

Comment Letter A - Santa Clara Valley Water District

From: [Kevin Thai](#)
To: [Le, Thai-Chau](#)
Subject: RE: Public Notice of Intent to Adopt a Mitigated Negative Declaration for 615 Stockton Ave Hotel Project (GP18-013/C18-039/SP18-060)
Date: Friday, October 25, 2019 9:16:22 AM
Attachments: [image003.png](#)

Dear Thai-Chau Le,

The Santa Clara Valley Water District (Valley Water) has reviewed the Notice of Intent to Adopt a Mitigated Negative Declaration for 615 Stockton Ave Hotel Project (GP18-013/C18-039/SP18-060) dated October 9, 2019.

There is no Valley Water right of way or facilities at the project site; therefore, in accordance with Valley Water's Water Resources Protection Ordinance, a Valley Water encroachment permit is not required for the proposed improvements.

We appreciate the opportunity to review this document. If you have any questions, please contact me at (408) 630-3157 or kthai@valleywater.org.

Thanks,
Kevin

KEVIN THAI

ASSISTANT ENGINEER II
Community Projects Review Unit
Tel. (408) 630-3157 / CPRU Hotline: (408) 630-2650

Santa Clara Valley Water District is now known as:



Clean Water • Healthy Environment • Flood Protection

5750 Almaden Expressway, San Jose CA 95118
www.valleywater.org

From: Le, Thai-Chau <Thai-Chau.Le@sanjoseca.gov>
Sent: Wednesday, October 09, 2019 6:39 AM
Subject: Public Notice of Intent to Adopt a Mitigated Negative Declaration for 615 Stockton Ave Hotel Project (GP18-013/C18-039/SP18-060)

PUBLIC NOTICE
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
CITY OF SAN JOSE, CALIFORNIA

Project Name: 615 Stockton Hotel Project

File No.: GP18-013/C18-039/SP18-060

Description: The project site includes two parcels at 615 Stockton Avenue and 623 Stockton Avenue. The project would demolish the commercial building at 615 Stockton Avenue and relocate the single-family residence at 623 Stockton Avenue to the southwest corner of the project site on Schiele Avenue. The project would also include General Plan Amendment to change the land use designation from *Residential Neighborhood* to *Neighborhood/Community Commercial* on one parcel at 623 Stockton Avenue and Conforming Rezoning from Commercial Neighborhood Zoning District (CN) to Commercial Pedestrian Zoning District (CP) on both parcels to facilitate the development of a five-story, 120-room hotel. The total square footage of the proposed project would be approximately 70,687 square feet (includes the 1,292 square foot structure at 623 Stockton Avenue). The project would have a maximum height of 59 feet and six inches to the top of the elevator and stair tower.

Location: 615 and 623 Stockton Avenue, San José.

Assessor's Parcel Nos.: 261-07-001 and -068

Council District: 6

Applicant Contact Information: Infinite Investment Realty Corporation (ATTN: Alan Nguyen); 1168 Park Avenue, San Jose, CA 95126; 408-835-7743.

The City has performed an environmental review of the project. The environmental review examines the nature and extent of any adverse effects on the environment that could occur if the project is approved and implemented. Based on the review, the City has prepared a Draft Mitigated Negative Declaration (MND) for this project. An MND is a statement by the City that the project will not have a significant effect on the environment because the project will include mitigation measures that will reduce identified project impacts to a less than significant level. The project site is not present on a list pursuant to Section 65962.5 of the California Government Code.

The public is welcome to review and comment on the Draft MND. The public comment period for this Draft MND begins on **October 9, 2019 to October 29, 2019.**

The Draft MND, Initial Study, and reference documents are available online at:

www.sanjoseca.gov/negativedeclarations. The documents are also available for review from 9:00 a.m. to 5:00 p.m. Monday through Friday at the City of San José Department of Planning, Building and Code Enforcement, located at City Hall, 200 East Santa Clara Street; at the Dr. Martin Luther King, Jr. Main Library, located at 150 E. San Fernando Street.

For additional information, please contact Thai-Chau Le at (408) 535-5658, or by e-mail at Thai-Chau.Le@sanjoseca.gov.

Circulation period: **October 9, 2019 to October 29, 2019.**

Best regards,

Thai

Thai-Chau Le

Supervising Planner | Planning, Building & Code Enforcement

City of San Jose | 200 East Santa Clara Street

Thai-Chau.Le@sanjoseca.gov | (408) 535 - 5658

**Comment Letter B - Santa Clara Valley Transportation
Authority**



October 29, 2019

City of San Jose
Department of Planning, Building and Code Enforcement
200 East Santa Clara Street, 3rd Floor Tower
San Jose, CA 95113

Attn: Thai-Chau Le
Via Email: Thai-Chau.Le@sanjoseca.gov

Subject: City File No. GP18-013/C18-039/SP18-060, Draft Mitigated Negative Declaration for 615 Stockton Avenue Hotel Project

Dear Thai-Chau:

VTA is currently in the process of furthering the design of the Silicon Valley Phase II Project (BSV Phase II) project, including evaluation of the ventilation facility sites, tunnel alignment, and depth of the tunnel with an approximate 10% conceptual design expected by early 2020. As shown in the BSV Phase II [2018 Final SEIS/SEIR](#) (p. 44), the BART tunnel adjacent to the proposed project would be approximately 50 feet below surface level. In addition, one of the four proposed ventilation facilities is located across Stockton Avenue from the proposed project.

Land Use and Density

The proposed project is asking for a General Plan rezoning from Residential to Neighborhood/Community Commercial on one parcel and from Commercial Neighborhood to Commercial Pedestrian on another parcel. The Neighborhood/Community Commercial zone has an allowable floor area ratio (FAR) of 3.5; however, the developer is proposing a FAR of 2.6 (Section 3.1.2). VTA recommends the City and project applicant review VTA's BART Phase II Extension Project Transit Oriented Communities [Strategy Study Playbooks](#). The Playbooks encourage higher density uses along the BART Phase II alignment.

Construction

Due to the proximity between the proposed hotel project and the BSV Phase II project some features of the hotel may fall in either an exclusion or protection zone around the BART tunnel, specifically the underground facilities (i.e. two-level underground parking facility). The development's design including but not limited to the building's foundation system, shoring, and support of excavation plans shall be shared and reviewed with VTA to ensure there are no potential impacts on either project. Additionally, as both projects may be built concurrently, it is recommended that construction activities such as haul routes, times, logistics, etc. be further discussed as design progresses.

City of San Jose
October 29, 2019
Page 2 of 2

Continued coordination (meetings, plan reviews, sharing of design information) between the VTA's BSV Phase II Project Team, the City of San José, and developer from the initial planning stages through preliminary design and construction phases will be required for successful delivery of both projects.

Thank you for the opportunity to review this project. If you have any questions, please contact me at (408) 546-7985.

Sincerely,

A handwritten signature in black ink, appearing to read "Brent Pearce". The signature is fluid and cursive, with the first name "Brent" and last name "Pearce" clearly distinguishable.

Brent Pearce
Transportation Planner

CC: Erica Roecks, Ronak Naik, Samantha Swan - VTA

SJ1922

Comment Letter C - Nick Nowell

From: [Le, Thai-Chau](#)
To: "Nick Nowell"
Subject: RE: Public Notice of Intent to Adopt a Mitigated Negative Declaration for 615 Stockton Ave Hotel Project (GP18-013/C18-039/SP18-060)
Date: Wednesday, October 9, 2019 8:13:28 AM

Hi Nick,

Per the California Environmental Quality Act (CEQA), the City is required to complete an evaluation of the project to identified potential environmental impacts of the project on to the environment. Based on that evaluation, the outcome could be that the project is an exemption, a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report. A Mitigated Negative Declaration (MND) means that with the incorporation of identified mitigation measures, the project would have less than significant impact to the environment. Per State law, an MND must be reviewed by the public for at least 20 days. The notice that City usually sends out to initiate the public circulation period is the "Notice of Intent." Hence, the "Notice of Intent to Adopt an MND" was sent to all interested parties. This notice is to let interested parties knows that 1) the City has identified the project to be an MND and 2) inform the residents of the potential impacts 3) start the public circulation period. The link in the notice will take you to where all our IS/MND or NDs are posted. The specific page for this project is here: <http://sanjoseca.gov/index.aspx?NID=6461>

This notice is not a public hearing notice for the project. When the project is ready to go to hearing, that will be a separate notice.

I hope this helps! Please feel free to let me know if you have any follow up questions.

Best regards,
Thai

Thai-Chau Le

Supervising Planner | Planning, Building & Code Enforcement
City of San Jose | 200 East Santa Clara Street
Thai-Chau.Le@sanjoseca.gov | (408) 535 - 5658

From: Nick Nowell [mailto:nnpowell@gmail.com]

Sent: Wednesday, October 9, 2019 8:01 AM

To: Le, Thai-Chau <Thai-Chau.Le@sanjoseca.gov>

Subject: Re: Public Notice of Intent to Adopt a Mitigated Negative Declaration for 615 Stockton Ave Hotel Project (GP18-013/C18-039/SP18-060)

Hi Thai-Chau,

Thanks for sending. Can you help me understand what the title of this is supposed to mean "INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION"

On Wed, Oct 9, 2019 at 6:39 AM Le, Thai-Chau <Thai-Chau.Le@sanjoseca.gov> wrote:

PUBLIC NOTICE
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
CITY OF SAN JOSE, CALIFORNIA

Project Name: 615 Stockton Hotel Project

File No.: GP18-013/C18-039/SP18-060

Description: The project site includes two parcels at 615 Stockton Avenue and 623 Stockton Avenue. The project would demolish the commercial building at 615 Stockton Avenue and relocate the single-family residence at 623 Stockton Avenue to the southwest corner of the project site on Schiele Avenue. The project would also include General Plan Amendment to change the land use designation from *Residential Neighborhood* to *Neighborhood/Community Commercial* on one parcel at 623 Stockton Avenue and Conforming Rezoning from Commercial Neighborhood Zoning District (CN) to Commercial Pedestrian Zoning District (CP) on both parcels to facilitate the development of a five-story, 120-room hotel. The total square footage of the proposed project would be approximately 70,687 square feet (includes the 1,292 square foot structure at 623 Stockton Avenue). The project would have a maximum height of 59 feet and six inches to the top of the elevator and stair tower.

Location: 615 and 623 Stockton Avenue, San José.

Assessor's Parcel Nos.: 261-07-001 and -068

Council District: 6

Applicant Contact Information: Infinite Investment Realty Corporation (ATTN: Alan Nguyen); 1168 Park Avenue, San Jose, CA 95126; 408-835-7743.

The City has performed an environmental review of the project. The environmental review examines the nature and extent of any adverse effects on the environment that could occur if the project is approved and implemented. Based on the review, the City has prepared a Draft Mitigated Negative Declaration (MND) for this project. An MND is a statement by the City that the project will not have a significant effect on the environment because the project will include mitigation measures that will reduce identified project impacts to a less than significant level. The project site is not present on a list pursuant to Section 65962.5 of the California Government Code.

The public is welcome to review and comment on the Draft MND. The public comment period for this Draft MND begins on **October 9, 2019 to October 29, 2019.**

The Draft MND, Initial Study, and reference documents are available online at: www.sanjoseca.gov/negativedeclarations. The documents are also available for review from 9:00 a.m. to 5:00 p.m. Monday through Friday at the City of San José Department of Planning, Building and Code Enforcement, located at City Hall, 200 East Santa Clara Street; at the Dr. Martin Luther King, Jr. Main Library, located at 150 E. San Fernando Street.

For additional information, please contact Thai-Chau Le at (408) 535-5658, or by e-mail at Thai-Chau.Le@sanjoseca.gov.

