Avenue.

Nancy Johnson

Sent from my iPad

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February 10, 2022  
English Estates Neighborhood Association  
1512 English Drive  
San Jose, CA 95129  
Tel 408-725-0320

City of San Jose  
Department of Planning, Building and Code Enforcement  
Attn: Maira Blanco, Environmental Project Manager  
200 East Santa Clara Street, 3<sup>rd</sup> Floor Tower  
San Jose, CA 95113-1905  
408-535-7837  
Sent via e-mail: [Maira.Blanco@sanjoseca.gov](mailto:Maira.Blanco@sanjoseca.gov)

Re: Costco, Potential Environmental Impacts of the Project

The English Estates Neighborhood Association is concerned about the proposed Costco San Jose Westgate West at 5253, 5287, 5289 and 5347 Prospect Road within the Westgate West Shopping Center (Center) (collectively, the "Project").

### **Potential Environmental Impacts of the Project**

#9. Hazardous materials- tire store! A tire center is proposed to be facing Lawrence Expressway. This would generate noise and increase the levels of hazardous waste materials at this site.

- How will tires be stored, how many and for how long?
- What is the turnover rate of this form of waste material?

#11. Land use: compatibility with existing land use regulations. Concerns about how the roads and intersection of walking paths are affected. Bike and walking trails from the Saratoga Creek to Prospect Road need to be safe.

- This is a neighborhood of single family homes, apartment buildings, a retirement community with Assisted living and post-acute care and Prospect high school (1,550 students)
- The intersection of Lawrence Expressway and Prospect Road is heavily traveled by students walking to and from the high school and the car traffic that is generated by parents picking up and dropping of students. Additional vehicles at the intersection of Prospect Road and Lawrence Expressway would cause a hazard to our community.
- The San Tomas Aquino/Saratoga Creek trail terminates by connecting to bicycle lanes and sidewalks along Prospect Road. In the 1999 master plan for this trail, "offers trail users the opportunity to extend their travels in a westerly direction toward residential neighborhood in a easterly direction toward El Paseo, Westgate and Westgate West Centers." **This trail needs to be extended to increase safe passage for students and residents since this connects to schools and jobs.**

#13. Noise & vibration;" Noise levels will be evaluated for consistency with applicable standards and guidelines from the City of San José Municipal Code and General Plan. If noise and vibration impacts are found to be significant, mitigation measures will be identified."

- These studies need to be done during a weekday, when high school students are coming and going and at **peak after work travels, from 7:30 Am – 8:30am and 2:30 pm to 7:00pm**

#### #14. Population growth and Housing:

- The impact of additional stream of people traveling into a neighborhood that is surrounded by single family homes, a high school, and multifamily housing on the Saratoga Ave side will cause traffic congestion that could block access to the homes and apartments that are already here.
- In addition, the City of San Jose is proposing 700 units just down the street at the El Paseo project, **AND** the City of Saratoga has 1,700 units being proposed on Saratoga's Housing Element "Revised Scenario" date of "1/10/2022" which includes 410 new housing units within the Prospect Road/Lawrence Expressway/Saratoga Avenue land triangle, in Saratoga City limits across Prospect Road from the proposed Costco store. Also, the City of Saratoga is planning for 345 new housing units on Saratoga Avenue only a few blocks from the proposed Costco store and only a few blocks from the proposed El Paseo Project. Both of the "Proposed Housing Opportunity Sites" within Saratoga City limits that are close to the proposed Costco store, and the proposed El Paseo development in west San Jose, will both impact the Highway 85 on/off ramp traffic along Saratoga Ave and most likely impact the Prospect Road/Lawrence Expressway/Saratoga Avenue corner traffic. **TOO MUCH** for this tiny chunk of land

#### #15. Public Services: address the availability of public services including fire and police protection, schools, and parks.

- We are concerned that emergency traffic to the retirement communities near the corner of Prospect Road and Lawrence Expressway will be so impacted that **response time for emergencies will be decreased. There are already frequent 911 calls to this neighborhood, at all hours and frequently during day time hours.**
- **Bus service? What is the level of support for bus service to transport people to and from this area so that vehicle traffic is minimized? There are currently only one or two VTA bus lines servicing the Prospect Road/Lawrence Expressway intersection within walking distance of the proposed new Costco store on Prospect Road.**
- **Access to parks- increased vehicle traffic over the hours of operation will negatively impact the utilization of the Saratoga Creek Park trails on both sides of Lawrence Expressway.**

#### #16. Recreation: Bike and walking Saratoga Creek trail ends in a neighborhood.

- This needs to be **expanded and traffic addressed**. The trail needs to be expanded to support bike and pedestrian traffic access. At this time, the trail ends in my neighborhood of single family homes and apartments. This trail needs safe exit points onto Prospect Road

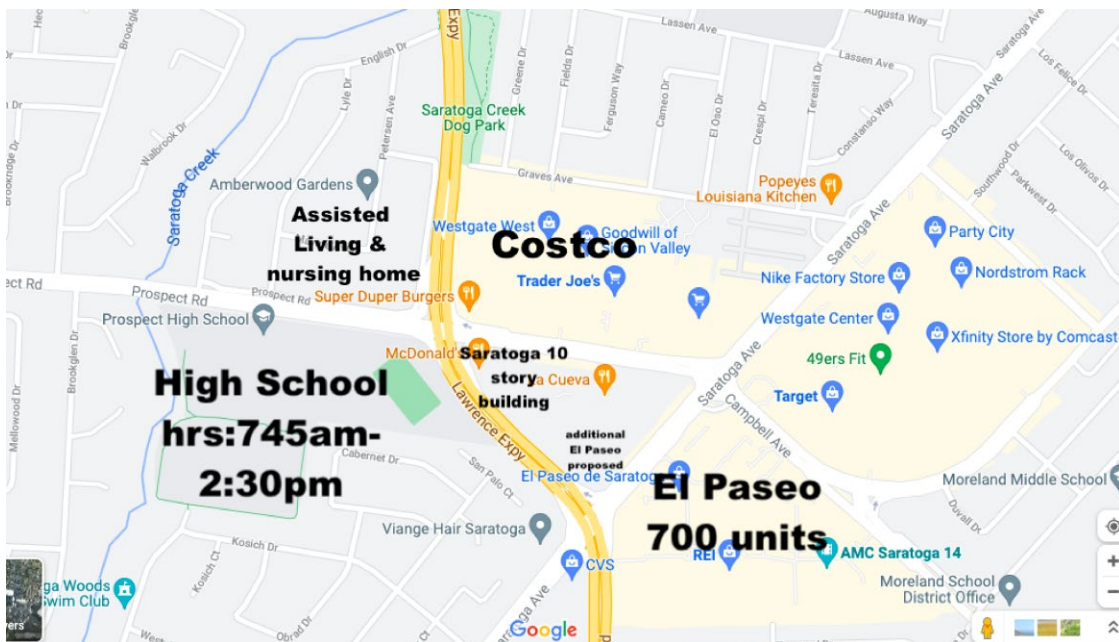
#### #17. Transportation & Circulation:

English Estates Neighborhood Association is very concerned about Vehicle Miles Traveled data. (Increased travel on a particular roadway can result in slower speeds that, in turn, lead to delay. Delay can waste fuel and both personal and commercial time, each generating associated costs)

- since it does NOT address the impact of a Costco warehouse at the intersection of Prospect Road and Lawrence Expressway. An analysis of traffic flow, number of cars backed up at the stoplights at the narrow intersection of the triangle of roads and the air pollution that would be generated needs to be analyzed.
- The impact of gas emissions would affect the athletes at the high school athletic field, the seniors at the Westgate Assisted Living, The Villa Fatima retirement and Amberwood Acute Care facility.
- Vehicle traffic going into Costco would be coming down Lawrence Expressway or Saratoga Ave, coming either from highway 280 or from highway 85.
- The impact to already high traffic times on weekdays and additionally on weekends would cause this intersection to be backed up with idling cars. In addition, the traffic getting on and off the limited access to highway 85 has the potential of causing additional unintended problems.
- Peak traffic from when the high school students get out of class at 2:30 to the time residents are coming home from work, funnels down Lawrence Expressway and Saratoga Ave (or from Highway 85 towards this intersection) often causes total gridlock today. This project and the 700 apartments proposed at El Paseo and any of the 10-story or less story mixed-use Proposed Housing Opportunity sites that the City of Saratoga tries to build at one of these intersections will make these corners of Prospect Road/Lawrence Expressway/Saratoga Avenue look like downtown Manhattan.
  - Pedestrians: General Plan policies encourage pedestrian travel between high-density residential and commercial areas throughout the City. Pedestrian access is particularly encouraged for facilities such as schools, parks and transit stations, and in neighborhood business districts. [General Plan Transportation Policy 17]. The current concrete sidewalk along Lawrence Expressway, between Saratoga Avenue and Prospect Road, is wide enough to only allow one or two people walking side-by-side to each other. For pedestrian safety, that section of sidewalk needs to be wide enough so that more than two people can walk side-by-side in order to handle a much greater number of pedestrians that will arise should the Costco proposed store on Prospect Avenue be approved and/or the El Paseo proposed Costco project and/or the City of Saratoga proposed Housing Opportunity sites go through to implementation over the next seven to eight years.
  - **Require a pedestrian bridge to be built over Lawrence Expressway to connect the end of the Saratoga Creek Trail and allow safe passage for Prospect High School students, neighbors and the elderly to safely cross to the Westgate West area.**
  - Bicycles: General Plan policies encourage a safe, direct and well-maintained bicycle network that links residences with employment centers, schools, parks, and transit facilities. Bicycle lanes are considered appropriate on arterials and major collectors. Bicycle safety is to be considered in any improvement to the roadway system undertaken for traffic operations purposes. [General Plan Transportation Policies 51, 52, and 56]
  - Neighborhood Streets: General Plan policies **discourage inter-neighborhood movement of people and goods on neighborhood streets. Streets are to be designed for vehicular, bicycle and pedestrian safety. Neighborhood streets should discourage both through vehicular traffic and unsafe speeds. [General Plan Transportation Policies 1, 8 and 9]**

- Calming measures: Private Developments: When a Transportation Impact Analysis finds that a proposed development project would create an adverse traffic condition within an existing neighborhood, the City's Department of Transportation, other City staff, and the **developer's consultants will work to ensure that the development will include appropriate measures, including traffic calming measures where appropriate**, to minimize the adverse impacts to the neighborhood. • New Development: New development should create a pedestrian-friendly environment that is safe, convenient, pleasant, and accessible to people with disabilities. Connections should be made between the new development and adjoining neighborhoods, transit access points, community facilities, and nearby commercial areas. [Council Policy 5-6: Traffic Calming adopted 4/25/00 and revised 6/26/01]
- Vehicular Traffic: The General Plan provides that the minimum overall performance of signalized intersections within the City should be correlated to a minimum Levels of Service. **A development that would cause the performance of an intersection to fall below the minimum Levels of Service needs to provide vehicular related improvements aimed at maintaining the minimum Levels of Service.** If necessary to reinforce neighborhood preservation objectives and meet other General Plan policies, the Council may adopt a policy to establish alternative mitigation measures. [General Plan LOS Policy 5]
- Regional Freeways: General Plan policies encourage the City's continued participation in interjurisdictional efforts, such as the Santa Clara County Congestion Management Agency (CMA), **to develop and implement appropriate techniques to improve the regional transportation system.** [General Plan Transportation Policy 29] **Because of the increased traffic flow there will be a need to expand and improve exit and exit ramps from Prospect Road to Highway 85 and at Quito Rd.**

Some articles mention that If you want to visit Costco, the best time tends to be during the week, **Tuesday through Thursday, between the hours of 3 p.m. and 5 p.m.** This two-hour window is after the lunch rush, but just before people start showing up after their workday. Jul 13, 2021.



(Add the fact that the [City](#) of Saratoga is considering, under the new State mandated Housing Element, tall 10-story mixed-use commercial/residential buildings at the following addresses within the next eight years under the State's new mandated Housing Element for individual cities:

All five of the street addresses shown below are shown in the City of Saratoga's

## Saratoga 6<sup>th</sup> Cycle Housing Element Update Proposed Housing Opportunity Sites January 19, 2022)

**18562 Prospect Rd. (Shopping Center)**

**18560 Prospect Road (Car wash)**

**18522 Prospect Rd. (Auto Repair)**

**18506 Prospect Rd. (Autoparts)**

**18480 Prospect Rd. (Shopping Center)**

all five of the Saratoga addresses noted above are in the land-triangle on Prospect Road across the street from the proposed Costco store (5287 Prospect Road address in San Jose) right in the heart of this busy triangle of Prospect Road and Lawrence Expressway which could make this area of San Jose unlivable for those of us living in the immediate neighborhood.

**#21. Alternatives:** **a range of reasonable alternatives** to the Project including a "No Project" alternative and one or more alternative development scenarios depending on the impacts identified.

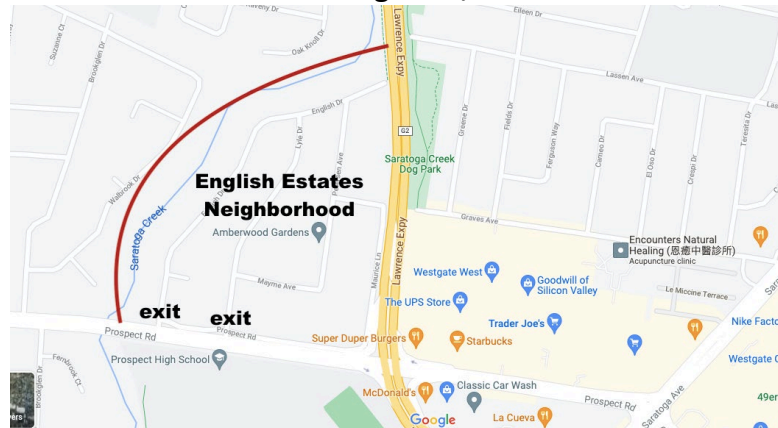
- An Outdoor Supply Hardware or Ace Hardware is needed in this area
- A family style restaurant -this area had a Mimi's café in the El Paseo shopping center nearby and now there is nothing
- Reasonable Housing!!!! What about a mixed use in Westgate West? With limited height of 2-3 stories! Possibly on the Prospect and Lawrence side, away from single family homes on Graves Avenue.
- Encourage locally owned business that neighbors can walk to and support. The small business operators that had been in Westgate West were pushed out by the developers who came in and raised the rent to force them out: Dolce Bella and Ben's BBQ & Brew (<https://www.nbcbayarea.com/news/local/south-bay/family-owned-san-jose-restaurant-forced-to-close-due-to-rent-increase/2767544/>)

**#23. Cumulative Impacts:** will address the potentially significant cumulative impacts of the Project when considered with other past, present, and reasonably foreseeable future projects in the area.

- The cumulative impact of the nearby El Paseo mixed-use project including commercial stores (Whole Foods and probably some other retail stores and commercial business) plus 700 new housing units, and the potential of Saratoga building 10-story mixed-use buildings on Prospect Road (on the Saratoga side or the south side of Prospect Road in that area) across the street from the proposed Costco store at Lawrence Expressway and Prospect Road would negatively impact West San Jose in traffic, air quality, school capacity, emergency response, and utilities (such as water and power grid overload).