Circulation period: **October 9, 2019 to October 29, 2019.**

Best regards,
Thai

Thai-Chau Le

Supervising Planner|Planning, Building & Code Enforcement
City of San Jose|200 East Santa Clara Street

Thai-Chau.Le@sanjoseca.gov | (408) 535 - 5658

Comment Letter D - Kay Gutknecht

From: [Le, Thai-Chau](#)
To: [Gutknecht, Kay](#)
Subject: RE: Public Notice of Intent to Adopt a Mitigated Negative Declaration for 615 Stockton Ave Hotel Project (GP18-013/C18-039/SP18-060)
Date: Wednesday, October 9, 2019 8:50:28 AM

Hi Kay,

Upon the environmental review of the project, implementation of the project could have potential impacts to vibration and mechanical noise may be required to perform additional analysis prior to building permit for placement. These measures are identified as NOI-1.1, NOI-2.1, NOI-2.2 in the Initial Study/Mitigated Negative Declaration in Section 4.13. Furthermore, based on the City Council Policy 5-1 for transportation impacts analysis, the project would not result in significant impacts in regards to transportation. However, the project has perform both a project specific and long-range transportation analysis with trips count for full disclosure. Please refer to Section 4.17 Transportation/Traffic for more detailed analysis. The project would be constructed only on the private properties and discussion of visual intrusion is in Section 4.11 Land Use.

The link in the notice below leads you to our general page of all environmental documents that are Negative Declarations or Mitigated Negative Declarations. The specific page for the project documents are here: <http://sanjoseca.gov/index.aspx?NID=6461>

All comments and concerns received pertaining to the environmental impacts will be part of the public record and there will be a formal responses after the public circulation date. Please let me know if you have any more specific questions to the environmental impacts of this project or to any of the documents on that website. Also, please feel free to pass this notice on to anyone who may be interested in commenting. Thank you!

Best regards,
Thai

Thai-Chau Le
Supervising Planner | Planning, Building & Code Enforcement
City of San Jose | 200 East Santa Clara Street
Thai-Chau.Le@sanjoseca.gov | (408) 535 - 5658

From: Kay Gutknecht [mailto:k.gutknecht@sbcglobal.net]
Sent: Wednesday, October 9, 2019 7:40 AM
To: Le, Thai-Chau <Thai-Chau.Le@sanjoseca.gov>
Subject: Re: Public Notice of Intent to Adopt a Mitigated Negative Declaration for 615 Stockton Ave Hotel Project (GP18-013/C18-039/SP18-060)

Please let us know specifically how they will mitigate npose, traffic and intrusion into private properties

Sent from my iPhone

On Oct 9, 2019, at 6:39 AM, Le, Thai-Chau <Thai-Chau.Le@sanjoseca.gov> wrote:

PUBLIC NOTICE
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
CITY OF SAN JOSE, CALIFORNIA

Project Name: 615 Stockton Hotel Project

File No.: GP18-013/C18-039/SP18-060

Description: The project site includes two parcels at 615 Stockton Avenue and 623 Stockton Avenue. The project would demolish the commercial building at 615 Stockton Avenue and relocate the single-family residence at 623 Stockton Avenue to the southwest corner of the project site on Schiele Avenue. The project would also include General Plan Amendment to change the land use designation from *Residential Neighborhood* to *Neighborhood/Community Commercial* on one parcel at 623 Stockton Avenue and Conforming Rezoning from Commercial Neighborhood Zoning District (CN) to Commercial Pedestrian Zoning District (CP) on both parcels to facilitate the development of a five-story, 120-room hotel. The total square footage of the proposed project would be approximately 70,687 square feet (includes the 1,292 square foot structure at 623 Stockton Avenue). The project would have a maximum height of 59 feet and six inches to the top of the elevator and stair tower.

Location: 615 and 623 Stockton Avenue, San José.

Assessor's Parcel Nos.: 261-07-001 and -068

Council District: 6

Applicant Contact Information: Infinite Investment Realty Corporation (ATTN: Alan Nguyen); 1168 Park Avenue, San Jose, CA 95126; 408-835-7743.

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Street; at the Dr. Martin Luther King, Jr. Main Library, located at 150 E. San Fernando Street.

For additional information, please contact Thai-Chau Le at (408) 535-5658, or by e-mail at Thai-Chau.Le@sanjoseca.gov.

Circulation period: **October 9, 2019 to October 29, 2019.**

Best regards,
Thai

Thai-Chau Le
Supervising Planner | Planning, Building & Code Enforcement
City of San Jose | 200 East Santa Clara Street
Thai-Chau.Le@sanjoseca.gov | (408) 535 - 5658

Comment Letter E -Tessa Woodmansee

From: tessa.woodmansee
To: [Van Der Zweep, Cassandra](mailto:Van_Der_Zweep_Cassandra)
Cc: [Le, Thai-Chau](mailto:Le_Thai-Chau)
Subject: Re: 615 Stockton Avenue Hotel Project--Contact
Date: Thursday, October 10, 2019 5:33:06 PM

Ok I'm sorry i was upset but the process needs to be very clear to citizens. And it was not . It's hard enough dealing with this monstrosity planned for our neighborhood and fighting out how to have an impact. So when it says you have 20 days to reply it should be very clear who and where to reply to right at that line! So it says reply by 10/29 and say right there to environmental director Thai.le at her email right there where you say reply by this date then say who to send tohelp the citizens participate! Make it very clear ! A lot is at stake and we need you to make it as easy as possible!

Thanks for your help in getting back and making the documents and the process easier for citizens by

Articulating where to reply by this date and where to email right away!!! So there is no confusion.

Do you understand what I am demanding to be changed its the red lettered date deadline and right there in RED letters where to email comments? So average citizen knows easily what to do...ok???

Tessa Woodmansee

On Thu, Oct 10, 2019 at 5:02 PM Van Der Zweep, Cassandra
<Cassandra.VanDerZweep@sanjoseca.gov> wrote:

Good afternoon Tessa,

Please provide your written comments regarding the Initial Study/Mitigated Negative Declaration to Thai-Chau Le via email. Her contact information is listed on the environmental page: <http://www.sanjoseca.gov/index.aspx?NID=6461> and she is.

Also, please refrain from using abusive language in your voicemails. We are here to help you understand the planning and environmental processes, provide you with information of the proposed projects we are reviewing for the City, and receive comments, questions, and concerns.

Thank you,

Cassandra van der Zweep
Supervising Planner | Planning, Building & Code Enforcement
City of San José | [200 East Santa Clara Street](http://www.sanjoseca.gov)
Email: cassandra.vanderzweep@sanjoseca.gov<<mailto:john.tu@sanjoseca.gov>> | Phone:
(408)-535-7659

Comment Letter F - Linda Bookman

From: [Linda Bookman](#)
To: [Le, Thai-Chau](#)
Subject: 615 Stockton Avenue Hotel Project Mitigated Negative Declaration
Date: Friday, October 18, 2019 2:46:12 PM

Hello Ms. Le,

I know that SB 743 established new rules for CEQA to measure environmental impact of transportation. And I'm aware that the new rules say that vehicle miles traveled—the amount in distance of automobile travel produced by a project—is a more appropriate measure of transportation impacts than vehicle delay. Specifically, the new rule states that “a project’s effect on automobile delay shall not constitute a significant environmental impact.” In addition, development projects within a half-mile of high quality transit are presumed not to have a significant environmental impact.

Do you know if, in the traffic study, the city is considering this project to be within a half-mile of high quality transit?

I know it is 1 mile away from Diridon station. There is no public transportation on Stockton to Diridon.

While College Park is less than half a mile, it is disingenuous to qualify that as a high quality transit hub. College Park is a lightly used Caltrain station served by two trains in each direction Monday through Friday and no train stops there on weekends or holidays. College Park serves Bellarmine College Preparatory, resulting in the school-related service times. It serves approximately 108 passengers per weekday. Due to the small size of the station, only two cars within a 5-car train are capable of opening their doors to allow passengers to board/disembark.

Thanks for your help,
Linda Bookman

Comment Letter G - Kay Gutknecht

From: [Kay Gutknecht](#)
To: [Le, Thai-Chau](#); [Van Der Zweep, Cassandra](#)
Cc: [Groen, Mary Anne](#)
Subject: Response to Negative Declaration
Date: Sunday, October 20, 2019 7:57:53 PM
Attachments: [Response to Negative Declaration.pdf](#)

Attached is my comments on your negative declaration concerning the Stockton Avenue Hotel Project. Please confirm receipt and please respond to all the questions and concerns contained in my document.

Please let me know if you have any questions.

Thank you,

Kay Gutknecht
798 Schiele Avenue
408-483-8474

Public Comment

from:

Kay Gutknecht

798 Schiele Avenue

on:

Initial Study

615 Stockton Avenue Hotel Project

File No. GP18-013/C18-039/SP18-060

Introduction

I have reviewed the Negative Declaration to the best of my ability. The report and associated study data is difficult to understand by impacted residents who, unlike the reports preparers, are not paid to be experts in these matters. However, I have lived on Schiele Avenue for thirty years, and I do profess to know my neighborhood and its surrounding areas.

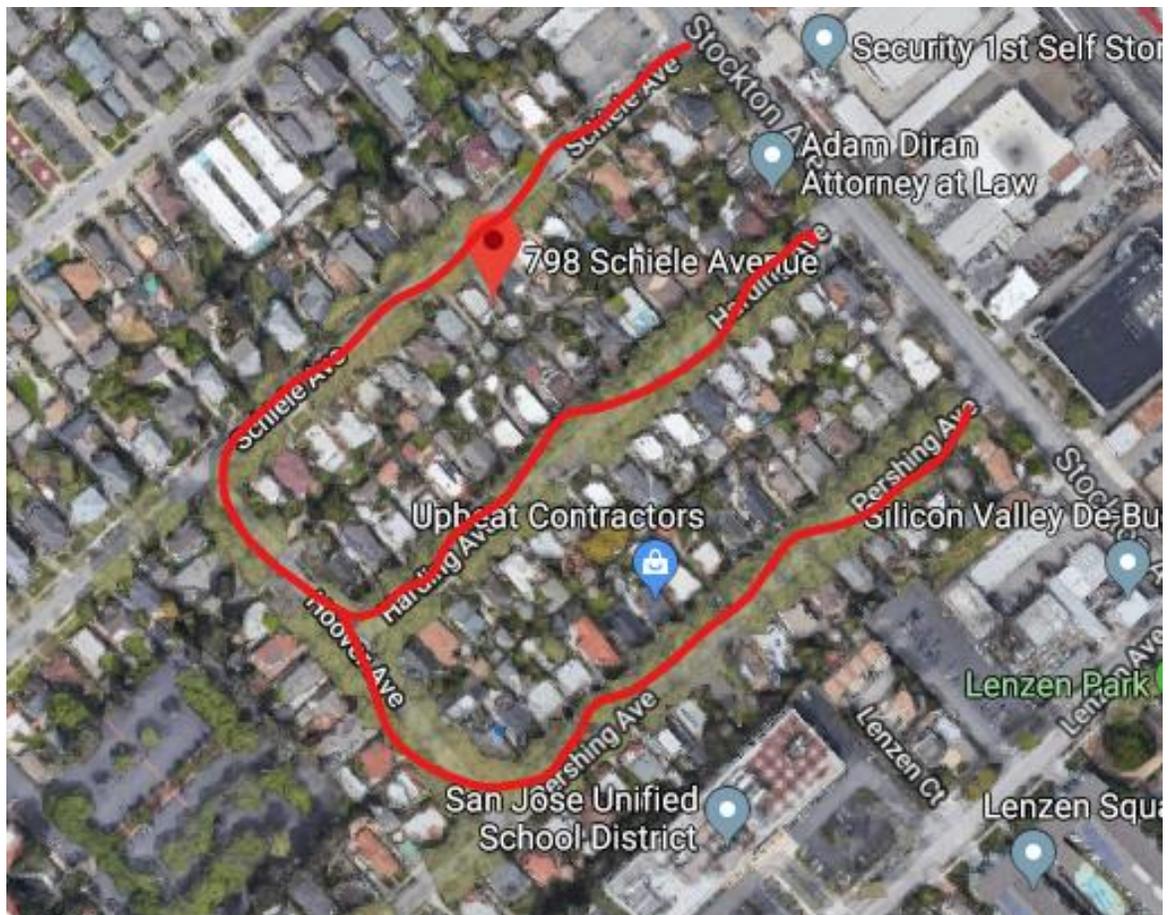
What struck me most about the report, is the writer's lack of knowledge regarding the City's developmental history or historic architecture, both of which figure prominently in this development proposal. A resource with requisite experience in these two areas should be employed to reassess relevant sections of this report so appropriate mitigations can be required of the developer to offset the hotel's impact on objects of historic and aesthetic significance.