Our neighborhood, English Estates, access to Prospect Road has only two exit paths. When Prospect Road is blocked by traffic, we blocked in our neighborhood with no exit when there is increased traffic even today. We would be trapped in the case of any emergency! Traffic backup at the stoplights of Lawrence Expressway and Prospect would be a hazard to our neighborhood; the nursing home and retirement center, the many apartment dwellers and the single-family homes

- **All future projects within the intersections of Prospect, Lawrence Expressway and Saratoga Ave need to be addressed together, not in isolation.**



#24. Other Sections: 1) consistency with local and regional plans and policies, 2) growth inducing impacts, 3) **significant irreversible environmental changes**, 4) **areas of known controversy**,

- **All future projects within the intersections of Prospect, Lawrence Expressway and Saratoga Ave need to be addressed together, not in isolation.**
- Limit height of any future buildings to 3-4 stories.

Sincerely,

*Gary G. Smith*

President, English Estates Neighborhood Association

Roberta Witte, Neighborhood Representative, [rkwitte@me.com](mailto:rkwitte@me.com)

Cc: Vice Mayor Chappie Jones [district1@sanjoseca.gov](mailto:district1@sanjoseca.gov)



**SARATOGA**  
*California*

**Community Development Department**

13777 Fruitvale Avenue

Saratoga, CA 95070

408.868.1222

February 10, 2022

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](mailto:Maira.Blanco@sanjoseca.gov)

Re: Notice of Preparation for a Draft Environmental Impact Report for the Westgate West Costco Warehouse Project; File No. CP21-022

Dear Ms. Blanco:

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the Westgate West Costco 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.

In order to fully address the community's concerns, the draft EIR must analyze the full scope of the Project's environmental impacts. This letter explains the City of Saratoga's concerns about the Project and identifies specific impacts that the City of San Jose should carefully evaluate as part of an informative and comprehensive DEIR.

**I. 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 to allow Saratoga to make a meaningful response to the NOP.

### **A. Project Description**

One of CEQA's fundamental requirements is that an EIR contain an accurate and complete project description. Without it, 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 does not include land use and design standards nor a discussion about how the Project will fit in with the overall plan for the area. Consequently, the City and the public are left with very little understanding of what the Project will look like at build-out or how it will work in the context of other planned development in the area.

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 in the immediate vicinity.

### **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, as acknowledged in the NOP, 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 details for the project 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 a site located immediately adjacent to Saratoga's border. Warehouse retail projects such as the one being proposed attract hundreds of vehicle trips each day. This intensity and density of the Project has the potential to result in severe environmental impacts within Saratoga. Consequently, the draft EIR should include an alternative that considers other types of retail projects 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**

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 resulting from the project site serving as a hub for home deliveries and traffic and VMT from development anticipated throughout the Paseo de Saratoga Village located in the immediate vicinity.

In addition, the Draft EIR should include analysis of the amount of parking planned for the Project. Customers of warehouse retail businesses, like Costco, typically do not come to the business via mass transit due to the nature of bulk items sold at this type of business. For this reason, it is important to provide a detailed analysis of the parking needed for the project. The Draft EIR should also consider ways to decrease the need for parking, such as providing incentives for Project employees to use mass transit.

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 contribution to traffic congestion in the area and 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.<sup>1</sup> In addition, 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 (including school children at nearby Prospect High School in Saratoga) 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

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<sup>1</sup> City of Saratoga Circulation Element, p. 10.

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. 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.

### **5. 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, including instruction at Prospect High School.

## **6. 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, 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.

## **7. 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 Village. The EIR must also evaluate the Project's consistency with San Jose's General Plan and any other applicable policy documents and the effect of the Project's traffic and other spillover impacts on land use in Saratoga.

## **8. Population, Housing and Growth Inducing Impacts**

As noted above, the Draft EIR must disclose the maximum amount of growth contemplated within the Project vicinity, including development at Paseo de Saratoga Village. The EIR must also assess whether the proposed Project will induce substantial population growth either directly 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.

## **9. 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.

## **10. 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 Village and any other planned development in the area.

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.<sup>2</sup> The draft methodology recently approved by the ABAG Executive Board would allocate more than 129,000 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.

## II. Conclusion

We appreciate the opportunity to provide these comments. Saratoga remains concerned about the potential far-reaching impacts of this Project and about the lack of detailed information provided about this proposed development.

Please provide this office with notification of the release of the draft EIR for the proposed Project. We also request that the City keep us informed of all contracts, notices, hearings, staff reports, briefings, meetings, and other events related to the Project.

Sincerely,



Debbie Pedro  
Community Development Director

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<sup>2</sup> [https://www.hcd.ca.gov/community-development/housing-element/docs/abagrhna-final060920\(r\).pdf](https://www.hcd.ca.gov/community-development/housing-element/docs/abagrhna-final060920(r).pdf); accessed October 19, 2020.

**From:** [busmb@yahoo.com](mailto:busmb@yahoo.com)  
**To:** [Blanco, Maira](#); [Atienza, Manuel](#)  
**Subject:** Costco project feedback and EIR study  
**Date:** Monday, January 24, 2022 8:07:45 PM

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Maira,  
Alec,

Thank you for your time tonight.

I am writing to give some feedback about the proposed Costco project and mention a few points to take into account for the EIR.

<!--[if !supportLists]-->1) <!--[endif]-->**EIR**

As was mentioned during tonight's session, the EIR should not include just the El Paseo project, but also the projects about to be approved by Saratoga. This includes not only 410 units directly across from Costco but, and in addition to the units already approved at Quito center, hundreds of additional units between Prospect and 85 along Saratoga: (in excess of 500- some of these numbers may still go down, but you can count of ~900 units across all those sites).

PowerPoint Slide Show - January 10 Special Meeting Presentation (1) - PowerPoint

## Development Standards

Area	Current Density Range	Possible Density Range	Current Maximum Height	Possible Maximum Height	Homes
1. Prospect/Lawrence	30 units/acre – No Max.	80 – 150 units/acre	3 floors   35 feet	10 floors   125 feet	410
2. Fellowship Plaza	NA	20 – 30 units/acre	3 floors   NA	3 floors   35 feet	80
3. Gateway	0 – 20 units/acre	15 – 60 units/acre	2 floors   30 feet	3 floors   35 feet	273
4. Village East	0 – 20 units/acre	15 – 60 units/acre	2 floors   30 feet	3 floors   35 feet	61
5. Saratoga Avenue	0 – 20 units/acre	30 – 60 units/acre	2 floors   30 feet	4 floors   50 feet	597
6. Cox/Paseo Presada	0 – 20 units/acre	15 – 60 units/acre	2 floors   30 feet	3 floors   35 feet	105

This area will be congested beyond belief without even the addition of Costco.

<!--[if !supportLists]-->2) <!--[endif]-->**Considerations about the neighborhood**

- <!--[endif]-->As was clearly stated in the meeting, this neighborhood needs neighborhood stores, not industrial sites like Costco.

- <!--[endif]-->The location of that Costco site will create a nightmarish situation on Graves avenue (noise, traffic, quality of life)

- <!--[endif]-->The Prospect and Lawrence intersection is already quite busy (and dangerous) as is. You don't need a long study to realize that getting thousands of additional cars in/out of that corner will be very difficult

- <!--[endif]-->I shop at those local stores (Trader Joe's, Sprouts, Smart & Final). I am really afraid that, due to traffic congestion at the site, getting to Trader Joe's will become very difficult or even unbearable. If this ill-conceived plan were to be implemented, you would *have* to provide Trader Joe's with separate access and parking, without any "contamination" from the Costco site

It is mind-boggling to think that such a project is even proposed. It makes no sense at this location.

Regards,

Marc

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**From:** [CYNTHIA HULTON](#)  
**To:** [Atienza, Manuel](#); [Blanco, Maira](#)  
**Subject:** Costco Westgate West project  
**Date:** Tuesday, January 25, 2022 11:07:21 AM

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Hello,

Thank you for the informative meeting on building the Costco at Westgate West. I am a Costco member. I love Costco. But I am not in favor of building a Costco in this complex. The Costco developers stated how this area is ideal, because it will reduce mileage and cut down on the environmental and traffic footprint. That market research might be based on faulty logic. I will continue going to the Lawrence Expressway Costco (10 minutes away) or the other ones that have gas stations. If Costco crunched the numbers of how many people in this area go to Costco and get gas at the same time, the numbers would be reduced. As one speaker said, each Costco has its own individual strengths and I personally go to the Lawrence Expressway Costco for gas but otherwise the Santa Cruz Costco because it's just so clean and stocked so well with things that I would rather buy. I walk on the beach and go to Costco. It's a great combination!

And speaking of walking, our city has a goal to be more walkable. And this will especially be needed with the vast amount of housing that is being built in the next few years in the West San Jose area. There's a beautiful park that connects the community to the proposed Costco. I've walked many times through that park to go to the Westgate West Shopping area to eat lunch, to pick up something, and even to buy tacos at Taco Bell and go back to the park for a picnic with the kids. Walkability and local stores are what brings communities together. Let's leave the big box stores in industrial areas like the Lawrence Expressway Costco, many other Costcos, Home Depots and Lowe's. Additionally, this Costco would be kitty corner to a high school and will lead to kids getting hit by cars. You know what Costco parking lots are like. Now throw into the mix 200 kids at the exact same time crossing Prospect at Lawrence Expressway when school lets out. The traffic will be gridlocked, the kids will try to cross in between cars, and exhausted Costco shoppers will unwittingly hit those kids. I'm also concerned about the amount of surface street traffic going down Teresita/Graves and passing the elementary school there. People know how to skirt the impacted high-density streets like Lawrence Expressway and Saratoga Avenue.

I'm not against building and I'm not against increased housing and I'm not trying to save my area just to impact others. I'm just against a warehouse store erected in of what was becoming a very walkable connected neighborhood. This this Costco will become a brick wall discouraging the West San Jose neighborhood to walk through the park and then over to the beautiful El Paseo center that's being built. The Costco will become a monolithic structure that one has to navigate at their

own risk to get to the nicer area of El Paseo. Instead of this, let's envision a neighborhood where we can walk through the park get to a lovely shopping area of mixed use and if we want to continue, walk to El Paseo. I would like to keep our neighborhoods neighborhoods and make them much more walkable.

Thank you for considering my concerns,  
Cynthia Hulton

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**From:** [Country Lane Neighborhood](#)  
**To:** [Blanco, Maira](#); [Jones, Chappie](#)  
**Subject:** Country Lane Neighborhood Association Costco Warehouse NOP DEIR response letter  
**Date:** Friday, February 11, 2022 2:32:13 PM  
**Attachments:** [Country Lane Neighborhood Association Costco Warehouse NOP DEIR Response Letter.pdf](#)  
[2021-10-29 CP21-022 Operations Plan.pdf](#)  
[2021-10-29 CP21-022 Project Narrative.pdf](#)  
[2021-12-17 CP21-022 Initial Planning Comment Letter.pdf](#)

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[External Email]

Maira-

Attached is the Country Lane Neighborhood Association comment document for the Notice of Preparation Draft Environmental Impact Report for the Westgate West Costco Warehouse Project, file CP21-022 for inclusion in the responses for the NOP DEIR. Thank you for considering our concerns and comments for incorporation into the DEIR.

Thank you,  
Marc Pawliger, for the Country Lane Neighborhood Association  
Email: [countrylaneneighborhood@gmail.com](mailto:countrylaneneighborhood@gmail.com)  
Website: [countrylaneneighborhood.com](http://countrylaneneighborhood.com)

Attached:  
Country Lane Neighborhood Association Costco Warehouse NOP DEIR Response Letter.pdf  
2021-10-29 CP21-022 Operations Plan.pdf  
2021-10-29 CP21-022 Project Narrative.pdf  
2021-12-17 CP21-022 Initial Planning Comment Letter.pdf

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**From:** [Heather Nomi](#)  
**To:** [Blanco, Maira](#)  
**Subject:** CP21-0221 and is called THE WESTGATE WEST COSTCO WAREHOUSE PROJECT  
**Date:** Friday, January 28, 2022 8:25:09 AM

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Hello Maira,

I live in the Country Lane neighborhood and have for 18 years. I love the peacefulness of our neighborhood and fear that would be taken away with the addition of a Costco. Costco's are known for their traffic, so it doesn't seem appropriate for such a residential area, including our high school, Prospect.

I agree with a fellow neighbor that traffic would not be good. I think this issue falls under #17 Transportation and Circulation. I'd also like to add that from what I heard, the city/developer emphasizes repeatedly that those two entrances into the parking lot from Graves are "existing." However, they fail to recognize that the kind of businesses located at this location in the past NEVER attract the kind of traffic we all know what Costco will bring to our neighborhood. This will bring down our property value. Well, I have some suggestions below.

#21 Alternatives allows people to submit alternatives. I'm attaching mine (sorry about the quality) in an attempt to address the issues (See attachment; ideas welcome!). A. (pic: blue arrows) Open up the wall between Lawrence Expwy and west end of Graves, allowing vehicles to come in and out directly from Lawrence B. (pic: red dash line across Graves) Install a chain or gate across Graves ave. so through traffic is for emergencies only. No public vehicles could cross. C. (pic: red dash line across parking lot entrance). Same as B, where a chain or gate is installed across this entrance to reserve use for emergency only D. (pic: blue arrows at mid Lawrence access) Add lights to allow traffic to go in all directions. This will alleviate traffic congestion at Prospect/Lawrence Finally, I'd like to add that the west end of Graves (and maybe some adjacent streets?) should be red-lined as without doing so, some people will still cut through our neighborhood to park on Graves, making Graves an extension to the Costco parking lot. I feel the pain for those who live at the west end of Graves and the couple adjacent streets. Imagine how it's like to have shoppers parking in front of their houses?

Please share my concerns.

Thank you,  
Heather Nomi  
4905 Rhonda Drive, 95129

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**From:** [Van Baker](#)  
**To:** [Blanco, Maira](#)  
**Subject:** CP21-0221 WESTGATE WEST COSTCO WAREHOUSE PROJECT  
**Date:** Sunday, January 30, 2022 1:50:07 PM

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[External Email]

I do not support the addition of Costco's warehouse to the Westgate West development but I am not into development. The biggest issue I see is the addition of significant traffic from both the Costco location and the ~1000 new housing units that are proposed for El Paseo. This would likely add a few thousand cars to the traffic that is already clogging both Lawrence Expressway and Saratoga Ave, This congestion will cause people to look for alternative ways to get to both Costco and the new housing. This will funnel traffic down Doyle drive and through the Country Lane neighborhood. There is already a problem with cars going through the neighborhood at speeds much higher than the posted limits. This new development will not only increase traffic congestion it will put young children at risk from the additional traffic going through the neighborhood. If you insist on going forward with this development at least block off Doyle drive so people cannot get to Costco after they go through the neighborhood. Most Costcos are located in industrial areas that are all business locations and are not placed in neighborhood locations. Lastly this is not just NUMBY on my part as a resident of the Country Lane neighborhood as I support the El Paseo development and recognize that San Jose needs a thriving business community and more housing.

Sincerely,

Van Baker  
1493 El Oso Drive  
San Jose, CA 95129

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**From:** [Dushyant Desai](#)  
**To:** [Jones, Chappie](#)  
**Cc:** [District1](#); [Atienza, Manuel](#); [Blanco, Maira](#); [Wenling Desai](#); [countrylaneneighborhood@gmail.com](mailto:countrylaneneighborhood@gmail.com)  
**Subject:** Costco warehouse proposal - West San Jose  
**Date:** Friday, February 11, 2022 3:12:44 PM

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Dear Representative Jones,

I am a resident of West San Jose on 1524 Greene Drive for over 25 years. We have seen the area develop and become more commercial and busier in our neighborhood. I suppose it is part and parcel of the city's economic growth. However, adding a Costco warehouse is going overboard in my view. The quality of residential life for homes on streets adjoining Graves Ave will deteriorate significantly from warehouse operations from **2AM to 9 PM on a daily basis**.