Comments

A. Aesthetics:

- a. If the City's Municipal Code provides protection of the City's visual character, why is there no proposed mitigation to at least have the hotel fit visually with its surroundings? An ultra-modern building of five stories build right up to the side-walk is visually out of context with its one-story bungalow neighbors with setbacks and landscaping promoting walkability of its historic streets. The hotel is visual eyesore and mitigation is needed. It is clearly in violation of the Envision San Jose 2040 General Plan Policies CD-1.1, CD-1.7, CD 1.11, CD-1.12, CD-4.9 conveniently provided on pages 14 and 15 of your report.
- b. The proposed project is not compatible with the mixed visual character of the area where there is nothing along the entire western length of Stockton Avenue as tall as the proposed hotel , and those that even begin to come close are blocks away. How can there be no mitigation required for this visual disturbance?
- c. While you state the development was subject to a design review process, I do not see the study within your assessment and given the architecture of the hotel versus its historic neighbors.
- d. Your statement that the project area is "developed with different types of land uses and has a mix of architectural styles and no particular style being dominant" is false. The Schiele Avenue subdivision is a reflection of the growth of the City from the early 1800s through the 20th century, beginning with new and relocated Victorian era homes close to the trolley line followed by California bungalows during the 1920s. The Alameda Park subdivision is a neighborhood of California bungalows built during the boom years post WWI San Jose. It is likely the first or one of the first planned communities in the City. Please engage an expert in City history and historic architecture to perform an assessment of the project's negative impact on the aesthetics of the surrounding residential neighborhoods.
- e. You provided a reasonably good description of the Victorian neighbors on Stockton, including information about their architecture and setbacks, so why do you think it is not an issue to allow the hotel to build out to the sidewalk and not continue the symmetry of the existing setbacks or the Victorian architecture of these neighbors?

- f. How can you state there is “Less than Significant Impact” to residential neighbors when the hotel’s visitors will be peering into their homes and yards and blocking their views of the sky to the north? A setback of 6–10 feet does not place them in a “peep free” zone.
- C. Air Quality: I appreciate the required mitigations for air quality during construction.
- D. Biological Resources:
 - a. While I appreciate the required mitigations for possible nesting season intrusion, if birds are nesting on the property, where will they go once all brush and landscape is paved over for the new hotel? Why are there no mitigations to check for nesting sites and ensure the species can return in future years by requiring the development to provide nesting compatible landscaping and open space for them if they are protected and using the site currently?
 - b. I see no explanation for how the existing sycamores on the site will thrive when the hotel is built up to the sidewalk and into their canopies. Seems like a violation of Policies MS-21.4, MS-2.5, MS-21.6 laid out on page 44 of your report. These trees were recently planted and faithfully tended by local neighbors to continue the symmetry of the existing trees within The Alameda Park and eastern end of the Schiele Avenue subdivisions—which form a W when viewed from above--and walkability of the neighborhood. Their removal or destruction due to insensitive development should not be allowed.



E. Cultural Resources:

- a. Allowing the Victorian house to be moved from 623 Stockton to adjoin a collection of 1920 bungalow homes is an affront to the aesthetics of the neighborhood. Why is there no discussion of the historic irreverence of this relocation and negative impact it will have on the eastern end of the Schiele Avenue and Alameda Park subdivisions? It erodes the characteristics of the neighborhood's development and displays a lack of understanding of historical building history and architecture of the City and this neighborhood in particular.
- b. Why is there no mention of the historical significance of the Schiele Avenue Subdivision, the oldest in the City and developed by Charles M. Schiele, a City Councilmember and owner of the Pacific Hotel? What about the historically significant Alameda Park subdivision, a unique development of bungalow homes on four streets, whose very names are ubiquitous to the development period: Hoover, Harding and Pershing? This may be the first planned community in the City, if not, certainly it is one of its first. Unique and still 90% intact, it is something to be cherished. Yet it is only mentioned briefly and with significant disrespect and lack of architectural understanding. Both subdivisions meet all criteria for designation as National Register Historic Places, and we have been working for years toward that official recognition. Currently we are partnering with Juliet Arroyo to align our work with the City's official survey format. Your failure to address the cultural impact to the City's history and historic home inventory is inexcusable, and puts you in violation of the General Plan cultural resources policies Policy LU-13.8, LU-13.9 laid out on page 55.

J. Land Use and Planning:

- a. Clearly the project's architectural design is in violation of Policies CD-1.1, CD-1.8, CD1.12, laid out on page 110, but I don't see any required mitigations. The hotel is incongruous to the location—not consistent with the existing characteristics and uses in the surrounding areas, which provide no visitor services of any kind. The owner/developer has specifically stated the purpose of the hotel is to serve visitor to Google. However, the Google development plan provides services necessary to support the village and will be well augmented by those planned within The Alameda Urban Village. Placing a hotel at this location, a mile from the area it purports to support, while providing no benefit for the neighborhoods surrounding it on three sides makes no sense. The hotel is likely to become a nuisance similar to that of another misplaced hotel on The Alameda that is surrounded by residences. A comparison of these two hotels should be addressed in the study.
- b. You state awareness that all surrounding structures are single story, and the development is surrounded by single-family residences, yet you believe the 5-story behemoth will have "less than significant impact" on the neighborhood. The study should include an elevation profile of the west side of Stockton Avenue showing the incongruous height of the hotel and its modern styling against its neighbors.
- c. I think your map on page 16 of the report is very misleading, because it does not explain that the area marked as commercial includes only small businesses operating during

- normal business hours, with limited-to-no visitors on the sites, and located within original subdivision historic homes, so blend very nicely with the neighborhood.
- d. While we appreciate a desire to build more hotels downtown, our historic neighborhoods are not in the downtown area, as clearly designated in the following map. We are also beyond the borders of the nearby urban villages—Diridon Station Area (DSAP) and The Alameda Urban Village (VT4) where master planning and zoning supports hotel development.

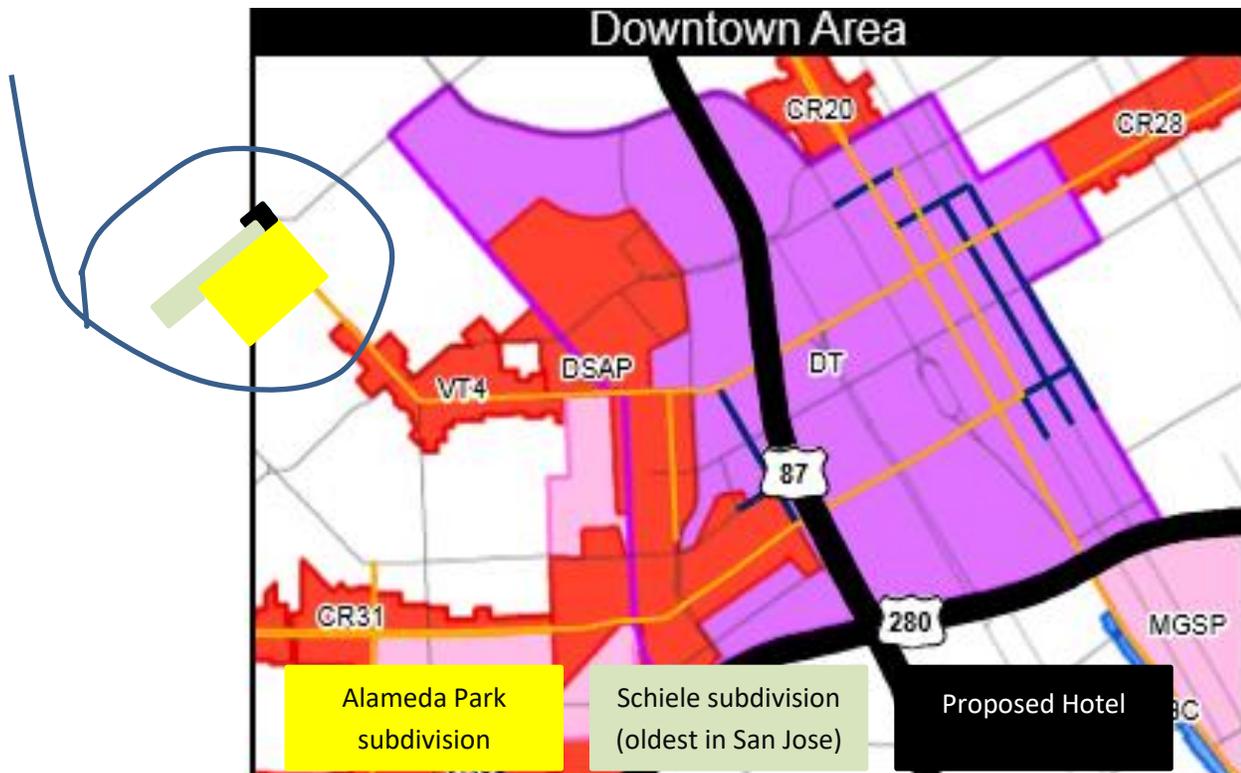


Figure 1 - Map of San Jose Downtown Area with overlay of Schiele and Alameda Park Subdivisions and 615 & 623 Stockton Avenue lots

Ignoring the zoning laid out in San Jose's General Plan puts our neighborhoods at significant risk. Research performed by Cassandra van der Zweep, San Jose Planner assigned to the subject project, revealed the development of a multi-storied hotel next to a single-story historic neighborhood is unprecedented within the San Jose city limits. Since zoning within the DSAP and VT4 urban villages supports hotels, we recommend they be built in those locations or downtown rather than seeking to disrupt the wisdom of the City's General Plan. Approval of the exceptions would be in direct contradiction to the *Envision San Jose 2040* focus on the importance of historic resources.

"Since the 1980s, San José's General Plan has contained goals and policies which encourage the protection and preservation of its historic resources. The primary General Plan goal is to preserve historically and archaeologically significant ... districts ... in order to promote a greater sense of historic awareness and community identity, and to enhance the quality of urban living."

The NCC zoning at 615 Stockton Avenue is specifically designed to support adjoining neighborhoods with businesses that have a strong connection to and provide services and amenities for the community, such as neighborhood-serving retail stores and services, commercial and professional offices. Our neighborhoods would benefit from a zoning-compliant development at this location. A hotel does not benefit a residential neighborhood, serving, rather, those from outside the community. We welcome development of the lot in a manner supporting the adjoining neighborhoods with community services and amenities, especially if done in a manner creating a gateway to our historic subdivisions and maintaining and encouraging the walkability of the area.

L. Noise:

- a. While we appreciate the recommended mitigations for noise abatement during construction, what about noise abatement during operations? That is likely to be significant. Consider the owner's blatant disregard for the peace of the neighborhood to-date, what provision will be in place to ensure he doesn't hold more wild parties on the hotel site? What about the two outdoor venues likely to be hosts to weddings and birthday and anniversary and other event parties? You may have the word of the current owner only to allow quite conversations in these outdoor venues, but they will be attractive areas for parties, which are huge money makers for any hotel. We know from experience that the owner loves large, noisy, obnoxious parties that disrupt his neighbors, and we fully expect that to continue at his hotel. We would like to see mitigations to ensure we are protected, such as removing all outdoor venues.
- b. While I don't purport to understand your noise study, I recognize it shows significant level of noise in the neighborhood, which I find interesting, because generally, once the sun goes down, this neighborhood is, for all practical purposes, stone cold dead silent, with an ambient noise level near zero. Even when your neighbor has a few people over for drinks in their backyard, it is disturbing near bedtime hours. At the hotel, this will be the norm every evening and night for hours and hours and be an intolerable environment for those living adjacent. Why is this ignored in the report?
- c. We don't really care that the noise from daily delivery trucks will be less than the noise of loading and unloading trucks in the light industrial areas of Stockton Ave, because we don't live next to those areas. This is good support for our consensus that the hotel belongs on the other side of Stockton Avenue with the light industrial businesses, not on the west side of the street with family residences!
- d. You also state that houses within 150 feet of the site (that would be about 15 homes) will experience an ongoing 7 x 24 noise level of 55 dBA from mechanical equipment. That is listening to the ongoing hum of a refrigerator or air conditioner 7 x 24. This will make their yards unusable year-round and their homes unusable on warmer days when windows are open. There should be a mitigation to place the equipment inside a soundproof room.
- e. What about the impact of the guests walking through our neighborhood to and from restaurants on The Alameda? Since they won't have cars, they will either be driving or walking for about 600 trips a day. We have heard the drunken pedestrians going home

after bedtime hours from the property owner's wild parties, and they are very disruptive. How will this be mitigated?