As a resident I am totally opposed to a Costco warehouse in our neighborhood. However, I am also old enough to know that moneyed interests will prevail and have prevailed in the past in allowing development projects in this area. Our humble request is to not allow any commercial traffic (trucks, delivery vehicles) on Graves Avenue at all. All the Costco related traffic entry and exit should be restricted to Lawrence Expressway, Prospect Road and Saratoga Avenue entrances which are open and operating now. It will be very helpful if the project is required to build a wall along Graves Avenue with no access to Costco.

We hope and count on you and our city offices to do the right thing for the overall benefit of your community and citizens.

Thank you for your help and consideration.

Sincerely  
Dushyant Desai

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**From:** [Randall J Foppiano](#)  
**To:** [Atienza, Manuel](#); [District1](#); [Blanco, Maira](#); [District2](#); [District3@sanjose.gov](#); [District4@sanjose.gov](#); [District5@sanjose.gov](#); [District6@sanjose.gov](#); [District7@sanjose.gov](#); [District8@sanjose.gov](#); [District9@sanjose.gov](#); [District10@sanjose.gov](#); [mayoremail@sanjose.gov](#); [Contact Elpaseo](#)  
**Subject:** El Paseo and 1777 Saratoga Avenue Mixed Use Village Signature Project File Nos.PDC19-049 & PD20-006  
**Date:** Saturday, January 15, 2022 3:25:00 PM

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A new proposal to construct a Costco big-box store on the site formerly occupied by Orchard Supply Hardware and several additional buildings in the Westgate West Shopping Center has generated this communication. This new proposal, in my opinion, could provide an opportunity to address some changes to the proposed redevelopment of the El Paseo de Saratoga Shopping Center.

I believe the construction of a Costco at the proposed location is unwarranted. Some real estate experts in the retail/commercial sector have stated that this area of West San Jose is oversaturated with retail establishments. A Costco at this location would have a major negative effect on the environment of the area. Air pollution would increase. Increased traffic congestion would occur at the intersections of Lawrence Expressway/Prospect Road, Lawrence Expressway/Saratoga Avenue, and Saratoga Avenue/Prospect Road. If the proposed Costco were to include a gas station gridlock would occur!

It is my understanding that the Westgate West Shopping Center occupies land in the El Paseo Urban Village described in the Envision 2040 Plan of the City of San Jose. The 2040 Plan forecasts 1632 new dwelling units will be required for this Urban Village in its entirety. The current redevelopment proposal (File No.PD20-006) for the first phase of El Paseo Shopping Center includes 994 dwelling units (approx. 60% of the aforementioned 1632).

I have a suggestion that addresses both projects. The Westgate West property should not be used for a new Costco. It should be designated for residential use. Constructing dwelling units on this site would enable the City of San Jose to instruct the developer of the El Paseo property to reduce the density of 994 dwelling units. Less units would result in shorter buildings or even reduce the number of required buildings. The environmental impact on this part of San Jose, especially that of the Baker West neighborhood, would be less. Additional dwelling units could also be provided in subsequent redevelopment phases of the El Paseo de Saratoga Shopping Center.

I trust that my opinions of this project will be considered by the City of San Jose in reaching a final decision going forward.

Randall J. Foppiano

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**From:** [rameshb](#)  
**To:** [Blanco, Maira](#)  
**Subject:** Fw: Feedback for EIR & general Costco Westgate West CP21-022 FILE CPA03-020-01  
**Date:** Tuesday, January 25, 2022 5:43:12 PM

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Hi Maira

copying you for completeness

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

**From:** Atienza, Manuel <[alec.atienza@sanjoseca.gov](mailto:alec.atienza@sanjoseca.gov)>  
**To:** rameshb <[rameshbemail-shop2@yahoo.com](mailto:rameshbemail-shop2@yahoo.com)>  
**Sent:** Tuesday, January 25, 2022, 03:08:00 PM PST  
**Subject:** Re: Feedback for EIR & general Costco Westgate West CP21-022 FILE CPA03-020-01

Hi Ramesh,

Thank you for the follow up and for speaking last night. I am confirming that I have received your comments.

Kind Regards,  
Manuel (Alec) Atienza  
Planner | Planning Division | City of San Jose  
200 E. Santa Clara Street, 3rd floor

---

**From:** rameshb <[rameshbemail-shop2@yahoo.com](mailto:rameshbemail-shop2@yahoo.com)>  
**Sent:** Monday, January 24, 2022 7:20 PM  
**To:** Atienza, Manuel <[Alec.Atienza@sanjoseca.gov](mailto:Alec.Atienza@sanjoseca.gov)>  
**Subject:** Feedback for EIR & general Costco Westgate West CP21-022 FILE CPA03-020-01

[External Email]

Hi Alec,

Please record this as my written comments for this project.

I live on the street adjacent to and behind proposed Costco.

I am opposed to Costco in our neighborhood.  
But, if Costco will be built then we demand the following:

we dont need a traffic study to know that human behaviour is to take path of least resistance - so people will People will drive through and park on our streets for easiest access to costco from the south.

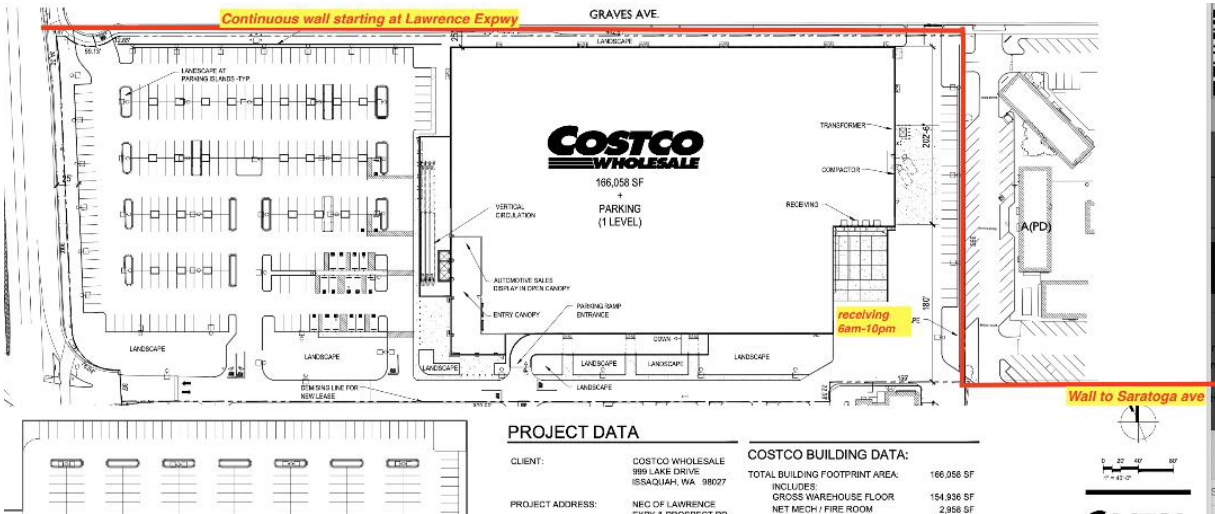
**1. We demand the existing driveway be closed AND a continuous wall between lawrence expressway and Saratoga ave so that no human can even walk through to Costco. I have previously communicated this to the city and Costco.**

This permit should not be approved without a permit/plan for the wall. Vice Mayor Chappie must help costco work with the other owners at the medical center and Sprouts complex to ensure a continuous wall is built on the south side between Saratoga ave and Lawrence wrapping around the medical center.

I know Costco is already working with the medical center - they need to engage with Sprouts site owner.

Costco has shielded neoghors from traffic with a wall at Almaden Costco.

**2. Costco has requested disturbing the sleep of neighbors via late night truck deliveries to Costco. The city should simply reject this and enforce standard business hours for deliveries - no trucks or any activity between 10pm and 6 am. This too is not negotiable.**



thanks  
Ramesh  
408 250 2661

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**From:** [Han Wen](#)  
**To:** [Blanco, Maira](#)  
**Subject:** Re: Proposed Costco at Lawrence and Prospect  
**Date:** Thursday, February 10, 2022 3:16:27 PM

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[External Email]

Hi Maira,

Please include my previous email below as part of the Costco comments for EIR considerations. Thanks!

-Han-

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**From:** Han Wen <hansker@yahoo.com>  
**Sent:** Thursday, February 10, 2022 3:06 PM  
**To:** Blanco, Maira  
**Subject:** Re: Proposed Costco at Lawrence and Prospect

Most appreciated. My main concern is if EIR are being made separately for each project:

1. El Paseo de Saratoga (Whole Foods mixed use - 11 story)
2. Costco
3. 10 story housing unit in the triangular area between Costco and El Paseo de Saratoga, as currently proposed by the Saratoga City Council

We need to understand the holistic EIR for all 3 of these projects together in terms of increased traffic, power, water and impact to the neighboring Prospect High School. (eg Can Prospect even support the additional students that may result from these projects?)

Thank you.

Best Regards,  
-Han-

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**From:** Blanco, Maira <Maira.Blanco@sanjoseca.gov>  
**Sent:** Thursday, February 10, 2022 2:23 PM  
**To:** 'Han Wen'  
**Subject:** RE: Proposed Costco at Lawrence and Prospect

Hi Han,

I will be reaching out to the City of Saratoga regarding active/proposed projects in the area. It is my understanding from input at the community meeting that the City of Saratoga is proposing a mixed-use project near the Costco project site.

Please note, the comment period for the NOP on the Costco project ends tomorrow – cumulative impacts will be part of the analysis.

Thanks,

**Maira Blanco**

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

---

**From:** Han Wen <[hansker@yahoo.com](mailto:hansker@yahoo.com)>  
**Sent:** Tuesday, February 8, 2022 11:20 PM  
**To:** Blanco, Maira <[Maira.Blanco@sanjoseca.gov](mailto:Maira.Blanco@sanjoseca.gov)>  
**Subject:** Re: Proposed Costco at Lawrence and Prospect

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Hi Maira,

Thank you for this information. Do you know if the EIR will take into account the combined impact of the Costco, El Paseo de Saratoga developments? Saratoga is also proposing a dense housing unit in the land in between the proposed Costco and El Paseo de Saratoga developments. All three proposed developments should be included in some overall EIR.

-Han-

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**From:** Blanco, Maira <[Maira.Blanco@sanjoseca.gov](mailto:Maira.Blanco@sanjoseca.gov)>  
**Sent:** Wednesday, February 2, 2022 8:56:53 AM  
**To:** 'Han Wen' <[hansker@yahoo.com](mailto:hansker@yahoo.com)>  
**Subject:** RE: Proposed Costco at Lawrence and Prospect

Good morning Han,

Please find the meeting recording here:

<https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/projects-of-high-interest/costco-westgate-west-5287-prospect-road>

In addition, the Notice of Preparation (of an EIR) is available here:

<https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/active-eirs/westgate-west-costco-warehouse-project-cp21-022>

The formal NOP commenting period ends on November 11, 2022. If you have comments on the NOP/CEQA analysis, please email your comment for the record.

Thank you,

**Maira Blanco**

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

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**From:** Han Wen <[hansker@yahoo.com](mailto:hansker@yahoo.com)>  
**Sent:** Sunday, January 30, 2022 3:57 PM  
**To:** Blanco, Maira <[Maira.Blanco@sanjoseca.gov](mailto:Maira.Blanco@sanjoseca.gov)>  
**Subject:** Proposed Costco at Lawrence and Prospect

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[External Email]

Hi,

Can you send me a link to any public forums that will be providing feedback on this proposal (and/or recordings of prior forums/meetings)? I'd like to understand what is the latest proposal to help mitigate traffic and parking concerns. Thank you.

Sincerely,  
Han wen

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**From:** [Han Wen](#)  
**To:** [Blanco, Maira](#)  
**Subject:** Re: Proposed Costco at Lawrence and Prospect  
**Date:** Thursday, February 10, 2022 3:07:04 PM

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[External Email]

Most appreciated. My main concern is if EIR are being made separately for each project:

1. El Paseo de Saratoga (Whole Foods mixed use - 11 story)
2. Costco
3. 10 story housing unit in the triangular area between Costco and El Paseo de Saratoga, as currently proposed by the Saratoga City Council

We need to understand the holistic EIR for all 3 of these projects together in terms of increased traffic, power, water and impact to the neighboring Prospect High School. (eg Can Prospect even support the additional students that may result from these projects?)

Thank you.

Best Regards,  
-Han-

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**From:** Blanco, Maira <Maira.Blanco@sanjoseca.gov>  
**Sent:** Thursday, February 10, 2022 2:23 PM  
**To:** 'Han Wen'  
**Subject:** RE: Proposed Costco at Lawrence and Prospect

Hi Han,

I will be reaching out to the City of Saratoga regarding active/proposed projects in the area. It is my understanding from input at the community meeting that the City of Saratoga is proposing a mixed-use project near the Costco project site.

Please note, the comment period for the NOP on the Costco project ends tomorrow – cumulative impacts will be part of the analysis.

Thanks,

**Maira Blanco**

Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street  
Email: [Maira.Blanco@sanjoseca.gov](mailto:Maira.Blanco@sanjoseca.gov) | Phone: (408)-535-7837

---

**From:** Han Wen <[hansker@yahoo.com](mailto:hansker@yahoo.com)>  
**Sent:** Tuesday, February 8, 2022 11:20 PM  
**To:** Blanco, Maira <[Maira.Blanco@sanjoseca.gov](mailto:Maira.Blanco@sanjoseca.gov)>  
**Subject:** Re: Proposed Costco at Lawrence and Prospect

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[External Email]

Hi Maira,

Thank you for this information. Do you know if the EIR will take into account the combined impact of the Costco, El Paseo de Saratoga developments? Saratoga is also proposing a dense housing unit in the land in between the proposed Costco and El Paseo de Saratoga developments. All three proposed developments should be included in some overall EIR.

-Han-

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**From:** Blanco, Maira <[Maira.Blanco@sanjoseca.gov](mailto:Maira.Blanco@sanjoseca.gov)>  
**Sent:** Wednesday, February 2, 2022 8:56:53 AM  
**To:** 'Han Wen' <[hansker@yahoo.com](mailto:hansker@yahoo.com)>  
**Subject:** RE: Proposed Costco at Lawrence and Prospect

Good morning Han,

Please find the meeting recording here:

<https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/projects-of-high-interest/costco-westgate-west-5287-prospect-road>

In addition, the Notice of Preparation (of an EIR) is available here:

<https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/active-eirs/westgate-west-costco-warehouse-project-cp21-022>

The formal NOP commenting period ends on November 11, 2022. If you have comments on the NOP/CEQA analysis, please email your comment for the record.

Thank you,

**Maira Blanco**

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

---

**From:** Han Wen <[hansker@yahoo.com](mailto:hansker@yahoo.com)>  
**Sent:** Sunday, January 30, 2022 3:57 PM  
**To:** Blanco, Maira <[Maira.Blanco@sanjoseca.gov](mailto:Maira.Blanco@sanjoseca.gov)>  
**Subject:** Proposed Costco at Lawrence and Prospect

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Hi,

Can you send me a link to any public forums that will be providing feedback on this proposal (and/or recordings of prior forums/meetings)? I'd like to understand what is the latest proposal to help mitigate traffic and parking concerns. Thank you.