- f. Construction hours of 7-7 daily, M-F for a year will be an excessive noise intrusion. There are at least seven children in homes in the immediate vicinity of the proposed project and nearly all nearby residences are occupied by hard working, tax-paying individuals who want to relax in their homes when their work day is over. Mitigations are needed to ensure construction is limited to 8-5 M-F and noise does not occur during children's morning and afternoon nap times.
- M. Population and Housing: Why is there no mention of the impact of removing a residentially zoned lot from residential use? There is a significant housing shortage in the area. The lot at 614 is large enough to support multiple townhomes, which the City desperately needs, and if 623 were returned to residential use for which it was originally zoned, we would meet even more need. We don't need hotels in residential areas; we need residences in residential areas!
- P. Transportation / Traffic
- a. Is the onsite TDM a full-time, 24-hours a day, 7 days a week position? It needs to be. And what is the mitigation/penalty to be leveraged on the hotel and by what official entity at the minute the TDM is dismissed or quits?
 - b. I am significantly concerned about the proposed use of bicycles and—and although not in the plan, discussed during the public outreach meeting—scooters. Currently these modes of transportation are allowed on sidewalks outside the downtown area. They constantly create dangerous situations for pedestrians by failing to yield to those on foot and terrorizing them by passing so close they disorient and endanger the walkers. There should be a required mitigation to extend the prohibition of bikes and scooters from sidewalks and provide a method of enforcement so the prohibition is actually effective.
 - c. Note that your proposed use of bus service means all hotel visitors and employees will pass through our neighborhood to come and go to the facility, since these buses run off The Alameda, not Stockton Avenue. Where is the consideration of the impact of the through traffic which may include those on scooter and bikes as well as walkers? What do you estimate that traffic and noise volumes to be?
 - d. I cannot believe you are still mentioning the College Park station! With only two northbound and two southbound stops a day in support of Bellarmine students, it provides no current service (and plans no future service) in support of individuals working in business along Stockton Avenue!
 - e. The Diridon station is a mile away, too far for most individuals to consider walking, especially with their suitcases and briefcases in hand.
 - f. How will you guarantee that all truck deliveries will occur on Stockton Avenue? How will this be enforced? Where is their parking area, or are they expected to double-park? Currently whenever a truck is parked near the corner on Stockton, it blocks the view of any vehicle trying to enter Stockton from Schiele Avenue. The situation is dangerous and has resulted in a number of accidents. There should be a mitigation to only allow van deliveries to avoid blocking Stockton Avenue traffic and/or creating hazardous conditions for traffic entering Stockton. Stockton access is critical for Schiele Avenue

residents, because of the dangerous traffic conditions created on The Alameda by the recent reconfiguration of sidewalks and turning restrictions on that street. Schiele Avenue needs at least one safe access to and from the neighborhood.

- g. With the hotel generating an additional 1300 new daily vehicular trips, half of which will likely travel down Schiele Avenue as that will be the logical access for northbound travel, we can expect, on average, one additional car every two minutes, likely three or four every minute during the day. That is a very frightening volume from a safety and noise perspective. Schiele Avenue currently has significant issues with speeding, cut-through traffic from the Alameda Gardens business park and the recent reconfigurations to The Alameda. We need modifications to improve traffic configurations on The Alameda and restrict hotel-related access to Schiele Ave if these additional vehicle volumes are coming. Why are there no mitigations for this?
 - h. I see no provisions for scooter parking, which I imagine will number in the hundreds every day based on your trip projections. With no provision to accommodate this alternative transportation, they will likely litter the sidewalks and nearby yards creating hazards for residents and pedestrians.
- Q. Tribal Cultural Resources:
- a. Considering a number of previous building events in the neighborhood involving excavation that encountered Native American burial and living sites, I am shocked provisions to dig carefully and under qualified archeological supervision is not one of the required mitigations. My understanding is that the home just six houses to the west of the site uncovered a number of Indian burial remains during its basement excavation. Two homes farther west on Schiele, one on the north side and one of the south side of the street also uncovered remains during construction projects which occurred during my tenure in the neighborhood.
 - b. While you state the neighborhood is not near a waterway, you failed to mention that it was in the past, a fact to which one of our Schiele Avenue residents can attest, because a riverbed with evidence of Native American occupation was uncovered during a basement expansion project. Your assessment is not aligned with Policies ER-10.1 and ER-10.2 on pages 55 and 56 of your report.

Comment Letter H - David Koppett

From: [David Koppett](#)
To: [Le, Thai-Chau](#)
Subject: 615 and 623 Stockton hotel project
Date: Sunday, October 27, 2019 6:06:53 PM

Ms. Le,

I'm writing directly to you since the City of San Jose website doesn't seem to provide any other forum for public comment. If there is such, please advise; if this is the correct method, please add my comment to the record.

Our family and neighbors are horrified by this proposed project, which is wholly inappropriate for this particular location.

No justification seems to be offered for changing the zoning of these two parcels from "Residential Neighborhood" to "Neighborhood/Community Commercial." This is in fact a residential neighborhood! A five-story, 71,000 square foot 120-room hotel on this particular corner, immediately surrounded on three sides by modestly sized single-family homes would be completely out of scale and out of place.

The claims made in the environmental reports that little to no impact will be felt in terms of traffic and/or noise are not believable.

We understand that we live in a large city, and we are not against construction projects in our immediate vicinity. In fact, several such have taken place during our time here, and several more are underway in the neighborhood, none of which have we opposed. But they are all in more appropriate locations, for example the Stockton and Julian northwest corner and east side of Stockton south of Julian, where surrounding buildings are of a more similar scale and character and the projects are not jammed in among smaller homes. There are a number of other parcels in this neighborhood appropriate for large-scale development, including several slated for the large upcoming Google project.

This is not one of them.

We and neighbors we've spoken with intend to use every means at our disposal to oppose this project, including working with our elected representatives, soliciting media coverage and, if necessary, pursuing legal action.

We urge the City of San Jose to reject this application and relocate the project to a more appropriate location.

Thanks for your time and attention.

Best,

David Koppett
773 Pershing Avenue

San Jose, CA. 95126

Comment Letter I - Jay Jensky

From: [Jay Jensky](#)
To: [Le, Thai-Chau](#)
Subject: Stockton Hotel Project
Date: Monday, October 28, 2019 10:01:55 AM

To Whom it May Concern,

As someone who has lived 2 blocks from the project for over 19 years, I will say I do understand the need for more hotel rooms in and around the downtown area.

That being said, the corner of Schiele and Stockton is not the correct place for a 5-story, 120-room hotel. This will bring in tons of traffic and will crush street parking in the neighborhood.

There are plenty of sites around the area that are much better suited for such a project. This project does nothing to protect and preserve the look and feel of the historic neighborhood.

Please reconsider the location of this project, not what the neighborhood needs or wants.

Thanks,

Jay

Jay Jensky
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SILICON VALLEY BUSINESS JOURNAL
jjensky@bizjournals.com
Office: 408.299.1814 Mobile: 408.705.5343
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**Comment Letter J - Linda Bookman, Joanna Buckley,
Mike Dunbar, Kay Gutknecht, Lori Katcher, Susan
Watanabe**

From: [Kay Gutknecht](#)
To: [Le, Thai-Chau](#)
Cc: mike.dunbar@outlook.com; [Linda Bookman](#); [Lori Katcher](#); slwatanabe4@gmail.com; [Joanne Buckley](#); [District 6](#); [Arroyo, Juliet](#)
Subject: Comments Mitigated Negative Declaration Stockton Hotel GP18-013_C18-039_SP18-060
Date: Monday, October 28, 2019 11:10:14 AM
Attachments: [102619_group letter on Neg Dec.pdf](#)
[Staff Report rezoning CC05-100.pdf](#)

Hello Thai-Chau,

Attached is a group letter and supporting attachments from a number of concerned neighbors regarding incorrect information contained in the Mitigated Negative Declaration for the Stockton Avenue Hotel Project GP18-013_C18-039_SP18-060. We trust appropriate corrections will be made to the final report.

Thank you,

Kay Gutknecht
Joanne Buckley
Susan Watanabe
Mike Dunbar
Linda Bookman
Lori Katcher

October 26, 2019

Thai-Chau Le, Supervising Planner
Planning, Building and Code Enforcement
City of San Jose
200 East Santa Clara Street
San Jose, CA 95113-1903

RE: Mitigated Negative Declaration for the Stockton Avenue Hotel Project; File No.: GP18-013/C18-039/SP18-060

We, the below signed residents of the Alameda Park and Schiele subdivisions, request correction to your statement on page 32 of the Mitigated Negative Declaration for the Stockton Avenue hotel project, specifically:

“The project area is developed with different types of land uses and has a mix of architectural styles with no particular style being dominant. The proposed project would be compatible with the mixed visual character of the area.”

The corner lot of the proposed hotel is part of the Schiele residential subdivision and directly across the street from the Alameda Park residential subdivision. The portion of the Schiele subdivision adjoining the proposed project location and the Alameda Park subdivision across the street are quintessential 20th Century Revival Period homes. Please reference pages 27-32 of the City's Your Old House Guide for Preserving San Jose Homes for specifics on the architectural styles of this period.

While not yet on the inventory, the historic significance and distinctive architecture of this district should be well known to the City's Planning Department, because we have been working with them since 2004 on a Conservation Area designation. Our work began under the direction of Cortney Damkroger, the City's Historic Preservation Officer at the time. Sally Zarnowitz, Historic Preservation Planner & Architect for the City, took over for Cortney later that year and spoke at a key neighborhood meeting to build consensus for preservation among its residents. That meeting resulted in 51% of the property owners formally documenting their support of a Conservation Area—the requisite number per Cortney required for a community initiated application. Bonnie Bamburg, Historical and Cultural Consultant, was engaged to guide development of our contextual statement and review our DPRs.

We understand from the current Historic Preservation Officer, Juliet Arroyo, that she has been unable to locate our correspondence with Cortney and Sally or any evidence of our work in-progress. However, our context statement is drafted, 20% of the required DPRs are complete, and six properties on Schiele Avenue are already in the City's Historic Resources Inventory, so we are on track for the Conservation Area objective. We will be sending Juliet our work completed to-date, so she can rebuild the City's files on our historic district.

Despite loss of documentation on our Conservation Area work, the Planning Department should have the documentation related to our rezoning in 2005. At that time, "Planning staff recommend[ed] the Planning Commission recommend that the City Council approve the subject rezoning" [to] prevent ... impacting the character of the existing neighborhood." They described the neighborhood's character as, "a cohesive, single-family neighborhood with a variety of historical architectural styles including, Victorian, Neo-Classical, Spanish Eclectic, Craftsman and Tudor Revival." Planning clearly recognized Victorian and 20th Century Revival character of the neighborhood. They concluded their report by stating, "The area of the proposed rezoning consists of a single-family neighborhood that has maintained a remarkably cohesive development pattern over time" and the rezoning would prevent impact on "the character of this unique neighborhood." This perspective is quite unlike the description on page 32 of the Negative Declaration and quite aligned with our position that a 5-story, modern hotel is not appropriate for our historic neighborhood.

Pages 81-90 of the City's Your Old House Guide for Preserving San Jose Homes explain principles to apply when considering the fundamental relationships of a "infill" building—such as the proposed Stockton hotel—to its historic neighborhood context, things such as mass, scale and form. We look forward to modifications in the Declaration to incorporate verbiage and mitigations that acknowledge and support the historic characteristics and visual continuity of the adjoining neighborhoods.

Please let us know if you have any questions.

Thanks,



Linda Bookman

10/26/19

date



Joanne Buckley

10-26-19
date



Mike Dunbar

10/26/19

date



Kay Gutknecht

10/26/19

date



Lori Katcher

10/26/19

date



Susan Watanabe

10/26/19
date

Cc: Juliet Arroyo, City of San Jose Historic Planning Officer
Dev Davis, Councilmember District 6

- Attachments: Schiele Subdivision map recorded October 10th 1888
- Supplementary Map of part of the Schiele Subdivision recorded January 26, 1889
- Map of the Alameda Park subdivision recorded June 5, 1922
- Staff Report, City Council Initiated Rezoning, File # CC05-10

CITY OF SAN JOSÉ, CALIFORNIA
Department of Planning, Building and Code Enforcement
200 East Santa Clara Street
San José, California 95113

STAFF REPORT

Hearing Date/Agenda Number
P.C. 11-16-05 Item No. 4.a.
C.C. 12-13-05 Item No.

File Number
CC05-100

Application Type
City Council Initiated Rezoning

Council District
6

Planning Area
Central

Assessor's Parcel Number(s)
Numerous

PROJECT DESCRIPTION

Completed by: Erin L. Morris

Location: East and west sides of Hoover Avenue, north and south sides of Harding Avenue, Pershing Avenue, and Schiele Avenue

Gross Acreage: 19.33 Net Acreage: 19.33 Net Density: n/a

Existing Zoning: R-2 Two Family Residence, CN
Commercial Neighborhood District, CO Commercial
Office District, and LI Light Industrial Zoning District

Existing Use: Single-family, two-family, and
multi-family residential

Proposed Zoning: R-1-8 Single-Family Residence
District

Proposed Use: Single-family detached
residential

GENERAL PLAN

Land Use/Transportation Diagram Designation
Medium Density Residential (8-16 DU/AC)

Project Conformance:
 Yes No
 See Analysis and Recommendations

SURROUNDING LAND USES AND ZONING

North: Multi-family residential R-M Residential Multiple Zoning District

East: Industrial and commercial uses HI Heavy Industrial, LI Light Industrial, and CN
Commercial Neighborhood

South: Office, multi-family residential,
school, commercial, and light industrial A(PD) Planned Development & LI Light Industrial

West: Office A(PD) Planned Development

ENVIRONMENTAL STATUS

Environmental Impact Report found complete (GP 2020 EIR certified
8/16/1994) Exempt
 Negative Declaration circulated on Environmental Review Incomplete
 Negative Declaration adopted on

FILE HISTORY

Annexation Title: College Park/ Burbank Sunol Date: December 8, 1925

PLANNING DEPARTMENT RECOMMENDATIONS AND ACTION

Approval Date: November 9, 2005 Approved by: _____
 Approval with Conditions Action
 Denial Recommendation
 Uphold Director's Decision

PROPERTY OWNERS

Numerous

PUBLIC AGENCY COMMENTS RECEIVED

Department of Public Works

None received.

Other Departments and Agencies

None received.

GENERAL CORRESPONDENCE

See attached e-mail from Mike Hagan dated November 7, 2005; letter from Kay Gutknecht dated October 28, 2005 with neighborhood petitions; and e-mail from Daniel Strickman dated October 26, 2005.

ANALYSIS AND RECOMMENDATIONS

BACKGROUND

This is a City Council-initiated rezoning from R-2 Two Family Residence, CN Commercial Neighborhood, CO Commercial Office, and LI Light Industrial Zoning Districts to the R-1-8 Single-Family Residence Zoning District on approximately 19.33 acres, including 137 properties in the Garden Alameda neighborhood (see attached map). Most of the area is currently zoned R-2 Two-Family Residence Zoning District which is typically characterized by duplex developments.

Existing Land Uses and Neighborhood Character

Existing uses in the area of the proposed rezoning consist primarily of single-family detached residential. All of the properties affected by the rezoning, including eleven (11) properties currently zoned CO Commercial Office, CN Commercial Neighborhood, and LI Light Industrial, are currently used for residential purposes; the neighborhood includes 120 single-family detached houses, 15 duplexes, and two apartment buildings.

The existing neighborhood is characterized by the well-maintained, relatively small-scale residences constructed in the late 1800s and early- and mid-1900s on public streets with a fairly consistent pattern of mature street trees. The lotting pattern varies, because the area is comprised of portions of three historic subdivisions, but development has occurred over time to create a cohesive, single-family neighborhood with a variety of historic architectural styles including Victorian, Neo-Classical, Spanish Eclectic, Craftsman, and Tudor Revival.

The area to be rezoned includes portions of the Schiele Subdivision, Brown Subdivision, and Alameda Park. Following is a brief description of each of these subdivisions (see attached

Subdivision Map).

Schiele Subdivision

The Schiele Subdivision includes lots on the north and south sides of Schiele Avenue between The Alameda and Hoover Avenue. Lots in the Schiele Subdivision are larger than those in the other two subdivisions and range in size from 3,900 square feet to more than 9,000 square feet. The area includes two large historic houses (circa 1898) that have been converted to multifamily dwellings. Many of the homes on the north side of Schiele were built prior to 1925. This area forms the northern boundary of the proposed rezoning area.

Alameda Park Subdivision

The Alameda Park Subdivision includes properties on both sides of Hoover Avenue, the south side of Schiele Avenue between Hoover Avenue and Stockton Avenue, the north and south side of Harding Avenue, and Pershing Avenue between Hoover Avenue and Stockton Avenue. The lots within the core of this area are approximately 6,125 square feet in size; lots on the south side of Pershing Avenue and west side of Hoover Avenue are somewhat smaller. Most of the residences were constructed in the 1920s. This area adjoins Stockton Avenue to the east, although the properties immediately adjacent to Stockton Avenue are not included in the proposed rezoning.

Brown Subdivision

The Brown Subdivision includes 12 properties, each less than 6,000 square feet in size, on both sides of Pershing Avenue west of Hoover Avenue. Three of the properties include existing duplexes, while the remainder of the properties are developed with single-family residences. Most of the properties were originally developed prior to 1925 although a few were developed in the 1940s.

Surrounding Uses

The character of the areas surrounding the proposed rezoning site is distinctly different from that of the project site in terms of use, lot size and development pattern.

Adjacent uses to the north of the project site along Villa Avenue include a mixture of single-family, duplex, and multifamily residential. Much of Villa Avenue was initially developed with single-family detached residential uses in the early 1900s and was subsequently redeveloped with duplexes and apartment buildings. In the past couple of years, the City has received a number of rezoning, permit, and preliminary review requests within this area to demolish existing residential structures and replace them with higher-density residential development. Average lot sizes in this area are significantly larger than that of the project area.

Immediately adjacent to the project area to the east are small residential-size lots that include a mix of residential uses and commercial and industrial businesses. The adjacent area on the east side of Stockton Avenue is designated Light Industrial on the General Plan Land Use/Transportation Diagram and is included within the Julian-Stockton Redevelopment Project Area where industrial uses are expected to continue on existing large lots.

South of the project site, properties fronting on Lenzen Avenue are characterized by significantly larger lot sizes and a mixture of residential and commercial uses including Hester School, Lenzen

Gardens senior housing, the four-story San Jose Unified School District Office building, and assorted small commercial and industrial uses.

The Garden Alameda office complex dominates the area to the west of the project site. This 8-acre office complex with frontage on The Alameda is surrounded to the north, south and east by the three subdivisions that make up the project site. The office complex, which includes approximately 160,000 square feet of office space in two- and three-story buildings and more than 300 trees representing 37 different species, lends its name to the rezoning area.

Purpose of the Rezoning

As indicated in the attached memorandum from Councilmember Ken Yeager, dated September 21, 2005, the goal of the proposed rezoning is to preserve the character and quality of life of the existing single-family neighborhood. The rezoning was initiated in response to requests from neighborhood residents concerned about the potential for redevelopment of existing single-family houses into duplexes.

ENVIRONMENTAL REVIEW

The environmental impacts of this project were addressed by a Final EIR entitled, "San José 2020 General Plan EIR." The City of San José City Council adopted a resolution of findings on August 16, 1994.

GENERAL PLAN CONFORMANCE

The area is designated Medium Density Residential (8-16 DU/AC) on the San Jose 2020 General Plan Land Use/Transportation Diagram. The R-1-8 Single-Family Residence District Zoning District is consistent with this designation in that it requires minimum lot sizes of 5,445 square feet, which equates to a maximum density of 8 units per acre. The subject area is currently developed at an approximate density of 8.16 dwelling units per acre.

PUBLIC OUTREACH

Community Meeting

A community meeting was held on October 27, 2005 at the Westminster Church. Approximately 20 residents were in attendance. All of the meeting attendees expressed their desire to maintain the character of the existing neighborhood. Supporters of the rezoning stated their belief that the rezoning would reduce the pressure on the neighborhood to develop with higher densities and that the rezoning would help preserve the existing neighborhood character. Opponents of the rezoning expressed support for future development of duplexes to increase the overall density of the neighborhood. They indicated that increased density would support The Alameda Neighborhood Business District and associated amenities. Many homeowners expressed questions about the difference between duplexes and second units on single family lots.

Written Correspondence

Staff received two letters in support of the proposed rezoning, copies of petitions that were circulated within the neighborhood supporting establishment of a conservation area and the proposed rezoning, and one letter opposing the rezoning. Staff received a request from the owner

of 1025 Schiele to remove his property from the zoning boundaries. These communications are attached.

ANALYSIS

The primary issues for this proposal include the implications of the rezoning for existing and future development and compatibility of the proposed rezoning with the existing development pattern of the project area.

Implications for Existing and Future Development

The rezoning to R-1-8 Residence District would allow the existing single-family residences to remain and to be remodeled, expanded, or modified in conformance with the development standards and allowed uses of the R-1-8 Single-Family Residence District. The differences in the development standards of the R-2 and R-1-8 Districts, which are minor and relate primarily to building setbacks, are indicated on the attached table. The primary difference in the allowed uses of the two Districts is that duplexes are not allowed in the R-1-8 District. The proposed rezoning would prevent the future construction of duplexes within the project area.

Under the current R-2 Residence Zoning, modifications to existing legal duplexes within the neighborhood would require a discretionary permit, either a Site Development Permit or Special Use Permit. Existing legal duplexes within the project area would become legal non-conforming upon approval of the proposed rezoning. These legal non-conforming duplexes could remain as long as desired by the current or future property owner. Modifications to the duplexes would require approval of a Special Use Permit.

On November 15, 2005, the City Council is scheduled to consider a modification to the Zoning Code establishing a pilot program to allow secondary dwelling units within the R-1-8 Zoning District subject to conformance with specific design controls. The proposed development standards would allow second units within the allowed building envelope for a single-family house, i.e., within the same area that single-family additions are allowed. Under the pending proposal, secondary units could be attached or detached from the main dwelling unit, provided they meet the building setbacks and would be limited to a maximum size of 600 square feet, inclusive of one bedroom up to 400 square feet in size. One additional on-site parking space would also be required. Proposed design controls, intended to ensure neighborhood compatibility and retain a single-family character, include requirements to match the materials, roof pitch and roof form of the main house and a requirement that the second unit entrance not be visible from the street. Second units allowed under this proposal would differ from duplexes in that they are limited in size, require one additional parking space (which may be located in the driveway) instead of 3 or more (depending on the number of bedrooms), are not required to be attached, and may share open space and other facilities with the primary dwelling unit. If this proposal is approved by the City Council, the program would offer a development option not allowed in the R-2 Residence Zoning District that would be more compatible with the single-family character of the existing neighborhood.