Sincerely,  
Han wen

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**From:** [Hang Ma](#)  
**To:** [Blanco, Maira](#)  
**Subject:** Concerns on Costco project 5287 Prospect Road  
**Date:** Thursday, February 10, 2022 2:19:51 PM

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[External Email]

Hi Maira,

This is Hang. I live with my family in the Country Lane neighborhood. Thanks for organizing the Zoom meeting on Jan 24th.

I attended that meeting and I share the deep concerns with many of my neighbors about the potential traffic impact, in the following aspects:

1, the traffic on Lawrence and Saratoga are already very bad. It will only be worse with the Costco and the El Paseo developments. I would love to see an EIR studying the joint traffic impact by these two projects.

2, I feel sorry for the kids who walk to Country Lane Elementary school every day. With the traffic cut across the country lane neighborhood, kids will face more danger. Costco is not a good fit for a location so close to an elementary school.

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January 12, 2022

Maira Blanco  
City of San Jose  
200 East Santa Clara Street, 3<sup>rd</sup> Flr Tower  
San Jose, CA 95113

Ref: Gas and Electric Transmission and Distribution

Dear Maira Blanco,

Thank you for submitting the 5287 Prospect Road 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](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 10 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](http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html)) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

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

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



**From:** [James Witt](#)  
**To:** [Blanco, Maira](#); [Atienza, Manuel](#)  
**Cc:** [Jim and Debbie Witt](#)  
**Subject:** Costco Project at Westgate West Shopping Area  
**Date:** Thursday, February 10, 2022 9:19:56 AM

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Dear Maira Blanco and Alec Atienza -

The proposed Costco project does not belong in a residential area but rather in an industrial area such as the old Vallco Shopping Area. This will directly impact the entire Country Lane residential area and the two schools, Prospect High School and Country Lane Elementary School.

In regards to the schools, the students that live in my neighborhood that attend Prospect High School walk or ride their bikes to school. They typically cut through the Westgate West parking lot to get home. This will mean that every afternoon when school gets out, there will be many kids walking and riding their bikes through the parking lot which will be very dangerous and potentially an accident waiting to happen with all the costco shoppers trying to get in and out of the parking spaces.

The traffic on Lawrence Expressway and Doyle is already a nightmare during commute hours. This project would add additional traffic onto Doyle Road as it will be used as a short cut off from Lawrence Expressway to avoid the light at Lawrence Expressway and Prospect Road. This will create more traffic on all the streets off from Doyle (i.e Cordelia Ave., Happy Valley Ave., Brenton, etc.) to be able to access Costco from Graves Avenue. We already have issues with drivers not going the speed limit on our streets and now we will have even more people rushing through our neighborhood to get to Costco.

The lights at Prospect Road and Lawrence Expressway and the light on Prospect Road to enter the parking lot will also be impossible. Prospect Road is not long enough to have that many cars waiting to make a left hand turn into the parking lot. This will make people run red lights or block the through traffic so they don't

have to wait two or three light changes in order to make the left turn. This will make it difficult for all the business on Prospect Avenue for their customers to get in and out of their parking lots.

The people who live on Graves and the adjoining streets will have to not contend with the additional traffic, they will now have to deal with additional pollution from truck's exhausts coming and going into the site, the noise from all the trucks, and the lights proposed for the roof top parking! Also, will there be security on the rooftop parking lot? You know that this will be a great area for kids to go hang out to party or worse for drug deals to happen.

This will also impact the businesses that are already in Westgate West. I, along with most of my neighbors, do a lot of our grocery shopping at Trader Joe's, Sprouts, and Smart and Final. With this proposal, Smart and Final will be gone and it will be impossible to park for Trader Joe's. People will quit going to these markets because it will be too difficult to get in and out of the parking lot.

Please listen to the residents of Country Lane Neighborhood and reconsider allowing such a project to be built in this area!

Debbie Witt  
Cordelia Avenue

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**From:** [Donna Yuen](#)  
**To:** [Blanco, Maira](#)  
**Cc:** [Atienza, Manuel](#)  
**Subject:** Jan 24 ,2022 EIR Scoping Meeting concern for the Costco Project at the SJ West Westgate Shopping Center  
**Date:** Monday, January 24, 2022 7:58:19 PM

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[External Email]

Hi Maira and Alec,

In regard to the traffic study for the EIR for the Costco project for the San Jose West Westgate Shopping Center, I'd like the traffic analysis team to thoroughly study the traffic and how this Costco Project as well as the El Paseo Mixed Use Project will impact traffic at the following intersections:

1. The intersection where cars enter and exit the Costco Parking lot from Prospect Road.
2. The intersection where cars enter and exit the Costco parking lot from Lawrence Expressway.
3. Lawrence Expressway and Prospect Road
4. Lawrence Expressway and Saratoga Avenue
5. Prospect Road(or Campbell Ave) and Saratoga Avenue
6. Saratoga Avenue and Graves Avenue
7. Quito Road and Northlawn Drive
8. Campbell Avenue and Hamilton Road
9. Saratoga Avenue and Cox Road
10. Campbell Avenue and San Tomas Aquino Road
11. Bucknall Road and Quito Road

They need to examine when the traffic will be the heaviest during commute times as well as on the weekends when people need to do their shopping.

Thank you for allowing us to express our concerns.

Donna Yuen  
Baker West Resident

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**From:** [Jeanie S.](#)  
**To:** [Blanco, Maira](#)  
**Subject:** Westgate Costco  
**Date:** Friday, January 28, 2022 3:36:52 PM

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[External Email]

Without much ado it seems that Costco is being allowed to invade our neighborhood!  
Please speak for us and don't allow the destruction of our living spaces!  
We strongly oppose having such a huge traffic draw to an otherwise peaceful neighborhood.  
There are already so many businesses right there on Prospect and Lawrence that pedestrian crosswalks are at times overflowing.  
There's already a Costco only 10 min down the expressway built appropriately in a commercial area.  
Please do *not* let Costco join the already proposed development at El Paseo crowding the surrounding streets!  
**Please** relocate the new building to an industrial area, **not** a well established quiet area with nature trails parks and other amenities  
that have drawn home buyers into the Countrylane neighborhood!

Jeanie Stephenson

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**From:** [John Yelinek](#)  
**To:** [Blanco, Maira](#)  
**Subject:** Costco at Prospect and Lawrence  
**Date:** Tuesday, February 8, 2022 7:51:00 AM

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Dear Ms. Bianca,

As a resident of Saratoga for over 35 years, I can't stress enough how strongly I object to a Costco being developed at Prospect and Lawrence.

The traffic in this area is already so congested that I try to avoid Prospect by taking side streets whenever possible. We don't need to add more congestion. And the proximity to Prospect High School makes the problem even more dangerous. Students are always crossing these streets in many groups.

I understand there will be roof top parking at the new facility. This would create more light pollution in our neighborhood. Why would you subject residents in the surrounding neighborhood to this obnoxious problem?

There are 3 Costco's within 10 minutes of the Prospect location. We don't need another one.

Thank you,  
John Yelinek

Sent from my iPad

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**From:** [JULIE BORINA DRISCOLL](#)  
**To:** [Blanco, Maira](#)  
**Cc:** [Liccardo, Sam](#); [District1](#)  
**Subject:** Sound and Traffic Studies—Westgate  
**Date:** Tuesday, February 8, 2022 7:36:00 AM

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[You don't often get email from [julieboridriscoll@sbcglobal.net](mailto:julieboridriscoll@sbcglobal.net). Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

[External Email]

Maira,

The following should be considered as a design for the new Costco. Not all locations seem to have this plan. However, where residential neighborhoods are nearby, especially with the new development plans surrounding at El Paseo, the ratio of population to space will increase quite dramatically.

THE DESIGN IDEA—Certain Costco locations have the Costco big rig trucks deliver to the back of the store, backing up, to an area where it is actually part of the store. (Costco location on Kifer may have this design plan). An area is blocked off from shoppers as the truck is unloaded. (Once this was witnessed on a Sunday evening, right before closing time—it just seemed so efficient and effective, shielding noise from the outside). The unloading of merchandise was being prepared right before closing time, when there were relatively fewer people in the store. The dock area was actually connected to the store.

NOISE—There are times, in residential neighborhoods, over history, people would complain about the noise levels that trucks with merchandise would generate, when unloading the merchandise on trucks, especially in the early morning hours when people were trying to sleep.

IMPORTANT TO CONSIDER AS THE  
BEST OF DESIGN PLANS DID NOT ALWAYS  
CONSIDER NOISE FROM TRUCK  
DELIVERIES BUT DAILY REALITIES  
LIKE THIS NEED TO BE CONSIDERED

BEFORE RATHER THAN IN THE LATTER  
RETROFIT STAGES, WHERE IT MAY  
NOT BE SIMPLE TO RETROFIT.

TRAFFIC STUDY—Quite honestly, when students are out in the afternoons at Prospect High School, traffic congestion with a considerable number of students around Lawrence and Prospect, has been an area, even as it is currently, to raise concerns about pedestrian and traffic safety. The Projects planned around Lawrence Expressway and Prospect, proceeding and intersecting with Saratoga Avenue, when one drives on toward Quito Rd./Saratoga where the new El Paseo Project is planned, will introduce considerably more congestion.

#### PEDESTRIAN/BICYCLE BRIDGE IDEA:

Quite honestly, in the area around Prospect and Lawrence, (Prospect High School Football Field area), the safety ideal with new construction would be to have a pedestrian/bicycle bridge, like the one that crosses 280, from Moorpark to Cypress Avenue, as an example, to ease the pedestrian and traffic congestion which the new developments will naturally bring to an already busy area. The peak hours appear to be mid afternoon through rush hour, as Lawrence Expressway does connect the areas around Saratoga to 280 and vice versa—very heavily travelled. The truth is that during certain times, even now, there could be traffic flow interference as a steady crowd of students are dismissed from Prospect High School. A PEDESTRIAN/BICYCLE BRIDGE (OVERHEAD) CROSSING LAWRENCE EXPRESSWAY WOULD TAKE THE STUDENTS INTO SAFETY ON THE PEDESTRIAN/BICYCLE BRIDGE, AS IT INCREASES TRAFFIC SAFETY IN THE GENERAL AREA.

#### SIMILAR TO SAN TOMAS BRIDGE NR. BUDD:

Could this pedestrian/bicycle bridge idea be considered with the Costco and El Paseo Projects, coordinating the developers to consider overall traffic and pedestrian flow increases with safety precautions for traffic, drivers, and for pedestrians, bicyclists?

Thank you very much for your review  
and consideration, to be presented  
as appropriate.

Julie Borina Driscoll  
General Partner & Successor Trustee  
Borina Family Protection Trust  
Borina Enterprises, LP

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**From:** [Kristy F](#)  
**To:** [Blanco, Maira](#)  
**Subject:** Re: my comments: THE WESTGATE WEST COSTCO WAREHOUSE PROJECT CP21-0221  
**Date:** Thursday, February 10, 2022 4:23:33 PM

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One important fact that I forgot to add is the following:

**The current northwest parking lot driveway is a one way driveway** that only goes out and not in.

So the Costco design team's insistence that they are merely utilizing two existing driveways doesn't stand, and

That's in addition to the fact that the past businesses at this location did not draw the kind of traffic that Costco will.

On Thu, Feb 10, 2022 at 10:39 AM Kristy F <[tfuman2013@gmail.com](mailto:tfuman2013@gmail.com)> wrote:

Hi,

The following are my comments for the NOP DEIR of the following project:

WESTGATE WEST COSTCO WAREHOUSE PROJECT CP21-0221

I also include a proposal to address most people's concerns from the **Country Lane neighborhood** under #21 (attached drawing to assist in understanding of my proposal)

#6 Energy

I do believe they should consider installing **Solar panels** above the rooftop parking for two benefits:

- a. saving energy (the obvious)
- b. providing **shades** for vehicles (like the school parking lots) -
  - People don't like to load their groceries into hot cars; Solar panels also act as shades which will **encourage shoppers to use the rooftop parking instead of fighting for spots on the ground under the trees.**
  - This would also have the benefit of **reducing air pollution** due to less need for air conditioning. (this suggestion could go under #8 as well)

If solar panels are not to be considered, then **underground parking** is the way to go.

#8 Greenhouse Gas Emissions

I strongly suggest that Costco installs numerous **bicycle parking racks** along Costco building walls under the roof to encourage bicycle use for nearby residents. In addition, provide camera monitoring systems overlooking the racks to deter thefts and provide confidence.

- This is very important. We already know about San Jose's plan for a 12-story housing at El Paseo, and Saratoga's plan for a 10-story housing across Prospect ave.. Providing lots of bike racks will help bring down the traffic.

#17 Transportation and Circulation

-----  
Without any modification to the current proposed design, the residential area at the **Country Lane neighborhood** north of the site will be **severely impacted** by the current plan.

**The design team repeatedly stressed that the two driveways from Graves Ave. are "existing." However, they failed to acknowledge that the kind of businesses located at this location in the past NEVER attract the kind of traffic we all know what Costco will bring to our neighborhood which is immediately adjacent to the proposed site.**

Major issues include:

- To avoid the heavy traffic brought on by Costco to the surrounding major roads, **shoppers will undoubtedly cut through the quiet residential streets in Country Lane from all directions**, bringing **increased traffic** and **danger** to kids and residents; this would not only change the appeal of this nice and quiet neighborhood, but also **bring down the property values**.
- Furthermore, shoppers who have trouble finding parking spaces at Costco will undoubtedly **use Graves ave. and even other nearby residential streets as an extension to the Costco parking lot**. And such "extended parking lots" would draw even more cars to cut through our quiet residential streets

My proposal as an alternative is stated for your consideration in #21 below.

#### #21 Alternatives

-----

It is extremely important to address the issues cited in #17 above. **Failing to do so would call for the need to find another location.**

If Costco is serious about putting a warehouse at this site, they must address our concerns.

Below I'm proposing an alternative plan that would address the issues mentioned above. It will require **all of the following changes(or equivalent)** to be met to work.

Please reference attachment and locate **red pen marks 'A', 'B', and 'C' alone Graves ave.** to ease of understanding :

- First, I'd like to state that even though my first few points below are designed to block vehicle access from Graves ave into the Costco parking lot, I'd like to add that I believe **Graves Ave could still be utilized for truck access** (using existing driveways with added gates/arms) **provided that the time of access is limited** to outside of regular sleep hours.
- open/move the wall section (at 'A' on pic) between Lawrence Expwy and Graves eastward to the **red dotted line(with purple X) at 'B' on pic**. This will effectively leave the northwest driveway outside of the wall, on the Lawrence side. Keep the sidewalks open for foot/bike traffic
  - If emergency vehicle access is a concern, make this **"wall" at 'B' a controlled gate/arm or bollards**. Put a sign that says **"No Public Access"** on the "wall/bollards/gate" at 'B'
  - Traffic can now come in and go out from the northwest driveway directly from Lawrence expwy (red arrows at 'A' on pic), while the wall/gate/bollards at 'B' prevents vehicles from accessing Graves ave.
    - Note that I'm suggesting the traffic to come in and out from both directions of Lawrence Expwy, alleviating some of the load at Lawrence/prospect.
  - **An alternative to moving the wall at 'A' :**
    - **leave the cul-de-sac at west end of Graves alone**
    - put **gate/bollards at existing north west driveway**
    - open a new driveway directly from Lawrence Expwy to Costco parking lot (instead

of Graves) near north west corner.

- rearrange parking rows so vehicles can get in and out more smoothly
- Install a **controlled gate/arm (or bollards for pedestrians/bikes) across the northeast end driveway** (red dotted line with purple X at 'C' on pic) on Graves ave.
  - This will prevent shoppers from cutting through Country Lane, while allowing emergency or service vehicles (or Costco delivery trucks) to get through
  - Put a sign that says "**No Public Access**" on "walls/bollards/gates" 'C' .
- To address street parking issues cited above:
  - put "**No shopper parking**" signs (with warning of fines) along Graves ave at northern border, and lower parts of Greene dr, Field dr., and Cameo dr. , **allowing residents to report violations with picture evidence (city should enforce strictly)**.
  - Alternatively, use "**Permit parking only**" signs, and issue parking permits to nearby residents only
- To ensure kids can safely walk between Prospect High school to and from their homes in the Country Lane neighborhood without having to pass through increased # of parking lot entries and heavier traffics through them,
  - create sidewalks along the west side of Lawrence expy all the way from Prospect High to the point across from 'A' on pic, but north of Graves ave., and
  - add crosswalk controlled by traffic lights for crossing Lawrence ave. (see green highlight on pic for new sidewalk and cross road)

Finally, it is very important that the city doesn't forget that **traffic study should be projected from normal (non-pandemic) time.**

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

**From:** [Kristy F](#)  
**To:** [Blanco, Maira](#)  
**Subject:** my comments: THE WESTGATE WEST COSTCO WAREHOUSE PROJECT CP21-0221  
**Date:** Thursday, February 10, 2022 10:40:07 AM

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Hi,

The following are my comments for the NOP DEIR of the following project:  
WESTGATE WEST COSTCO WAREHOUSE PROJECT CP21-0221

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  - add crosswalk controlled by traffic lights for crossing Lawrence ave. (see green highlight on pic for new sidewalk and cross road)

Finally, it is very important that the city doesn't forget that **traffic study should be projected from normal (non-pandemic) time.**

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

**From:** [Leonidas Galanis](#)  
**To:** [Blanco, Maira](#)  
**Subject:** Comments on CP21-022  
**Date:** Monday, February 7, 2022 9:24:10 PM

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Hi Maira!

Here are my comments on the document linked [here](#).

*"On average, ten trailer trucks would deliver goods to the proposed Costco between 2:00 A.M. and 1:00 P.M. with an average of two to three trucks arriving per hour."*

This rate of Trucks arriving in the area is much higher than currently. If these trucks enter through Graves, people's lives living adjacent to Graves will be gravely impacted. You can already hear trucks roar by. This rate will make it unbearable. **Please enforce the closure of Graves ave entrances as proposed by the city.**

*"As shown in Figure 4, Conceptual Site Plan, the Project would retain the six existing driveways."*

Maintaining the existing drive will enable people to drive through the Country lane neighborhood to get to the parking lot. Item 17 below does not explicitly address traffic through adjacent neighborhoods.

23 Cumulative impacts: The document should list the foreseeable future project like the El Paseo project that creates a very dense residential urban village.

**Shouldn't there be a combined EIR for both mega projects (el paseo & costco)** to account for the case where both exist a few years from now? Having each project do their own EIR and including the other projects' impacts in it, seems very counterproductive to me and will contain inconsistencies based on assumptions that are done by 2 different sets of people.

Thank you!

Leo

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**From:** [Sparkles\\_95130](#)  
**To:** [Blanco, Maira](#)  
**Subject:** RE: Proposed Costco Westgate Project and 1312 El Paseo & 1777 Saratoga Avenue Mixed-Use Project  
**Date:** Friday, February 11, 2022 4:38:38 PM

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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](mailto:Maira.Blanco@sanjoseca.gov)

Re: Proposed Costco Westgate Project (CP21-0022) and Draft Environmental Impact Report for the 1312 El Paseo & 1777 Saratoga Avenue Mixed-Use Project (PDC19-049 & PD20-006)

I am writing to object to the Costco proposal moving forward based on incomplete evaluation of traffic and lack of inclusion of the 1312 El Paseo & 1777 Saratoga Avenue Mixed-Use Project. I request that San Jose defer consideration of the proposed Project until completion of an Urban Village Plan that includes a comprehensive transit, bicycle, and pedestrian plan capable of meeting transportation and infrastructure demand. Including impact on existing surrounding neighborhoods. Upon completion of the Plan, I request San Jose revise and re-circulate a DEIR, continue the process and add new rounds of well publicized public feedback.

This isn't about only Costco. It's that there is no plan for traffic/etc, which is already bad because they area is a small triangle of land with three high traffic streets coming together and a borderline between cities that aren't working together by their own admission in zoom meetings.

On one corner is Westgate mall; another corner a medical center, townhouse development, shopping center with Trader Joe's (how will it be impacted?) and number of stores/restaurants where the proposed Costco would be wedged into; 3rd corner a housing development of several 10? Story buildings and a new Whole Foods; the fourth includes it own new tower of housing. All at the convergence of Saratoga/Prospect/Lawrence expressways in a very narrow corridor of land.

>Where there are currently 9 traffic signals close enough together to throw a rock to.<

This is a problem. A huge problem. It's already a problem and nothing has been built yet. It is also a problem unaddressed in the transportation analysis, appendix I, of your draft EIR Report for the 1312 El Paseo & 1777 Saratoga Avenue Mixed-Use Project (PDC19-049 & PD20-006). The stated "cooling" of traffic suggesting changes to traffic light islands is totally



inadequate. The reason being there just isn't any way to mitigate the obvious traffic congestion to come if this project moves forward.

Someone on the zoom call said by Costco's posted numbers they average 5k customers per day. So that along with approximately 1500+ new housing units between the two new projects, is a lot more traffic with no where to go. Not to mention a high school (kids walk in this traffic) and elementary school in the mix.

I'm not anti-Costco, we who are familiar with the area, are just realistic there's just not room for them in this particular spot. It doesn't work and there is no way to make it work. It's glaringly obvious. With all the new housing proposed and now a Whole Foods too, we already didn't know how it could possibly work. Costco just takes it from a traffic nightmare to an impending traffic disaster situation.

I am requesting a delay moving forward and full transparency of information to the public. I, for one, know that not one of the written questions on zoom calls was responded to, which included mine.

The DEIR Fails to Comply With CEQA A.

The DEIR's Flawed Project Description Does Not Permit Meaningful Public Review of the Project. "An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR." San Joaquin Raptor, 27 Cal.App.4th 713, 730, (quoting County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185, 193). As a result, courts have found that even if an EIR is adequate in all other respects, the use of a "truncated project concept" violates CEQA and mandates the conclusion that the lead agency did not proceed in a manner required by law.

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

The DEIR Fails to Adequately Evaluate and Mitigate the Project's Environmental Impacts. The DEIR and the Transportation Analysis Err Because They Fail to Consider Traffic From the Proposed Costco Facility.

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

The DEIR Should Be Revised and Recirculated. Under California law, the present DEIR cannot properly form the basis of a final EIR. CEQA and the Guidelines describe the circumstances that require recirculation of a draft EIR. Such circumstances include: (1) the addition of significant new information to the EIR after public notice is given of the availability of the DEIR but before certification, or (2) the draft EIR is DEIR for El Paseo & 1777 Saratoga Ave. Mixed-Use Project November 18, 2021 11 so “fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.” Guidelines § 15088.5.

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

Therefore, this revised EIR must then be recirculated for public review and comment. Public Q&A should be responded to before moving forward. The so called FAQ should be shared along with further public comment. I want to know why Costco’s idea of moving to the old Fry’s location near Hamilton/17 was abandoned. I want to know what incentives were offered to Costco by San Jose to locate within San Jose proper. There are so many reasons for a delay, if not outright abandonment of the Costco project, there needs to be much more information collected and shared with the public before moving forward as there are many unanswered questions and little transparency.

Thank you for your attention in this matter,

Maria Dugan  
Long time District 1 resident

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**From:** [mimi L](#)  
**To:** [Blanco, Maira](#)  
**Subject:** THE WESTGATE WEST COSTCO WAREHOUSE PROJECT CP21-0221  
**Date:** Friday, February 11, 2022 4:05:30 PM

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Dear Maira,

My comments are as follows.

As much as I like Costco, I cannot bear to let it ruin my neighborhood in Country Lane. The traffic will increase on my streets, which are normally very, very quiet. Our streets are supposed to be residential streets.

I propose that you request Costco to close off the two north parking lot entries on Graves avenue. They should move the cul-de-sac from Lawrence to the right of the left driveway, allowing direct access from Lawrence, and close off the right driveway to make it delivery truck only.

thank you

M

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

Department of Planning, Building, and Code Enforcement  
Attn: Maira Blanco, Planner II  
200 East Santa Clara Street, 3rd Floor  
San José, CA 95113  
Via email: [Maira.Blanco@sanjoseca.gov](mailto:Maira.Blanco@sanjoseca.gov)

February 11, 2022

**Re: Notice of Preparation of a Draft Environmental Impact Report  
for Westgate West Costco Warehouse Project**  
File No. CP21-022

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 in the heart of the Paseo de Saratoga Urban Village, which encompasses the proposed Costco Warehouse site.

This project would shoehorn a popular 166,058 sq. ft. membership warehouse center into an unusually small site, in a dense urban location that is immediately adjacent to homes and diagonally opposite from a high school. This is not the ideal place for a Costco Warehouse, and it may not be a sensible one.

Our residents drive past the site regularly. We shop and dine at Westgate West's neighborhood stores and restaurants. Our teenagers walk and ride bicycles to and from Prospect High School.

Our primary concerns about the project are:

- **Traffic Impacts** caused by this and other expected development in the area
- **Pedestrian & Cyclist Safety** along Prospect Road, especially where students cross at Lawrence Expressway
- **Site Access and Circulation** issues, including the adequacy of parking for Costco shoppers and protection of parking for co-located businesses

We would like the Draft EIR to study the following potential impacts of the project and to consider these possible mitigation measures:

### ***Air Quality***

- Analyze the project's expected impact – due to construction and increased traffic congestion – on air quality in the area, including at the intersection of Prospect Road and Lawrence Expressway and at the intersection of Prospect Road and Saratoga Avenue. Projections should be available for different times of day (8:30 a.m., 2:30 p.m., 5:00 p.m. and 6:30 p.m.) and for different times of the year, including June (end of school year) and August (start of school year).

### ***Biological Resources***

- To mitigate the removal of 69 existing trees, consider requiring the developer to plant native trees to reduce water use and support native wildlife.

### ***Energy***

- Identify which project design features reduce energy consumption.
- To offset increased energy usage, consider requiring onsite solar energy generation.

### ***Greenhouse Gas Emissions***

- Discuss how the project supports San Jose's goal of carbon neutrality by 2030.
- To offset greenhouse gas emissions, consider requiring EV charging stations.
- Will Costco encourage its 250-300 employees to take transit? How will it do this? Will it offer incentives like free or reduced-price Clipper passes?

### ***Land Use***

- Discuss the project's consistency with the City's strategy to develop the Paseo de Saratoga Urban Village area to support a walkable, bicycle-friendly, transit-oriented, mixed-use environment.

### ***Noise and Vibration***

The Notice of Preparation's section on Noise and Vibration states "The Project site is located adjacent to the Lawrence Expressway." It is also adjacent to residential neighborhoods, a medical center, and other businesses.

- Analyze potential noise and vibration impacts of project construction and operation at several locations, including:

- In the Country Lane neighborhood, near Field Drive and Ferguson Way
- In residential locations across Lawrence Expressway
- In front of Super Duper Burgers and Trader Joe’s
- Near Quest Diagnostics
- At Prospect High School’s football field

The Notice of Preparation also states that “On average, ten trailer trucks would deliver goods to the proposed Costco between 2:00 A.M. and 1:00 P.M. with an average of two to three trucks arriving per hour.”

- At recent community meetings, Country Lane residents requested no deliveries before 6 a.m. This is reasonable and should be considered as a mitigation measure.

**Public Services**

There have been a considerable number of car break-ins at Westgate Mall and El Paseo de Saratoga Shopping Center.

- What parking security measures will Costco put in place to protect shoppers and reduce demand for police services?

***Transportation and Circulation***

- Traffic analysis should study impacts along the following roadways – and their major intersections – during high school drop off (8:30 a.m.), high school pick up (2:30 p.m.) and evening commute times (5 p.m. and 6:30 p.m.):
  - Saratoga Avenue from I-280 to I-85
  - Lawrence Expressway from I-280 to Saratoga Avenue
  - Prospect Road from the entrance to Prospect High School to the Hamilton Avenue/Campbell Avenue split. (This stretch is particularly congested and the cause of significant neighborhood cut-thru traffic.)
- Traffic analysis should consider the merits of making Lawrence Expressway, not Prospect Avenue, the main entrance for Costco.
- Traffic analysis should consider closing off the Costco site from Graves.
- Discuss the project’s consistency with the West San Jose Multimodal Transportation Improvement Plan and the designation of Saratoga Avenue as a “Grand Boulevard”.
- What improvements are planned for roads and intersections in the area separate from and as a result of the project?
- Will Donahue Schriber or Costco have any obligation to help fund improvements?

- Class IV bike lanes are planned for major streets in the area. How might these plans be affected by the project? Are there any plans to extend the Saratoga Creek Bike Trail as a result of this project?
- Will the proposed site access from Prospect Road and parking configuration result in most cars parking on the roof or will most cars seek surface parking?
- Adequate parking is key to good site circulation. According to Costco's website, 750 spaces are typical for a "Regular Costco", yet this project only includes 689 dedicated parking spaces. Are 689 spaces adequate for a Costco this size?
- Could protected parking for co-located businesses be established and enforced to encourage Costco shoppers to park on the roof and not take up parking needed by other businesses and their patrons?
- How will Costco discourage employees and customers from parking in adjacent neighborhoods?

### ***Cumulative Impacts***

- The traffic analysis and other studies should take into account the impact of all foreseeable projects in the area, including:
  - 1312 El Paseo & 1777 Saratoga Avenue Mixed-Use Village Project
  - Total growth plans for the Paseo de Saratoga Urban Village
  - Total growth plans for the Saratoga Avenue Urban Village
  - Residential development plans to the southeast of the Prospect/Lawrence intersection and along Saratoga Avenue near Cox Avenue

### ***Other Sections***

- Please evaluate the project's consistency with the City's plans to transform this area into a pedestrian-friendly, transit-oriented, mixed-use Urban Village.

Thank you for considering our comments as you prepare the Draft EIR for this project.

*Amy Y Cody*

Amy Cody  
 President, Moreland West Neighborhood Association  
 Email: [morelandwestna@gmail.com](mailto:morelandwestna@gmail.com)

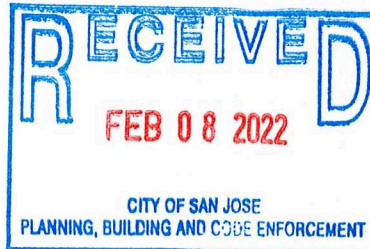
cc: Vice Mayor Chappie Jones



## NATIVE AMERICAN HERITAGE COMMISSION

January 25, 2022

Maira Blanco, Planner  
City of San Jose  
200 East Santa Clara Street  
San Jose, CA 95113

**Re: 2022010135, Westgate West Costco Warehouse Project, Santa Clara County**

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Luiseño

VICE CHAIRPERSON  
**Reginald Pagaling**  
Chumash

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**Christina Snider**  
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**NAHC HEADQUARTERS**  
1550 Harbor Boulevard  
Suite 100  
West Sacramento,  
California 95691  
(916) 373-3710  
[nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
[NAHC.ca.gov](http://NAHC.ca.gov)

Dear Ms. Blanco:

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

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

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

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



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

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

  - a. A brief description of the project.
  - b. The lead agency contact information.
  - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
  - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

  - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

  - a. Alternatives to the project.
  - b. Recommended mitigation measures.
  - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:

  - a. Type of environmental review necessary.
  - b. Significance of the tribal cultural resources.
  - c. Significance of the project's impacts on tribal cultural resources.
  - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

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

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
  - b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a.** Avoidance and preservation of the resources in place, including, but not limited to:
    - i.** Planning and construction to avoid the resources and protect the cultural and natural context.
    - ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
  - b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - i.** Protecting the cultural character and integrity of the resource.
    - ii.** Protecting the traditional use of the resource.
    - iii.** Protecting the confidentiality of the resource.
  - c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
  - d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
  - e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
  - f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
  - b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
  - c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf)

## SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf).

Some of SB 18's provisions include:

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

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

### NAHC Recommendations for Cultural Resources Assessments

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

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - a. If part or all of the APE has been previously surveyed for cultural resources.
  - b. If any known cultural resources have already been recorded on or adjacent to the APE.
  - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
  - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
  - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
  - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
  - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
  
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
  - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
  - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
  - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:  
[Andrew.Green@nahc.ca.gov](mailto:Andrew.Green@nahc.ca.gov).