Compatibility with Existing Development Pattern

The proposed rezoning reflects the dominant pattern of development in this neighborhood in terms of use. Approximately 87 percent of the properties within the project area are currently developed with single-family residences. The existing development is also relatively (although not entirely)

consistent with the development standards of the R-1-8 Residence District. The front setbacks for many of the existing residences are less than the 25 feet required in the R-1-8 District, but most are not significantly less and are fairly consistent along any given block face. Based on the block averaging provisions of the Zoning Code (applicable in both the R-2 and R-1-8 Districts), the required setback for many of the existing residences is likely to be the currently existing setback.

Despite the predominance of single-family uses in the project area, 17 properties are developed with residential uses other than single family (15 duplexes and 2 apartment buildings). The owner of one of these, a four-unit apartment building located at 1025 Schiele Avenue, has requested that his site be removed from the rezoning area. Staff believes that adjusting the rezoning boundary to eliminate this property (see attached Modified Boundary Map), will not interfere with the objectives of the rezoning effort since the building is not used as a single-family residence, is located at the very edge of the project area and is surrounded by an apartment complex and office building.

Conclusion

The area of the proposed rezoning consists of a single-family neighborhood that has maintained a remarkably cohesive development pattern over time. Staff believes that the proposed rezoning will prevent new duplexes from impacting the character of this unique neighborhood while maintaining the existing uses.

RECOMMENDATION

Planning staff recommends that the Planning Commission recommend that the City Council approve the subject rezoning, with a boundary modification that excludes the property located at 1025 Schiele Avenue from the area to be rezoned, for the following reasons:

1. The proposed project is consistent with the San José 2020 General Plan Land Use/Transportation Diagram designation of Medium Low Density Residential (8 DU/AC).
2. The proposed rezoning will prevent new duplexes from impacting the character of the existing neighborhood.

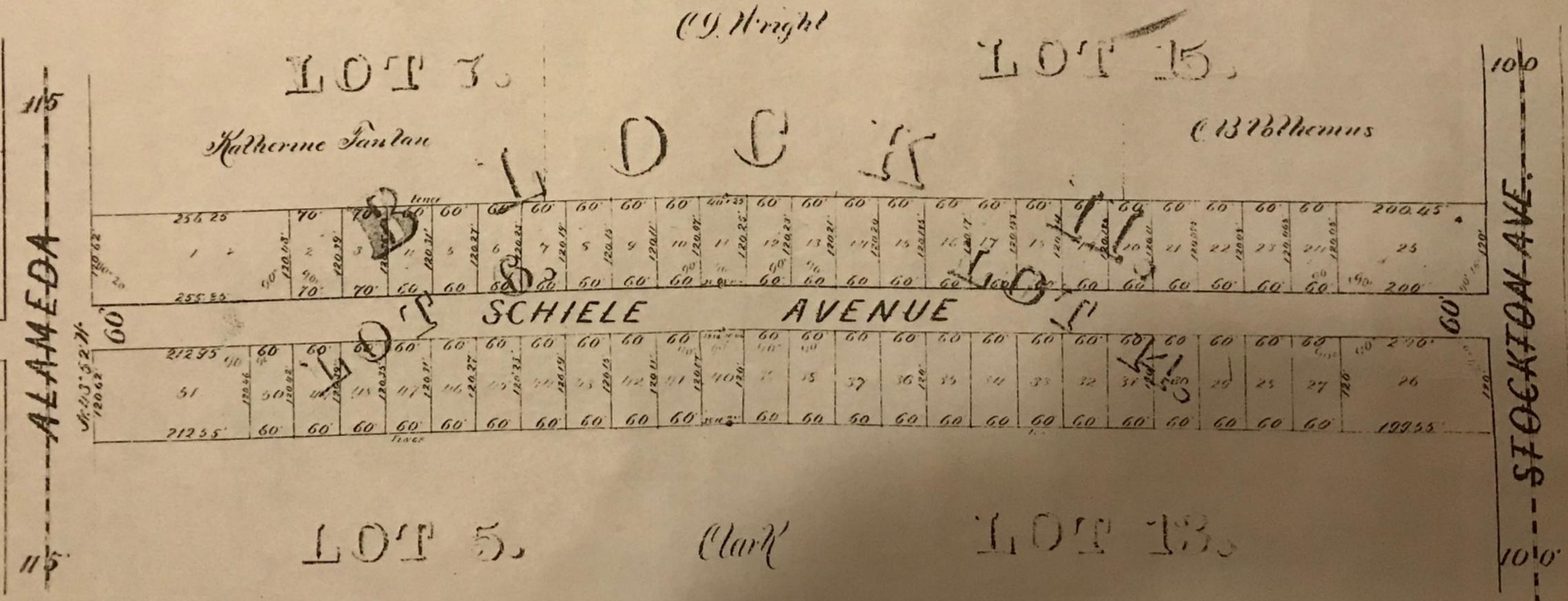
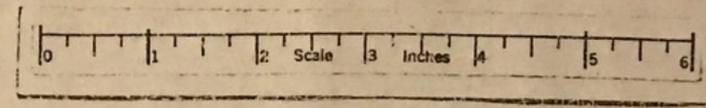
Attachments

I hereby certify that I am the proprietor of the tract of land shown and delineated on the map here attached that said tract has been laid out and the Blocks and Lots numbered according to my instructions that the attached map fully and justly represents said tract its name and its subdivision and I hereby dedicate the streets, alleys and squares as shown on the accompanying map to the use of the Public forever. Dated San Jose Cal Oct 10 4 P 1855.
 Signed Chas M Schiele

State of California
 County of Santa Clara
 1855
 I, Chas M Schiele, Recorder of Santa Clara personally appeared Chas M Schiele known to me to be the person subscribing his name to the above certificate and he acknowledged to me that he executed the same for the purposes therein mentioned. In Witness Whereof I have hereunto set my hand and affixed my official seal this day of Oct 10 1855.
 Chas M Schiele
 Recorder
 p. 13 P. 1855

Map
 of the
 Schiele Subdivision -
 OF
 LOTS 6 and 14. BLOCK II.
 OF THE
 Alameda Gardens

Surveyed May 1855 by
 Hermann 1855
 Surveyor Cal



FREMONT ST
 San Jose City
 Homestead
 Tract

RECORDED AT REQUEST OF
 M Schiele
 In Book 2 of Page 3
 1855
 2 o'clock
 Records of Santa Clara
 Co. Cal.
 COUNTY RECORDER

San Jose City
 Homestead
 Tract

Comment Letter K - Karen Koppett

From: [Karen](#)
To: [Le, Thai-Chau](#)
Subject: 615 Stockton Avenue Hotel Project
Date: Monday, October 28, 2019 5:54:21 PM

Hello,

Please add my thoughts to the Negative Declaration document for this project.

I'm very much opposed to this five story hotel, as it is way too big for this site. It will greatly impact the traffic and parking in the area, and is out of proportion with the neighborhood. A two story hotel would be fine but anything larger and it's just going to bring chaos to our residential neighborhood. The lot is way too small for a project of this size.

Thanks,
Karen Koppett
773 Pershing Ave

Comment Letter L - Kathleen Gonzalez

From: [kathleen.gonzalez](#)
To: [Le, Thai-Chau](#)
Subject: Stockton Avenue Hotel Project
Date: Monday, October 28, 2019 7:02:05 PM

Dear Thai-Chau Le:

Thank you for the opportunity to comment on the Stockton Avenue Hotel Project. My house is around the corner from this site, where I have lived at at 762 Harding Avenue for nearly 12 years. Though I have seen the neighborhood change during this period, I still believe that a hotel at the proposed site is an unacceptable project.

All of the dwellings nearby are one to two stories tall; a five story hotel is too extreme an addition. The project does not plan adequately in any way for the parking needs. This is a residential area and will be extremely impacted by hotel clients and visitors to the rooftop bar who need to park their vehicles. All other nearby businesses close earlier, so a hotel that has guests arriving late is completely inappropriate for this location. I see that noise and environmental impact reports have been done, but these in no way assuage my worries about noise, foot traffic, car traffic, extra vehicles, etc.

The residents of the Garden Alameda neighborhood do not want this hotel here. I have talked with numerous neighbors on Harding, Pershing, and Schiele Streets, and everyone is very upset and very much against this project. Please consider the needs and wants of the nearby residents and do not build this hotel by our homes.

Thank you for being considerate of the locals' needs. Please halt the Stockton Avenue Hotel Project before it moves any further.

Thank you,
Kathy Gonzalez
762 Harding Avenue, San Jose, CA 95126

Comment Letter M - RJ Wofford II

From: [Rj Wofford](#)
To: [Le, Thai-Chau](#)
Subject: 615 Stockton Avenue Hotel Project
Date: Monday, October 28, 2019 7:20:32 PM

Dear Thai-Chau Le,

Thank you for taking the time to read the comments from the community surrounding this project.

I live close to this site on Harding Avenue and have seen a lot of change in the 12 years I have been here.

I would like to make it known that I am opposed to this project as I do not think it is a good fit for the location.

The impact on the neighborhood would be felt, not by the owners or the guests of the hotel, but by the local home owners.

Please consider a smaller project that would include dedicated parking and would fit better in our unique environment.

Thank you,

RJ Wofford II

762 Harding Avenue, San Jose, CA 95126

Comment Letter N - Susan Watanabe

From: [Susan Watanabe](#)
To: [Le, Thai-Chau](#)
Subject: Response to Negative Declaration Project # GP18-013/C18-039/SP18-060 as 615 Stockton Hotel Project
Date: Monday, October 28, 2019 8:15:01 PM
Attachments: [City Letter for 615 Stockton Response.docx](#)

Hello Thai,

I am a resident of Schiele Avenue, and I have attached my response to the Negative Declaration submitted for this project.

Sincerely,

Susan Watanabe

File Number: GP18-013/C18-039/SP18-060
615 Stockton Hotel Project
Comment on Mitigated Negative Declaration
By Susan Watanabe, resident of 757 Schiele Avenue

I live within three houses of this project and upon looking at your study, I am alarmed that it appears you do not think this project needs significant review as there will be no impact on the surrounding neighbor's properties—and of course it does not seem to matter if it impacts the ability for us to be in a home and yard, that affords sleep, peace, and relaxation, that we have spent years working ourselves into the ground in order to own. I implore you all to consider if you would make this kind of decision if it was your own mom who was going to be living next to this hotel.

Another significant concern is that you think this neighborhood has no significant unifying factors that make it worth preserving as this hotel will virtually destroy the beautiful charm of our street. When our neighborhood asked to be rezoned to R1, the City of San Jose Planning Department actually wrote that this neighborhood was worth preserving as it had a unique character and its cohesive nature had been kept intact. It said that because of this, the neighborhood needed protection. This project needs a careful review by a qualified city historian who can discover and recognize the historical nature of this area. We are actually a district that should be considered worthy of advertising on a brochure for visitors as it is the first subdivision in San Jose. One of our neighbors is actually in possession of an old brochure titled "Walking Tour of the Garden Alameda Neighborhood." There are actually five homes just on Schiele Avenue listed in the City of San Jose *Historic Resources Inventory* booklet. What has happened to our city's pride in its history? Our neighborhood has been working with the city in the past to be designated as historical and it does officially qualify. It does have significant unifying factors and an interesting history worth noting for visitors and must be kept intact.

I am concerned that most of the people who are planners for San Jose may only be interested in the modern growth of the city and consider old buildings to be just something in the way and in need of removal to make room for the new. Can you all please put yourself out here—maybe even stand in front of the houses near the hotel and even imagine all of these attractive one-story historic homes right next to a five-story modern monstrosity. The construction of this hotel is one of those things where in the future people will drive by and think, "What happened here? Was there no cohesive planning going on in this city when this was allowed?"