Sincerely,



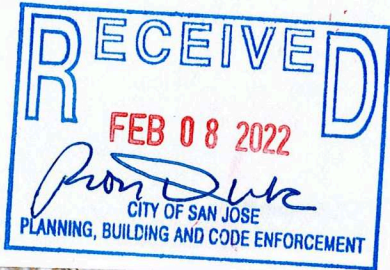
Andrew Green  
Cultural Resources Analyst

cc: State Clearinghouse



State of California  
Native American Heritage Commission  
1550 Harbor Blvd., Ste. 100  
West Sacramento, CA 95691

→ *Maria*



CHAIRPERSON  
**Laura Miranda**  
Luiseno

Maira Blanco, Planner  
City of San Jose  
200 East Santa Clara Street  
San Jose, CA 95113



Re: 2022010135, Westgate West Costco Wareh

5511351905 0056



CP21-022 Costco Westgate West NOP (January 12 to February 11, 2022)

Anthony Strawa (2)  
Bob Levine  
Camile Chapman  
Randy Shingai  
Nancy Johnson  
Roberta Witte (English Estates NA)  
Debbie Pedro (City of Saratoga)  
Marc  
Cynthia Hutton  
Country Lane Neighborhood Association  
Heather Nomi  
Van Baker  
Dushyant Desai  
Randall Foppiano  
English Estates Neighborhood Association  
Ramesh B (2)  
Han Wen (2)  
James Witt  
Donna Yuen  
John Yelinek  
Julie Borina Driscoll  
Kristy F (2)  
Leonidas Galinis  
Maria Dugan  
Mimi L  
Moreland West Neighborhood Association (MWNA)  
Native American Heritage Commission  
Peng Giang  
PGE Impact Letter  
Jerry Kauffman  
Rashmi Pali  
Ray Muzzy  
Dan Watt  
Jeff Nott  
Mike Chen  
Barbara Bailey  
Valley Water  
Jeanie Stephenson  
Yuqi He  
Yvonne Strawa

**From:** [peng.jiang](#)  
**To:** [Blanco, Maira](#); [District1](#)  
**Cc:** [morelandwestna@gmail.com](mailto:morelandwestna@gmail.com)  
**Subject:** Comment for WESTGATE WEST COSTCO WAREHOUSE PROJECT (CP21-022)  
**Date:** Friday, February 11, 2022 12:29:54 PM

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[External Email]

Hi,

I am a resident of Moreland West Neighborhood, our neighborhood is bordered with Westgate center and El Paseo shopping center. Westgate West shopping center has a lot of stores that I shop very often.

When San Jose city planned for the El Paseo shopping center, the goal was to build a more pedestrian and public transit oriented urban village. But Costco is a more car-oriented store, 99% Costco shoppers cannot shop without a car no matter how close they live. I think these 2 projects next to each other have huge conflict. If San Jose plans an urban village in this area, then this is the wrong location for Costco.

thanks,  
Peng

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January 27, 2022

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

Re: CP21-022  
5287 Prospect Road, San Jose, CA 95129

Dear Maira:

Thank you for giving us the opportunity to review the subject plans. The proposed CP21-022 is within the same vicinity of PG&E's existing facilities that impact this property.

PG&E holds multiple easements for underground electric conduits across APNs 381-36-012, 381-36-014, 381-36-018, 381-36-021, 381-36-023, 381-36-028, 381-36-029, and 381-36-030 in Santa Clara County. Said easements do not allow for the construction or erection of any buildings or other structures, or the operation of any well, within the easement area. The applicant will need to determine if any existing facilities will be relocated as part of this development. If so, they must contact Justin Newell ([Justin.Newell@pge.com](mailto:Justin.Newell@pge.com)) regarding the relocations. The applicant can establish if any facilities are in conflict by adding them to the CP21-022 plans. The applicant can receive mapping of existing PG&E facilities by emailing [DelineationMapRequests@pge.com](mailto:DelineationMapRequests@pge.com) and providing the address of said development.

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

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

If you have any questions regarding our response, please contact me at [Justin.Newell@pge.com](mailto:Justin.Newell@pge.com).

Sincerely,

Justin Newell  
Land Management  
916-594-4068

**From:** [Han Wen](#)  
**To:** [Blanco, Maira](#)  
**Subject:** Proposed Costco at Lawrence and Prospect  
**Date:** Sunday, January 30, 2022 3:56:50 PM

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[External Email]

Hi,

Can you send me a link to any public forums that will be providing feedback on this proposal (and/or recordings of prior forums/meetings)? I'd like to understand what is the latest proposal to help mitigate traffic and parking concerns. Thank you.

Sincerely,  
Han wen

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**From:** [Jerry Kauffman](#)  
**To:** [Blanco, Maira](#)  
**Subject:** Proposed Costco comments  
**Date:** Saturday, January 22, 2022 4:08:32 PM

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[External Email]

I believe that the West Valley community will be severely harmed by a Costco building going into Westgate West. The influx of more vehicles into an already very congested area is a bad idea. There are already many traffic lights stacked up closely together creating very slow going currently. Additional traffic would slow things down even further than a crawl.

The neighborhood behind the proposed location doesn't need an industrial sized Costco in there backyard. I'm sure it will cause property values to drop.

Prospect High School is diagonally across the street. It will be tempting for students to cut classes and get cheap food.

I can't believe there is room for a Costco and enough parking in that little area.

The area doesn't need more noise and rip raft. Please do not allow it.

Thank you,

Jerry Kauffman

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**From:** [Rush](#)  
**To:** [Blanco, Maira](#); [Atienza, Manuel](#)  
**Cc:** [District1](#)  
**Subject:** Comments on the Draft Environmental Impact Report for Costco warehouse at Westgate West  
**Date:** Thursday, February 10, 2022 7:01:50 PM

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[External Email]

Dear Ms. Blanco and Mr. Atienza,

Thankyou for getting the community engaged and receiving comments on the DEIR. I'm a resident of West San Jose and live close enough to the proposed Costco plan where it will have a direct impact on our daily lives. Revitalization of the Westgate West commercial space is something we all residents look forward to, but bringing in a giant warehouse into a location where parking and congestion are already major problems (which hasn't been addressed) brings down our quality of life.

One of the main concerns I had was the **close proximity of the Costco warehouse to Prospect High school**. Drop off and pick up times at Prospect high school are already frantic. Add all the new high density proposed housing which is close to ~2000 homes (El Paseo~ 1000+ homes, Prospect/Lawrence~ 410+ homes, Saratoga Ave/Cox~ 597+ homes) & COSTCO, getting to and fro Prospect High school from one side of Prospect to the other with become impassable.

Some of our kids bike/ walk to the High school. With the Costco delivery trucks frequenting this site, it will no longer be safe to bike/walk during peak hours. This puts the safety of our children and residents at risk. Is our high school getting all the support needed to function optimally? Are we looking at redrawing school boundaries down the line? Can the city provide a biking/walking overpass across the expressway to make sure that as a community we can provide a safe path to and from school for all the young minds?

Personally for me, this scaled down version of **Costco with no gas station** is a huge disappointment. My once a month trip to Costco is essentially to get my bulk refills + top tier gasoline. By not providing those basic needs, I will end up driving to the Sunnyvale/Coleman location. So, the very premise that 68% of the households in the area who are already members will drive to the nearest Westgate West location is flawed. By trying to squeeze a giant store into a tiny space, Costco is compromising on providing all the benefits of being a member and taking away from the complete Costco experience. West San Jose residents do not deserve a half-hearted Costco.

All in all, Costco isn't the perfect fit at this location. I would respectfully request for Costco to look at larger commercial spaces in the WestSanJose area closer to the freeways rather than expressways. Most of us who shop at Costco will make a bulk purchase, get into our car and head home. It hurts the smaller stores and restaurants Costco shares its space with. Having a medium sized anchor store would provide a more dynamic urban community gathering space as compared to a warehouse at Westgate West.

The residents would like to see a comprehensive transit, parking, bicycle and pedestrian plan

capable of meeting the transportation demand that all the new development is bringing.

Sincerely,  
Rashmi Pali  
Resident @ Castro Dr, San Jose CA 95130

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**From:** [Ray](#)  
**To:** [Jones, Chappie](#); [District1](#); [Alec.Atenza@sanjoseca.gov](mailto:Alec.Atenza@sanjoseca.gov); [Blanco, Maira](#)  
**Subject:** Concerns about Proposed Costco Warehouse stated at Zoom Meeting on January 24th  
**Date:** Monday, January 24, 2022 7:39:30 PM

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**My wife and I have lived in Saratoga for over 50 years.**

**We are very concerned about all the potential traffic congestion that will be created in both San Jose and Saratoga. COSCO will be adding more congestion to an already existing problem that will only be getting worse.**

**Saratoga is planning, due to a State Housing Mandate, to build a 10 story 410 housing unit across the street from COSCO in Saratoga where See's Candy, O'Reilly Auto Parts, Wheel Works and other local stores are now located.**

**Adding to all this traffic congestion will be San Jose's El Paseo and Saratoga Avenue Mixed Use Village with several multi-story housing units about a block away.**

**Its time for both cities to start talking to each other and think about resolving the problem they are creating for all the local residents.**

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**From:** [Dan Watt](#)  
**To:** [Amy Cody](#)  
**Cc:** [Atienza, Manuel](#); [Jones, Chappie](#); [District1](#); [Michael Krey](#); [Gayle Miller](#); [Lubliner, Diana](#); [Abrahams, Luann](#); [peng jiang](#); [Rush](#); [Miranda Kwan](#); [Elisa Boyden](#); [Judy Fenerty](#); [Gary Cunningham](#); [Regul, Suzanne](#); [Cyrus Shahriari](#); [Ann](#); [AB](#); [johnlisa80@sbcglobal.net](#); [Claudine Asrat](#); [Julie Wallof](#); [Rosemary Kamei](#); [Brenda Grimse](#); [John Oberstar](#); [Ramona Snyder](#); [Justin Lardinois](#); [Reddell, Angela](#); [Jennifer Johnson](#); [Blanco, Maira](#)  
**Subject:** Re: Comments re: 1/20/22 Community Meeting on Proposed El Paseo Signature Project  
**Date:** Monday, January 24, 2022 10:26:33 AM  
**Attachments:** [image.png](#)  
[image.png](#)  
[image.png](#)

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[External Email]

Until California is out of the drought and we have reliable energy supply for PG&E I vote no on this project.



Best Regards,  
Dan Watt

On Mon, Jan 24, 2022 at 6:15 AM Amy Cody <[amycody@gmail.com](mailto:amycody@gmail.com)> wrote:

Alec,

Thanks for your response.

We appreciate that the SJ Planning Division will consider allocating more than an hour for future community meetings on El Paseo and other major projects.

In my earlier email, I forgot to mention how important it is for attendees to be able to submit written, as well as verbal, comments during online meetings. Several neighbors who were on last Thursday's call asked me to communicate this point. Some don't feel comfortable speaking on Zoom. Some have feedback, but don't want to take up valuable time sharing what might seem repetitive. One neighbor couldn't stay at the meeting long enough to be called on to speak. Zoom's chat feature is excellent for this. Ideally, all meeting participants can see the comments and questions that are shared. While the Planning Division accepts written comments via email, if you really want community feedback (and to keep meetings short), allowing written comments during online meetings is very important.

I know that you're super busy, but 1) when will a link be available to last Thursday's meeting, and 2) when should we expect answers to questions posed at the meeting and in my follow-up email?

Finally, is tonight's Costco meeting scheduled from 6-7 p.m. or 6-7:30 p.m? It's publicized both ways.

Thanks!

Amy Cody  
President, Moreland West NA  
[www.morelandwest.org](http://www.morelandwest.org)  
(703) 899-4243 c.

On Fri, Jan 21, 2022 at 3:35 PM Atienza, Manuel <[Alec.Atienza@sanjoseca.gov](mailto:Alec.Atienza@sanjoseca.gov)> wrote:

Hi Amy,

Thank you for your comments. Apologies that you weren't able to provide your full comments in the meeting itself. We will certainly consider allotting more time for these types of meetings in the future.

I have also forwarded your comments on to the applicant to see if they are willing to provide additional photo simulations of the buildings from various perspectives in the neighborhood.

Thanks again for your feedback it is much appreciated. Have a great weekend!

---

**From:** Amy Cody <[amycody@gmail.com](mailto:amycody@gmail.com)>

**Sent:** Friday, January 21, 2022 7:12 AM

**To:** Atienza, Manuel <[Alec.Atienza@sanjoseca.gov](mailto:Alec.Atienza@sanjoseca.gov)>

**Cc:** Jones, Chappie <[Chappie.Jones@sanjoseca.gov](mailto:Chappie.Jones@sanjoseca.gov)>; District1 <[district1@sanjoseca.gov](mailto:district1@sanjoseca.gov)>; Michael Krey <[mkrey\\_1999@yahoo.com](mailto:mkrey_1999@yahoo.com)>; Gayle Miller <[gaylemm2002@yahoo.com](mailto:gaylemm2002@yahoo.com)>; Lubliner, Diana <[diana.lubliner@gmail.com](mailto:diana.lubliner@gmail.com)>; Abrahams, Luann <[luann@boostpro.com](mailto:luann@boostpro.com)>; peng jiang <[pengjiang@hotmail.com](mailto:pengjiang@hotmail.com)>; Rush <[rashmipali@gmail.com](mailto:rashmipali@gmail.com)>; Miranda Kwan <[kwan\\_fabio@hotmail.com](mailto:kwan_fabio@hotmail.com)>; Elisa Boyden <[annelizew@icloud.com](mailto:annelizew@icloud.com)>; Judy Fenerty <[judy@fenerty.com](mailto:judy@fenerty.com)>; Gary Cunningham <[cunningham.gc@sbcglobal.net](mailto:cunningham.gc@sbcglobal.net)>; Regul, Suzanne <[reguls@aol.com](mailto:reguls@aol.com)>; Cyrus Shahriari <[cyrus.shahriari@gmail.com](mailto:cyrus.shahriari@gmail.com)>; Ann <[annthomp@sbcglobal.net](mailto:annthomp@sbcglobal.net)>; Claudine Asrat <[claudinepasrat@gmail.com](mailto:claudinepasrat@gmail.com)>; Julie Wallof <[julie.wallof@gmail.com](mailto:julie.wallof@gmail.com)>; Dan Watt <[gigawatt6@gmail.com](mailto:gigawatt6@gmail.com)>; Rosemary Kamei <[rosemarykamei@gmail.com](mailto:rosemarykamei@gmail.com)>; Brenda Grimse <[grimse@mindspring.com](mailto:grimse@mindspring.com)>; John Oberstar <[oberstar@oberstar.net](mailto:oberstar@oberstar.net)>; Ramona Snyder <[ramonasnyder@aol.com](mailto:ramonasnyder@aol.com)>; Justin Lardinois <[me@justinlardinois.com](mailto:me@justinlardinois.com)>; Reddell, Angela <[angela.reddell@bos.sccgov.org](mailto:angela.reddell@bos.sccgov.org)>; Jennifer Johnson <[jenniferjohnson@canyonsnow.com](mailto:jenniferjohnson@canyonsnow.com)>; Blanco, Maira <[Maira.Blanco@sanjoseca.gov](mailto:Maira.Blanco@sanjoseca.gov)>

**Subject:** Comments re: 1/20/22 Community Meeting on Proposed El Paseo Signature Project

[External Email]

Hi, Alec.



I write on behalf of the Moreland West Neighborhood Association to express disappointment at not being allowed adequate time to share our comments and questions at last night's community meeting on the Proposed Rezoning and Planned Development Permit for the El Paseo Signature Project.

Recently, I've watched the Saratoga City Council and Planning Commission listen to over 24 hours of resident comments on proposed updates to their Housing Element. While six-hour meetings are excessive, I think that the San Jose Planning Division should plan for more than a one-hour community meeting on a project as big as El Paseo. You mentioned 124 attendees, but it appears that you saw only 16 hands raised when you decided to limit public comment to one minute. (As I stated, I raised my hand early on. No idea how it became un-raised. It seems that I, and two others, were lucky to get to speak at the end.)

Please know the developer team had contacted me, asking that I share positive comments about the project, which I had included in two minutes of prepared remarks. (This is similar to the time allowed for comments at the DEIR NOP meeting in October 2020.) I had neighborhood association concerns to convey, as well as specific comments from a couple neighbors who were unable to attend or not comfortable speaking at the meeting. Limited to one minute -- and then allowed only 30 additional seconds -- I had to rush, jump around and leave out several items.

Is this the way that San Jose's community meetings on Signature Projects are typically run, with public comment limited to one minute? If so, I strongly suggest that community meetings be scheduled for 90 minutes instead of 60 to give adequate time for staff to explain the process, for the developer to present the project, and for community members to comment, ask questions, and receive a response.

For the record, following are the remarks that I had prepared to share on behalf of the Moreland West Neighborhood Association. After these are additional comments and questions that I would have posed at the community meeting, if given the opportunity.

Thanks,

Amy Cody  
President, Moreland West NA  
[www.morelandwest.org](http://www.morelandwest.org)  
(703) 899-4243 c.

=====

**Moreland West NA Comments for the  
Community Meeting on the Proposed Rezoning and Planned Development Permit  
for the El Paseo Signature Project  
January 20, 2022**

Thank you for the presentation and for the opportunity to share thoughts on behalf of the Moreland West Neighborhood Association.

The El Paseo de Saratoga shopping center is underutilized, and cities throughout our state are under pressure to build housing, particularly affordable housing.

The Sand Hill Property Company is proposing a bold development plan, which includes roughly 150 below-market-rate units, a Whole Foods grocery store and other attractive, upscale features.

Seemingly, all good things...except that the project is not located in a vacuum. It would be built in an area already struggling with traffic and with meager public transit options. An area that may soon be flooded with cars heading to and from a Costco Warehouse. Additionally, as Saratoga up-zones to meet RHNA requirements, it looks like we should expect hundreds of new homes along Saratoga Ave, and possibly 400 units at Prospect and Lawrence.

The developer team is focused on creating an exciting, economically viable, profit-making project. It's up to local residents and the City of San Jose to seriously consider the impacts of this and other developments on our community.

Engaged since the early planning stages, my neighbors and I have watched with dismay as the proposed project has grown more dense and tall. How many residents would live in 994 new apartments? 2,000?

Traffic mitigation, adequate parking and school overcrowding are immediate concerns. The EIR for this project suggests "mitigation" measures such as encouraging employees to take transit and adding trailers to the Moreland Middle School campus. Our suggestion: fewer residential units.

Neighbors ask me why the City would approve so many new residential units when we're currently in a drought with water restrictions and experiencing unstable electrical conditions, discouraging use between 4-9 p.m.

They've asked whether the El Paseo project might offer homeownership opportunities and, if not, how could property management help renters to connect with each other and the broader community?

The Moreland West NA would like to see this project with fewer residential units. Should the project go forward, it is imperative that the City of San Jose and others additionally invest in pedestrian/bicycle safety, public safety, better transit options, and more parks/open space for our area.

=====

### **Additional Comments & Questions:**

- To give those at the community meeting a better understanding of proposed building heights and masses, I suggest that the developer share additional elevations, such as these:



West Elevation -- Building 1



North Elevation -- Building 3

image.png



#### Saratoga Elevation -- Building 4B

- As expressed by a Baker West neighbor at the meeting, it's inadequate/deceptive to show building heights from a backyard against the berm looking up at trees. As we've requested before, the community needs to see views of the project from Elmwood Drive and other locations.
- MWNA has expressed concern that this project consumes too much of our Urban Village's residential unit allocation. This is the first time we've heard that the City might "float" additional allocation from other parts of San Jose to our area. Please expand on this.
- We would like to know the number of parking spaces allocated per residential unit size for this project. Where can we find this?
- Please clarify Erik Schoennauer's comment about "severe declining enrollment" in the Moreland School District. While elementary schools may be under-enrolled, it's our impression from the EIR and other sources that Moreland Middle School and Prospect High School are approaching, at or above student capacity. Is this the case?

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*Explore, Enjoy and Protect the Planet ~ John Muir*

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**From:** [JEFF NOTT](#)  
**To:** [District1; Blanco, Maira](#)  
**Subject:** Re: CORRECTION: Costco EIR Scoping + Community Meeting TONIGHT @6PM  
**Date:** Monday, January 24, 2022 11:53:05 AM

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

[External Email]

Chappie:

Thank you for the updates (and all the other great work you do for our city.)

Sadly, I have missed all the prior meetings (and will be missing this evening's) due to business obligations.

I am all for the Costco being built in Westgate West, but my biggest concerns are the parking and vehicle flow through the rest of the shopping area. My wife and I frequent a few of the other businesses in the center and would not be happy if the parking areas are clogged with Costco customers. We would be disappointed if other businesses close because their clientele cannot get a place to park.

Not sure if this issue was addressed in one of the other meetings. If it was, maybe you can enlighten me on how Costco will work to mitigate this issue.

Thank you.

Jeffrey Nott

Author, 1 Week 1 Thing <https://amzn.to/2GqNkxS>

Cell: 408-221-1165 FAX: 408-915-2660

"The difference between success and failure is quite small. It is the seemingly small things that you do or don't do that make the difference."

On Monday, January 24, 2022, 10:59:05 AM PST, Vice Mayor Chappie Jones <[district1@sanjoseca.gov](mailto:district1@sanjoseca.gov)> wrote:

[View in browser](#)



**Costco Project Joint EIR Scoping & Community Meeting**

**Monday, January 24 @ 6:00 pm**

**Zoom:** <https://sanjoseca.zoom.us/j/97816769620>



A community meeting will be held tonight to discuss the environmental review processes, to obtain community input, and provide an overview of issues to be discussed in the Environmental Impact Report (EIR) analysis relative to the Costco Warehouse project located at 5287 Prospect Road. Comments, concerns, and questions raised at this meeting will become part of a public record and will help refine the project as it moves forward in the review process. Public input on the scope of the EIR is encouraged so that the review addresses all relevant environmental issues. The Project Manager for this project is Alec Atienza. For more details about the project, visit the website [here](#). Find the details for the meeting below:

**Zoom Link:** <https://sanjoseca.zoom.us/j/97816769620>

**Meeting ID:** 978 1676 9620

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**Our mailing address is:**

Office of Vice Mayor Chappie Jones - City of San José  
200 E Santa Clara St, San José, CA 95113

Email us at [district1@sanjoseca.gov](mailto:district1@sanjoseca.gov)

408.535.4901

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**From:** [Mike Chen](#)  
**To:** [Blanco, Maira](#); [Kohl, Cassidy](#)  
**Subject:** Re: Opposition vote to the Le Paseo de Saratoga project  
**Date:** Monday, January 31, 2022 9:20:08 AM

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You don't often get email from [mqc99@yahoo.com](mailto:mqc99@yahoo.com). [Learn why this is important](#)

[External Email]

Hi Cassidy,

Thank you for your clarification and thank you for directing me to the project website! I see some of my neighbors voiced similar concerns in the meetings. I definitely echo some of the comments noted in the meeting notes.

I understand this is not a voting system. Perhaps, it is my use of the word "vote" in my original message caused the confusion. I simply want to register my concern and opposition to the project that is currently planned.

Thank you for taking my comments!

Best regards,

[Mike](#)

On Monday, January 31, 2022, 08:00:08 AM PST, Kohl, Cassidy <[cassidy.kohl@sanjoseca.gov](mailto:cassidy.kohl@sanjoseca.gov)> wrote:

Hi Mike,

All feedback is absolutely welcome, I simply meant that if you have additional feedback (now that you are aware it is not a voting system) we are happy to hear it. All comments sent to Maira and Alec can be recorded on public record.

Regarding your concern about infrastructure capacity, the EIR will need to look into these categories as part of the review process. Maira can fill you in on more detail but essentially the EIR process looks at each resource and how to best mitigate the impact of the project. You can see documentation of the project thus far here: <https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/projects-of-high-interest/el-paseo-and-saratoga-ave-mixed-use-village>

All the best,



## Cassidy Kohl

*Council Policy and Legislative Director*

Office of Vice Mayor Chappie Jones

San Jose City Councilmember, District 1

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

408-535-4914

[www.sjdistrict1.com](http://www.sjdistrict1.com)

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**From:** Mike Chen <mqc99@yahoo.com>

**Sent:** Friday, January 28, 2022 8:38 PM

**To:** Blanco, Maira <Maira.Blanco@sanjoseca.gov>; Kohl, Cassidy <Cassidy.Kohl@sanjoseca.gov>

**Subject:** Re: Opposition vote to the Le Paseo de Saratoga project

[External Email]

Hello Cassisy,

You may have ben collecting community inputs in the past years, but I only became aware of this project a little over a week ago and last Thursday's meeting was the first meeting I have been invited to and I attended. Based on the discussions I have read on Next Door, there are still folks just start learning about this project.

In last Thursday's meeting, Alec and Maira told us attendees that if we had any comments, we could reach out to them via the email contacts provided, that's what I did - providing my comments to the representatives for the city. I am not sure what kind of feedbacks you would consider "constructive"? Or, is my feedback considered disruptive?

As I indicated in my original email, I don't think the current infrastructure and resources in our area can support such a large new development. This concern is also shared by many of my neighbors. Does the city have a mitigation plan to address this concern. If so, would you be kindly pointing me to where I can find it, in order to bring myself up-to-date?

Best regards,

Mike

On Friday, January 28, 2022, 03:24:52 PM PST, Kohl, Cassidy <cassidy.kohl@sanjoseca.gov> wrote:

Thanks for sharing Maira.

Thank you for your input Mike. To clarify, this is not a voting process, but rather we have been taking community input for the past years since the projects inception to ensure the project addresses the concerns of the community. If you have any additional constructive feedback on the proposed plans, I would be happy to share them with the Vice Mayor and the development team for consideration. Additionally, please feel free to attend any of the meetings regarding this project in the future and make public comment.

## Cassidy Kohl

*Council Policy and Legislative Director*

Office of Vice Mayor Chappie Jones

San Jose City Councilmember, District 1

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

408-535-4914

[www.sjdistrict1.com](http://www.sjdistrict1.com)

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

**Sent:** Friday, January 28, 2022 2:28 PM

**To:** Kohl, Cassidy <Cassidy.Kohl@sanjoseca.gov>; District1 <district1@sanjoseca.gov>

**Subject:** FW: Opposition vote to the Le Paseo de Saratoga project

## Maira Blanco

Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: [Maira.Blanco@sanjoseca.gov](mailto:Maira.Blanco@sanjoseca.gov) | Phone: (408)-535-7837

---

**From:** Mike Chen <mqc99@yahoo.com>

**Sent:** Friday, January 28, 2022 10:04 AM

**To:** Atienza, Manuel <Alec.Atienza@sanjoseca.gov>; Blanco, Maira <Maira.Blanco@sanjoseca.gov>

**Subject:** Opposition vote to the Le Paseo de Saratoga project

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[External Email]

Good Morning Alec and Maira!

I want to reach out to you and register my vote against the current plan for the project at El Paseo de Saratoga in West San Jose. I have been a resident of West San Jose for over 25 years. This proposed plan, if implemented, will have great negative impacts to the current residents in West San Jose and Saratoga. Our community does not have the right infrastructure nor the resources to support the 1,000+ new families and the additional commercial traffic expected to generate from this new development, and this will put a great burden on our local residents and our local government. Please kindly register my vote AGAINST the current development plan for the El Paseo de Saratoga center.

Thank you and best regards,

Mike Chen

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**From:** [rameshb](#)  
**To:** [Jones, Chappie; Blanco, Maira](#)  
**Cc:** [Kohl, Cassidy; Damabeh, Annale](#)  
**Subject:** Rebut Saratoga proposals like they are rebutting San Jose proposals  
**Date:** Saturday, January 29, 2022 11:33:02 AM

You don't often get email from [rameshbemail-shop2@yahoo.com](mailto:rameshbemail-shop2@yahoo.com). [Learn why this is important](#)

[External Email]

Hi

City of Saratoga has rebutted and wants to stall San Jose housing initiative near them  
<https://www.saratoga.ca.us/DocumentCenter/View/2760/El-Paseo-EIR-Comment-Letter-11-18-21?bidId=>

BUT, they want to build low income housing in the same general area  
<https://www.saratoga.ca.us/499/Housing-Element-Update>  
Your team should monitor Saratoga plans for low income housing near Westgate and do equally well thought out FUD and CEQA objections.

Saratoga objects San Jose housing near them while building their own low income housing in the same general area.

Thanks  
Ramesh

-----  
On Friday, January 28, 2022, 08:18:05 AM PST, Jones, Chappie <[chappie.jones@sanjoseca.gov](mailto:chappie.jones@sanjoseca.gov)> wrote:

Ramesh,

Please include Cassidy and Annale on your communications.

Stay Safe and Healthy,

Chappie

Charles "Chappie" Jones  
Vice Mayor, City of San Jose - Council District 1  
San Jose City Hall - 200 E. Santa Clara St., 18th Floor  
San Jose, Calif. 95113  
(408) 535-4901  
[www.sjdistrict1.com](http://www.sjdistrict1.com)

On Jan 24, 2022, at 7:24 PM, rameshb <[rameshbemail-shop2@yahoo.com](mailto:rameshbemail-shop2@yahoo.com)> wrote:

[External Email]

Dear Councilman Chappie.

Please demonstrate leadership by getting Costco to design/build a wall and ensure no late night activity.  
City planning has said wall involves multiple owners (Sprouts center, Graves Medical Center). Leadership means you help Costco work with those other owners to ensure a wall is agreed to and built. Of course Costco should bear all costs including resurfacing some parkign at the Graves Medical Center due to the wall.  
Please do not punt this to junior staff - work directly with Costco leaders to make the wall a reality.