Additionally, as for my family, visitors will be able to look directly into my kitchen windows and right through into one of my children's bedrooms, and there is no way there will be no noise or parties ever coming from the outside patio. When you come home from work do you ever have a couple of friends over for dinner on your backyard patio? Do you hope when they arrive and you sit down that you will actually be able to hear each other talk? What about the job that you must have to pay for the cost of a house in San Jose? Will we be able to get enough sleep at night with all of those people and cars coming and going and people on the patio?

Also, there is NO WAY that those hotel guests will not be filling up all parking spots in front of our houses. We may be able to fit two cars in most of our driveways, but for those with teens who have to have a car to go to school, will they have to park several streets away and hike to get home? Our

neighborhood is not in the downtown, and you should not be creating problems that suddenly cause us and our children to live as if we do.

Our neighbors have several small children whose best friends live right across the street. How much chance is there that they will live through all of the traffic and the UBER business that will be racing down our street and dropping off customers while pulling up and blocking views for other cars? This is no place for a business of this nature.

Furthermore, since the hotel is so close to the street, where will all of those delivery trucks and cars pull up? Stockton has become a very busy street and will become busier. My daughter already pulled out onto Stockton a few years ago and was not able to see a car and totaled our car, thankfully not hurting herself. These trucks will significantly increase the danger to those entering and exiting our neighborhood.

You mention in the report that there will be significant vibration and noise for those living within fifty feet of the construction. Oh my! So, what will be done about the damage to those houses? These houses are not constructed with drywall. They have lathe and plaster which can crack. Even if the hotel owners will pay for every piece of damage that occurs, what about the horrible disruption to the residents of the house as the repairs are done? There must at least be mitigation written into your report for reimbursing the cost of repairs plus the very expensive disruption that those repairs would cause to the lives of the residents.

Why in the world would the city even consider putting a hotel somewhere where there needs to be a zoning change because it is obviously inappropriate? It destroys a significant historical neighborhood and will have a very damaging and disruptive as well as dangerous impact on the lives of people who are longtime residents of your city. All of us bought in this neighborhood on purpose because we love historical homes and loved the historical nature and beauty of this neighborhood. It is very quiet, especially at night, except when once in awhile the airplanes change their take-off direction. We have spent money and effort improving our homes and caring for them as to preserve the loveliness of this place.

It is actually a travesty that we even have to spend hours of our personal time writing letters and going to meetings trying to protect ourselves from someone who is being allowed to just waltz in here and destroy our environment and our caring work as well as the safety and peace and enjoyment of our own homes. The owner/developer stated at the public meeting that the hotel is not for the benefit of the people who live here but for Google. I am aware that Google is meeting its needs in its Urban Village Plan, and I am sure there are other more suitable places to build a new hotel if the city deems it necessary. The developer stated that he is asking for a hotel as it is the only possibility that meets his profit margin goals. It seems that since the residents as well as the businesses all pay taxes to our city, the city should be working to protect the peace and sleep of its residents. We are the people who feed into the businesses. The city also should appreciate that there are people who want to buy its historical structures and love and care for them instead of punishing them for just owning an old house that has now become just a place that is within a scooter distance of the future Google complex.

Please please bring in an expert in city history to make a detailed and sensitive evaluation of the real impact of this project. It seems that this has not been considered at all. I wonder if any of those working on this project have even walked through this beautiful and unique neighborhood.

Comment Letter O - Giovanna OGrady

From: [Giovanna O'Grady](#)
To: [Le, Thai-Chau](#)
Subject: Re: Public Notice of Intent to Adopt a Mitigated Negative Declaration for 615 Stockton Ave Hotel Project (GP18-013/C18-039/SP18-060)
Date: Tuesday, October 29, 2019 9:13:01 PM

Thai-Chau,

I'm a resident who will be directly impacted by the development of this 5-story hotel as it will go up right behind my yard. I'm the owner of 745 Schiele Ave.

The first red flag and loop hole this project presents is the fact that it would require a zoning change, thus, making it unquestionably inappropriate.

The mitigations are not sufficient to address the traffic, parking, and noise negative impacts we've raised. I have two small kids who frequently cross the street to play with our neighbors across the street. Their safety is at HIGH risk with the increase in traffic from hotel guests, hotel employees and ride sharing vehicles like Uber and Lyft. Secondly, our street is not equipped to handle the influx of parking from guests and employees. Thirdly, the invasion of my backyard privacy is not addressed. Will the developer build trees and cover the maintenance and upkeep of them to compensate for the lack of my privacy and noise? Furthermore, the developer will be subjecting my children to health risks from the construction materials, and increased vehicle emissions once in operation. As stated, the current mitigation's are not sufficiently adequate given the safety and health risks my family would be subject to.

GIOVANNA O'GRADY

On Oct 9, 2019, at 6:40 AM, Le, Thai-Chau <Thai-Chau.Le@sanjoseca.gov> wrote:

PUBLIC NOTICE
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
CITY OF SAN JOSE, CALIFORNIA

Project Name: 615 Stockton Hotel Project

File No.: GP18-013/C18-039/SP18-060

Description: The project site includes two parcels at 615 Stockton Avenue and 623 Stockton Avenue. The project would demolish the commercial building at 615 Stockton Avenue and relocate the single-family residence at 623 Stockton Avenue to the southwest corner of the project site on Schiele Avenue. The project would also include General Plan Amendment to change the land use designation from *Residential Neighborhood* to *Neighborhood/Community Commercial* on one parcel at 623 Stockton Avenue and Conforming Rezoning from Commercial Neighborhood Zoning District (CN) to Commercial Pedestrian Zoning District (CP) on both parcels to facilitate the

development of a five-story, 120-room hotel. The total square footage of the proposed project would be approximately 70,687 square feet (includes the 1,292 square foot structure at 623 Stockton Avenue). The project would have a maximum height of 59 feet and six inches to the top of the elevator and stair tower.

Location: 615 and 623 Stockton Avenue, San José.

Assessor's Parcel Nos.: 261-07-001 and -068

Council District: 6

Applicant Contact Information: Infinite Investment Realty Corporation (ATTN: Alan Nguyen); 1168 Park Avenue, San Jose, CA 95126; 408-835-7743.

The City has performed an environmental review of the project. The environmental review examines the nature and extent of any adverse effects on the environment that could occur if the project is approved and implemented. Based on the review, the City has prepared a Draft Mitigated Negative Declaration (MND) for this project. An MND is a statement by the City that the project will not have a significant effect on the environment because the project will include mitigation measures that will reduce identified project impacts to a less than significant level. The project site is not present on a list pursuant to Section 65962.5 of the California Government Code.

The public is welcome to review and comment on the Draft MND. The public comment period for this Draft MND begins on **October 9, 2019 to October 29, 2019.**

The Draft MND, Initial Study, and reference documents are available online at: www.sanjoseca.gov/negativedeclarations. The documents are also available for review from 9:00 a.m. to 5:00 p.m. Monday through Friday at the City of San José Department of Planning, Building and Code Enforcement, located at City Hall, 200 East Santa Clara Street; at the Dr. Martin Luther King, Jr. Main Library, located at 150 E. San Fernando Street.

For additional information, please contact Thai-Chau Le at (408) 535-5658, or by e-mail at Thai-Chau.Le@sanjoseca.gov.

Circulation period: **October 9, 2019 to October 29, 2019.**

Best regards,
Thai

Thai-Chau Le
Supervising Planner | Planning, Building & Code Enforcement
City of San Jose | 200 East Santa Clara Street
Thai-Chau.Le@sanjoseca.gov | (408) 535 - 5658

Comment Letter P - Breathe California

From: tessa.woodmansee
To: [Le, Thai-Chau](mailto:Le,Thai-Chau)
Subject: Fwd: Input on consideration if hotel planned for 615 Stockton
Date: Wednesday, October 30, 2019 11:27:31 AM
Attachments: [hotel input breathe ca.pdf](#)

----- Forwarded message -----

From: **Margo Sidener** <margo@lungsrus.org>
Date: Tue, Oct 29, 2019 at 4:29 PM
Subject: Input on consideration if hotel planned for 615 Stockton
To: Thai-Chau.Le@sanjoseca.gov. <Thai-Chau.Le@sanjoseca.gov>

Dear City Planning, Please see the attached letter of concern. Sincerely, Margo Sidener, CEO, Breathe California of the Bay Area, Golden Gate, and Central Coast

margo@lungsrus.org

316-689-2629

**Breathe California
of the Bay Area,
Golden Gate, and
Central Coast**

1469 Park Avenue
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Fax: (408) 998-0578
www.breathebayarea.org
info@lungsrus.org

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October 29, 2019

Thai-Chau Le, Supervising Planner
Planning, Building & Code Enforcement
City of San Jose
200 East Santa Clara Street
San Jose, CA 95112

Dear Thai-Chau Le:

I'm writing in regards to the 615 Stockton Avenue Hotel project, specifically to register our concerns and those of the residents of San Jose's Garden Alameda neighborhood.

As you know, San Jose is an EPA CARE Community and is also designated as an AB 617 community by the State of California for special attention from air pollution programs. Our agency is quite familiar with this neighborhood, as we conducted a community-based program to reduce air pollution there from 2013 to 2014. At that time, there were multiple air pollution exposures including high truck traffic, diesel idling, and construction dust, along with some localized problems such as a car painting business. While we have not conducted a new assessment, residents tell us that these problems have increased, not decreased.

While, having read the EIR assessment, we understand that no negative impacts are expected due to mitigation, we believe that it would be beneficial to have a community conversation with residents of the impacted neighborhood regarding those mitigations before proceeding. In particular, there might be additional mitigations that would help alleviate their concerns regarding the expected increase in traffic and its pollution. For example, what happens if individuals who are employees or guests of the hotel do not take advantage of the transportation programs that are meant to mitigate pollution? What assessments of the effectiveness of these mitigations are scheduled, how often are they scheduled, and what secondary steps will be taken if they are not effective?

Our agency would be happy to facilitate such a community discussion and to serve as the site for a community meeting if that would be helpful. We would expect to also invite the Air District (BAAQMD) to present.

The Garden Alameda neighborhood has concerned and informed residents who are anxious to understand why their area is being re-zoned and what this means for the future of air quality where they live, work, and play. Our agency would like to help them get these answers. I am sure that your Department would also like to help.

Thanks for your consideration. Please contact me at margo@lungsrus.org, or use my personal phone number, 316 -689 -2629 to respond.

Sincerely,



Margo Leathers Sidener, MS, CHES
Chief Executive Officer

Comment Letter Q - Joanne Buckley

From: [Joanne Buckley](#)
To: [Le, Thai-Chau](#)
Subject: Re: Public Notice of Intent to Adopt a Mitigated Negative Declaration for 615 Stockton Ave Hotel Project (GP18-013/C18-039/SP18-060)
Date: Wednesday, October 30, 2019 2:52:50 PM
Attachments: [Stockton Hotel EIR response.docx](#)

Dear Thai

I'm attaching a response to the Stockton Hotel Environmental Report.

I had some difficulty maintaining my margins after importing verbage from your document.

Also, my printer is acting up so I couldn't scan a copy with my signature.

So I am forwarding to you my response attached to this email and I will mail you, under separate cover a copy with my signature as well.

Sorry for all the mishaps, but I did my best to get this to you on time.

Thank you and I would appreciate a response to this email that you did in fact receive it.

Sincerely,

Joanne Buckley

On Oct 9, 2019, at 6:39 AM, Le, Thai-Chau <Thai-Chau.Le@sanjoseca.gov> wrote:

PUBLIC NOTICE
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
CITY OF SAN JOSE, CALIFORNIA

Project Name: 615 Stockton Hotel Project

File No.: GP18-013/C18-039/SP18-060

Description: The project site includes two parcels at 615 Stockton Avenue and 623 Stockton Avenue. The project would demolish the commercial building at 615 Stockton

Avenue and relocate the single-family residence at 623 Stockton Avenue to the southwest corner of the project site on Schiele Avenue. The project would also include General Plan Amendment to change the land use designation from *Residential Neighborhood* to *Neighborhood/Community Commercial* on one parcel at 623 Stockton Avenue and Conforming Rezoning from Commercial Neighborhood Zoning District (CN) to Commercial Pedestrian Zoning District (CP) on both parcels to facilitate the development of a five-story, 120-room hotel. The total square footage of the proposed project would be approximately 70,687 square feet (includes the 1,292 square foot structure at 623 Stockton Avenue). The project would have a maximum height of 59 feet and six inches to the top of the elevator and stair tower.