Please ensure my comments below are properly documented.

Thanks  
Ramesh

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

**From:** rameshb <[rameshbemail-shop2@yahoo.com](mailto:rameshbemail-shop2@yahoo.com)>  
**To:** Atienza, Manuel <[alec.atienza@sanjoseca.gov](mailto:alec.atienza@sanjoseca.gov)>  
**Sent:** Monday, January 24, 2022, 07:20:34 PM PST  
**Subject:** Feedback for EIR & general Costco Westgate West CP21-022 FILE CPA03-020-01

Hi Alec,

Please record this as my written comments for this project.

I live on the street adjacent to and behind proposed Costco.  
I am opposed to Costco in our neighborhood.  
But, if Costco will be built then we demand the following:

we dont need a traffic study to know that human behaviour is to take path of least resistance - so people will drive through and park on our streets for easiest access to Costco from the south.

**1. We demand the existing driveway be closed AND a continuous wall between Lawrence expressway and Saratoga ave so that no human can even walk through to Costco. I have previously communicated this to the city and Costco.**

This permit should not be approved without a permit/plan for the wall. Vice Mayor Chappie must help Costco work with the other owners at the medical center and Sprouts complex to ensure a continuous wall is built on the south side between Saratoga ave and Lawrence wrapping around the medical center.  
I know Costco is already working with the medical center - they need to engage with Sprouts site owner.

Costco has shielded neighbors from traffic with a wall at Almaden Costco.

2. Costco has requested disturbing the sleep of neighbors via late night truck deliveries to Costco. The city should simply reject this and enforce standard business hours for deliveries - no trucks or any activity between 10pm and 6 am. This too is not negotiable.  
<costco wall.jpeg>

thanks

Ramesh  
408 250 2661

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<costco wall.jpeg>

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**From:** [Barbara Bailey](#)  
**To:** [Blanco, Maira](#)  
**Subject:** THE WESTGATE WEST COSTCO WAREHOUSE PROJECT. File # CP21-022  
**Date:** Friday, February 11, 2022 10:48:08 AM

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[External Email]

Dear Ms. Blanco,

We live on Cameo Drive behind the proposed West Gate Costco Project. While we are Costco shoppers, we are very concerned about a couple of things with this proposal:

1) The sound of the trucks in the early/late hours and throughout the day. During the pandemic an early cycle exercise class was held outside, which would wake us up as we could hear every word the instructor said even with all the windows and doors closed and our house has been remodeled. It was even worse for those who have not remodeled which is the majority. We do not want trucks and their noise driving on Graves. Costco trucks would need to enter off of Lawrence or Prospect. So sound is a very real concern.

2) The increased traffic on Graves is concerning for many reasons. First and foremost this is the path the neighborhood takes to get to high school. Many students are walking home when Costco is open, with increased traffic, their safety is at a greater risk. Also many are driven, especially in the morning. While Costco will not be open, the trucks may still be there and several cars currently go through that parking lot to take their children to school. On the plan it does not appear to allow for two way traffic around Costco from the back entrance off of Graves. The continued option to go through that parking lot is crucial. As the only other option is to use the light at Saratoga and Prospect. Already this is a busy spot and once the several housing units and stores go in where the Albertsons used to be it will be a nightmare.

3) Finally the impact of traffic/parking on Graves and homes nearby. We worry not only about the traffic/parking but the devaluation of our homes was a result. Who would want to buy a home with Costco trucks and traffic in their front yard? Could signage be put up along Graves that read:

"No shopping center or Costco access",  
"No Truck Access",  
"No Outlet"

Given these concerns and given how close several other Costco are. We urge you to find another location so the lives of the residents won't needlessly suffer for years to come.

Thank you for listening to those directly and negatively impacted in multiple ways by the location of this Costco.

Barbara Bailey

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**From:** [Jourdan Alvarado](#)  
**To:** [Blanco, Maira](#)  
**Cc:** [Colleen Haggerty](#)  
**Subject:** RE: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the Westgate West Costco Warehouse Project (CP21-022)  
**Date:** Wednesday, February 9, 2022 8:01:29 AM  
**Attachments:** [image001.png](#)

---

[External Email]

Dear Ms. Blanco:

The Santa Clara Valley Water District (Valley Water) has received the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the proposed Westgate West Costco Warehouse Project located at 5287 Prospect Road (APNs: 381-36-012, -014, -018, -021, -023, -028, -029, and -030), received by Valley Water on January 12, 2022.

Valley Water records show that there are seventeen active wells on the project site (APNs: 381-36-014, -023, and -029). To avoid impacts to groundwater quality, any wells found on-site that will not be used must be properly destroyed in accordance with Valley Water Ordinance 90-1, which requires issuance of a well destruction permit, or protection during construction to ensure they are not lost or damaged. If previously unknown wells are found on the subject property during development, they must be properly destroyed under permit from Valley Water or registered with Valley Water and protected from damage. Property owners or their representatives should call the Valley Water's Wells and Water Measurement Unit at (408) 630-2660 for more information regarding wells.

According to the Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) 06085C0236H, effective May 18, 2009, the entire site is located within Zone D, an area in which flood hazards are undetermined, but possible.

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

We appreciate the opportunity to comment on the NOP and would also appreciate the opportunity to review the DEIR document when it becomes available. If you have any questions, or need further information, you can reach me at (408) 596-4364, or by e-mail at [JAlvarado@valleywater.org](mailto:JAlvarado@valleywater.org). Please reference Valley Water File No. 34620 on future correspondence regarding this project.

Sincerely,

**JOURDAN ALVARADO, CFM**

ASSISTANT ENGINEER II – CIVIL (TEMP)

Community Projects Review Unit

[jalvarado@valleywater.org](mailto:jalvarado@valleywater.org)

Tel. (408) 596-4364 CPRU Hotline (408) 630-2650



**SANTA CLARA VALLEY WATER DISTRICT**

5750 Almaden Expressway, San Jose CA 95118

[www.valleywater.org](http://www.valleywater.org)



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

**Sent:** Wednesday, January 12, 2022 11:57 AM

**Subject:** Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the Westgate West Costco Warehouse Project (CP21-022)

**NOTICE OF PREPARATION OF A  
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE WESTGATE WEST COSTCO WAREHOUSE  
PROJECT**

FILE NO:	CP21-022
PROJECT APPLICANT:	Costco Wholesale Corporation
APNs:	381-36-012, 381-36-014, 381-36-018, 381-36-021, 381-36-023, 381-36-028, 381-36-029, and 381-36-030

The project is a Conditional Use Permit to allow demolition of existing commercial buildings totaling approximately 188,265 square feet and the removal of 69 trees (50 ordinance-size trees and 17 non-ordinance-size trees) for the construction of an approximately 166,058-square foot wholesale retail center (“Costco”), including a tire center and associated parking and landscaping within an existing approximately 19.8-gross acre shopping center (“Westgate West Shopping Center”). The project also includes a request for the off-sale of alcohol (Type 21 ABC License – full range of alcoholic beverages) in the CG Commercial General Zoning District.

**Location:** The project site is located at 5287 Prospect Road within an existing shopping center on the northeast corner of Lawrence Expressway and Prospect Road. The 19.8-acre project site is comprised of eight parcels, as listed above, and is bounded by Graves Avenue to the north, the Westgate Shopping Center to the east, Prospect Road to the south, and Lawrence Expressway to the west.

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

**An online joint community and environmental public scoping meeting** for this project will be held:

**When:** Monday, January 24, 2022 from 6:00 p.m. to 7:30 p.m.

**Where:** Via Zoom (see instructions below)

The live meeting will be recorded. You will be muted upon entry to the meeting. Please do not unmute yourself until the presenter has called on you to speak. If you have not participated in a Zoom meeting before, we encourage you to download the Zoom application to your phone, tablet, or computer and feel free to log in early to troubleshoot any technical issues that may arise. Participants who are unable to install Zoom on their computer or mobile device can join a meeting through their computer’s web browser. Zoom currently works best with Google Chrome, Apple Safari, Mozilla Firefox, and Chromium Edge.

**Electronic device instructions:**

For participants who would like to join electronically from a PC, Mac, iPad, iPhone or Android device, please click this URL: <https://sanjoseca.zoom.us/j/97816769620>

Please ensure your device has audio input and output capabilities. During the session, if you would like to comment, please use the ‘raise hand’ feature in Zoom conference call or click \*9 to raise a hand to speak.

1. Use a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
2. Mute all other audio before speaking. Using multiple devices can cause an audio feedback.
3. Enter an email address and name. The name will be visible online and will be used to notify you that it is your turn to speak.
4. If you wish to speak during open forum, click on “raise hand.” Speakers will be notified shortly before they are called to speak.
5. When called, please limit your remarks to the time limit allotted.

Telephone device instructions:

For participants who would like to join telephonically please dial +1-877-853-5257 and when prompted, enter meeting ID: **978 1676 9620**. You may also click \*9 to raise a hand to speak.

Questions or Public Comments prior to meeting:

If you have questions regarding the virtual community meeting or would like to submit your comments prior to the meeting, please e-mail [Maira.Blanco@sanjoseca.gov](mailto:Maira.Blanco@sanjoseca.gov). Comments submitted prior to this meeting will be considered as if you were present in the meeting.

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

City of San José  
Department of Planning, Building and Code Enforcement  
Attn: Maira Blanco, Environmental Project Manager  
200 East Santa Clara Street, 3<sup>rd</sup> Floor Tower  
San José CA 95113-1905  
Phone: (408) 535-7837, e-mail: [Maira.Blanco@sanjoseca.gov](mailto:Maira.Blanco@sanjoseca.gov)

**Maira Blanco**

Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: [Maira.Blanco@sanjoseca.gov](mailto:Maira.Blanco@sanjoseca.gov) | Phone: (408)-535-7837

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**From:** [Yuqi He](#)  
**To:** [Blanco, Maira](#)  
**Subject:** Westgate West COSTCO warehouse project (CP21-022) comments  
**Date:** Tuesday, January 25, 2022 10:57:54 AM

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You don't often get email from [yuqi.x.he@gmail.com](mailto:yuqi.x.he@gmail.com). [Learn why this is important](#)

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Good morning, Maira:

Thanks so much for holding a public meeting last night and I appreciate your intention to collect comments from people who live in the community. My comments are not specifically about the EIR report, but to the Costco design teams/firms. Please forward my comments to appropriate person if my comments do not fit your theme.

**1. Design team, please come and visit the site. Don't just draw a blueprint on paper and think your designs minimize the impact on the neighborhood.** I remember on the first or second Zoom meeting, the presenter from Costco mentioned that he did not visit the site at all. **How can architects render a great design when they don't even visit the site?** This is ridiculous. If you come to the site, you will know that keeping the two exits on Graves ave. will negatively impact the country lane neighborhood no matter how good your building design is. If you come the site, you will know that using already congested narrow prospect road as your main entrance to Costco will create traffic nightmares. People's pains and concerns are real. if you come to the site, you will feel them.

**2. Your current site designs are simply bad, period. Please work harder, be creative, and render designs that rooted in contexts.** I am not sure what is your design process and I understand making one single design change cost millions of dollars. However, Costco keep presenting us the same design on all three or four Zoom meetings so far. In the software design space, there is a process called iterative design. You collect feedback from users then iterate design, then collect feedback again and iterate again, and so forth. I believe the amount of feedback that Costco and the city collect is big enough to make any design changes. **Please show us you care about our feedback through updating your Costco design. Yes, we raised lots of concerns, but it is your job to solve the problems using better designs.** Forward, I'd like to see Costco categorize our concerns and show us how you will mitigate all these concerns one by one.

**3. 99% of feedback you receive last night oppose to the project.** In my opinion, there are two types of objections. This first group simply oppose to your project without even looking at your plan. The second group oppose to the project after reading your site design. **They oppose because your design does not take contexts into consideration at all.** I belong to the second group and I believe lots of people belong to this group as well. If you build the site using your current design, I can guarantee that all neighborhoods surrounding Costco will oppose to your project, because your design is not considerate at all. Simply copy some designs that work in Japan or other urban cities won't work in this neighborhood. Here are my design suggestions:

(1) close off the two exits on Graves ave. and build a high wall between Costco and Grave ave. to cut off any connection between Costco and the country lane neighborhood

(2) use Lawrence expressway as your main entrance. Clearly, you have more control over the traffic coming from Lawrence and can do more design changes on Lawrence. To make sure the traffic flow more smoothly, you can add one left turn lanes on Lawrence via sacrificing a row of parking lots, You can broaden entryway from Lawrence to two lanes on each side to make sure traffic move more quickly from Lawrence to your rooftop parking. Do you see how long customers have to drive to your rooftop after entering from Prospect rd.t? All those efforts you won't be able to do if you choose Prospect road as your main entrance. Do you see the traffic flow here? People who go to Costco, use Lawrence as their entryway. People who go to Trader Joes use Prospect road as their entry way and people who go to Sprouts Farmer's market use Saratoga ave. These should be the traffic flow in this shopping center.

(3) you may have two floors of parking on the roof if the parking space is not enough. **All you need to do is to have better design and then problems will be at least 80% solved.**

**Thank you!**

**best,  
Yuqi He**

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**From:** [Yvonne Strawa](#)  
**To:** [Blanco, Maira](#)  
**Subject:** Costco Proposal CP21-022  
**Date:** Thursday, February 10, 2022 11:42:51 PM

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

[External Email]

M. Blanco,

I have several serious concerns about the Costco Proposal CP21-022 impact on the Country Lane Neighborhood. I have included them below in hopes that they will be addressed in the Environmental Impact Report. Please let me know if there is anything else I can do to ensure this ill-advised project is not approved. This development would be disasterous to the adjoining Country Lane Neighborhood.

1. Country Lane Neighborhood is in an urban village setting. It is a quiet residential area where people can walk to the stores and small businesses at West Gate Shopping Center to meet most of their needs. If the Costco proposal is approved, these shops and businesses will be demolished and replaced with a Costco warehouse. The warehouse is a private business that caters to their membership only, not to the needs of the surrounding neighborhood residents, who will then need to drive outside the area to find replacement services. This would change the whole urban village aspect of the neighborhood.
2. We were told to expect increased traffic of about 5000 cars per day. This traffic would overwhelm the area. Traffic on Lawrence Expressway, Prospect Road, and Saratoga Avenue is already heavy and congested. It is difficult to imagine how this area could absorb this amount of traffic. The horrendous backups would cause drivers to seek alternative routes, and our quiet neighborhood would be inundated with cars seeking easier access to the warehouse. Our residential streets would become an extended parking lot, clogged with parked cars and abandoned shopping carts.
3. This neighborhood is a child-dense area. Prospect High School is across the corner from the proposed warehouse site. Hundreds of walking students and cars from parents dropping off and picking up their children for school classes and events already cause congestion. Children who walk would be forced to walk around the warehouse and through the busy parking lot to get to and from their school. Two blocks north of the proposed site is Country Lane Elementary School with hundreds more students who will be endangered by the increased traffic and congestion.
4. There is no need for this warehouse. There are Costco warehouses 5.3 miles down Lawrence Expressway, 5.3 miles on Coleman Ave, 7 miles on Almaden Expressway. These warehouses are built in commercial/industrial areas, with frontage roads to help absorb the heavy traffic. No other Costcos are built in quiet residential areas next to schools.

I hope that you can see how devastating it would be if this Costco proposal was approved. Please advocate for the Country Lane Neighborhood and work with the City Council to reject this proposal.

Yvonne Strawa

1527 Fields Dr.

San Jose, CA 95129

408-777-0786

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