Location: 615 and 623 Stockton Avenue, San José.

Assessor's Parcel Nos.: 261-07-001 and -068

Council District: 6

Applicant Contact Information: Infinite Investment Realty Corporation (ATTN: Alan Nguyen); 1168 Park Avenue, San Jose, CA 95126; 408-835-7743.

The City has performed an environmental review of the project. The environmental review examines the nature and extent of any adverse effects on the environment that could occur if the project is approved and implemented. Based on the review, the City has prepared a Draft Mitigated Negative Declaration (MND) for this project. An MND is a statement by the City that the project will not have a significant effect on the environment because the project will include mitigation measures that will reduce identified project impacts to a less than significant level. The project site is not present on a list pursuant to Section 65962.5 of the California Government Code.

The public is welcome to review and comment on the Draft MND. The public comment period for this Draft MND begins on **October 9, 2019 to October 29, 2019.**

The Draft MND, Initial Study, and reference documents are available online at: www.sanjoseca.gov/negativedeclarations. The documents are also available for review from 9:00 a.m. to 5:00 p.m. Monday through Friday at the City of San José Department of Planning, Building and Code Enforcement, located at City Hall, 200 East Santa Clara Street; at the Dr. Martin Luther King, Jr. Main Library, located at 150 E. San Fernando Street.

For additional information, please contact Thai-Chau Le at (408) 535-5658, or by e-mail at Thai-Chau.Le@sanjoseca.gov.

Circulation period: **October 9, 2019 to October 29, 2019.**

Best regards,
Thai

Thai-Chau Le

Supervising Planner | Planning, Building & Code Enforcement

City of San Jose | 200 East Santa Clara Street

Thai-Chau.Le@sanjoseca.gov | (408) 535 - 5658

Thai-Chau Le, Supervising Planner
Planning, Building and Code Enforcement
City of San Jose
200 East Santa Clara Street
San Jose, CA 95113-1903

RE: Mitigated Negative Declaration for the Stockton Avenue Hotel Project; File No.: GP18-013/C18-039/SP18-060
Appendix G: Transportation Analysis and transportation Demand Management Plan

Executive Summary, page ii: “The project site is in close proximity to the College Park Caltrans Station that is located approximately 0.3 miles north of the project site at the northern end of Stockton Avenue.”

College Park is a lightly used station served by two trains in each direction Monday through Friday. No train stops there on weekends or holidays. College Park serves Bellarmine College Preparatory, resulting in the school related service times – Northbound at 8:03 AM and 3:16 PM, Southbound at 8:06 AM and 4:36 PM. Due to the small size of the station, only two cars within a 5-car train set are capable of opening their doors to allow passengers to board/disembark. This station, because of its limited ridership would therefore not be consistent with the General Plan, therefore a cumulative impact analysis should be required and the city should demand that the Hotel have adequate parking spaces to accommodate their patrons and staff to the original 135 spaces. Not providing adequate parking for patrons and staff, forcing cars onto the neighborhood streets, blocking driveways and eliminating the ability of residents to park in front of their own properties is unacceptable.

Current traffic volumes coupled with the vehicle constraints installed on The Alameda, have already nearly land-locked our neighborhood during commute hours. Once the apartments and the hotel across the street from Whole Foods open – to say nothing of other developments that may be planned in DSAP – the traffic on Stockton will likely be untenable.

Research performed by Cassandra van der Zweep, San Jose Planner assigned to the subject project, revealed the development of a multi-storied hotel next to a single-story historic neighborhood is “**unprecedented**” within the San Jose city limits.

I requested a “list” of like projects so I could go out and review them for myself.

I visited the four I was given: 375 Baywood Ave, 2660 Monterey Rd, 600 S First St, and 211 S. First St. Not one of these properties was on or adjacent to a residential, R-1 neighborhood, let alone, a historic neighborhood. All the properties had ample parking and designated off site parking that did not intrude on any neighborhood or other properties. All the projects were on main arteries or highways with other well developed commercial uses.

This environmental report should address those “like projects” and conform to those same standards.

The hotel plan does not include an off street dock for delivery of supplies. No attention to the lack of loading docks for this development is addressed. Large delivery trucks will be parked on Stockton Avenue, blocking and disrupting traffic both on Stockton Ave and Schiele Ave and emitting noxious gases into our neighborhood for extended periods of time.

CEQA Transportation Analysis, page 21:

Based on the project location, type of development, project description, and proposed trip reduction measures, the sketch tool calculates the project VMT. However, the City’s VMT Evaluation Tool is limited to the evaluation of four general land use categories: residential, office, industrial, and retail. Thus, the use of the sketch tool for the evaluation of land uses other than the four general land uses described above, such as the proposed hotel, requires the conversion of the proposed land use to an equivalent amount (based on trip generation characteristics) of residential units, office space, industrial space, or retail space. Since the characteristics of the proposed hotel would have similar trip generating characteristics to retail space, the proposed hotel was converted into an equivalent amount of retail space based on trip generation estimates derived utilizing trip rates published in the Institute of Transportation Engineers’ (ITE) Trip Generation Manual, 10th Edition (2017). Based on the ITE daily trip rate for business hotel (ITE Land Use Code 312), the proposed 120-room hotel is estimated to generate 482 daily trips, which is equivalent to the trips estimated to be generated by approximately 12,779 s.f. of retail space. Therefore, for the purpose of this study, approximately 12,779 s.f. of retail space was assumed as part of the proposed project. Table 3 presents the retail equivalency calculation.

Since there are no designated general land use categories for a hotel, the analysis tool used, for this project, is “retail”. Retail is not a 24/7 operation like a hotel. Traffic to and from this project will be constant. Above states why the College Park Station is not viable for alternative trips, also Diridon Station is a mile away. Anyone arriving from Diridon would hardy walk a mile or ride a bike to the hotel with a suitcase in hand. Uber, Lyft, cabs etc, could all be viable personal choices for transportation to and from the project as well as a rental car for those who need it.

Cumulative (GP) Consistency) Evaluation: page 22:

The proposed project will be consistent with General Plan policy TR-3.3 that states

This project does not comply with the General Plan and more analysis should be required.

In summary it is almost impossible to address many of the issues contained in this document since it is lengthy, contains many graphs and charts, is prepared by consultants who would need to explain many of the detailed assumptions presented in this case. There was not enough time allowed for the public to realistically review this document because of its length and scope.

This project is overly ambitious and simply out of character for a single level, historic neighborhood. It is unprecedented in the whole of San Jose and it will be cause permanent blight to our neighborhood. Where is the analysis for the issue of “quality of life” for the residents who live here? We do not want to be the repository for all the needed off site parking that will occur due to inadequate, 50% reduced parking at the project site.

Where is the consideration, for all the hard work and money invested in maintaining historic homes? When you buy into a historic neighborhood, you make a life long commitment to maintain that home so that it will sustain its original esthetic and character.

This Hotel is an affront to all who came before us and all who reside here today. The city should take a long hard and steadfast look as to whether there is protection and preservation of its historical neighborhoods and will it defend its history and be respectful of it past?

Sincerely,

Joanne Buckley
858 Harding Avenue
San Jose, CA 95126
Resident of Schiele Subdivision and Alameda Park subdivision since 1972

Comment Letter R - Linda Taaffe

From: [Linda Taaffe](#)
To: [Le, Thai-Chau](#)
Subject: COMMENT on 615 Stockton Avenue Hotel
Date: Wednesday, October 30, 2019 3:30:20 PM

Hi Thai-Chau Le,

I live on Harding Avenue about a block away from the 615 Stockton Avenue Hotel Project site (Assessor's Parcel Nos.: 261-07-001 and -068). I object to the project as proposed because I believe its scope and size are too massive for the surrounding residential neighborhood. Thank you for the opportunity to express my concerns highlighted below, which I hope you will address as you move forward in this process.

Please explain if I am understanding this incorrectly: From what's outlined in the city's General Plan, it appears that the project does not meet the parking requirements for this particular property, and the proposed rezoning seems to contradict the city's Envision San Jose 2040 official policy regarding the future character of development in the neighborhood.

1: Let's address the parking:

San Jose's website states that projects that can not meet the city's parking requirements will not be allowed, regardless if a proposed use is allowed as part of the zoning for a particular site. Clearly, the 120-room project, which requires 1 parking space per employee and 1 per hotel suite room (I'm not sure if the lounge would require more spaces based on seating), can not meet these conditions as required under the current CN zoning. This leads to my second concern -- the proposed rezoning of the two lots to Commercial-Pedestrian, which allows a significant reduction in parking space requirements.

2: Let's address the rezoning to CP:

From the city's Envision 2040 plan, it's my understanding that a project can only qualify for a parking reduction/CP zoning under these specific conditions: The property is within 1,000 feet of an Urban Village boundary or the property is within 1,000 feet of a train/bus station. The project site doesn't meet these exemptions: The lots are 4,752 feet from Diridon Station, and 2,112 feet from closest urban village area boundary.

Are you using the College Park station to allow this project to qualify for CP zoning and require significantly less parking? The College Park station is not fully operational. Since the train only stops at the station twice daily during the week to accommodate students at Bellarmine College Prep, I doubt the station would truly solve the parking issues that the city intended to address by creating the CP zoning requirements. This seems like a flawed decision. Can you explain your thoughts on applying the CP zoning to this area?

3: Let's address the size:

I'm curious to understand why a project of this magnitude is trying to be crammed into that space. According to planning records, the city initially conducted a preliminary review for a

57-room hotel in January 2017 before the current investors returned with a project that has now doubled in size.

Councilwoman Dev Davis, who told me she does not necessarily support the project, explained that the developers told the city that a smaller project is not financially viable. A larger hotel will enable them to operate under the management of a hotel chain; a smaller project will not.

While I'd like to see a neighborhood project on that site succeed, I believe the city is asking residents to make too many concessions for this particular proposal, which requires countless land-use and other rule changes to even qualify as a permitted use.

The city has worked diligently on a vision to balance economic, housing and transportation needs in its neighborhoods. In our neighborhood, the 2040 General Plan Land Use map shows every parcel along the three-block area on that side of Stockton Avenue as Residential Neighborhood (except the single lot at 615 Stockton, which is shown as Neighborhood Community Commercial).

How does a 120-room hotel fit into the vision for the residential area? How does a five-story hotel match the current single-story residential neighborhood character? How will a larger project with fewer parking spaces benefit the neighborhood?

I urge you to consider these questions and only approve a project that fits within the constraints of the city's regulations and the goals of the Envision 2040.

Thanks for your time,

Linda Taaffe

**Comment Letter S - Mike Dunbar, Scott Higgins, and
Carol Higgins**

From: [Mike Dunbar](#)
To: [Le, Thai-Chau](#)
Subject: File No.: GP18-013/C18-039/SP18-060 / Feedback regarding Stockton Hotel Project
Date: Wednesday, October 30, 2019 3:39:48 PM
Importance: High

Ref:

Project Name: 615 Stockton Hotel Project

File No.: GP18-013/C18-039/SP18-060

Thai,

We are the property owners adjacent to the proposed 615 Stockton Ave Hotel Project. We would like to make sure that we are on record as opposing this proposed Project, and any proposed amendments to the General Plan which supports this development project. The implied feedback we have received from the City of San Jose for the past twenty years or so has consistently been that it was the city's intention to preserve the quality of the Garden Alameda neighborhood and trend future development of that site towards something "residential" in character. To amend the zoning towards approving a 5 story hotel development at a location which currently has NO SUPPORTING services (either planned or in place) to sustain a hotel operation (e.g. parking, street retail, food services, transit links, etc.) indicates that either the city has been misinformed of the layout in this area and/or the city has additional development projects in this area which have yet to be announced. Is that the case?

Regardless, this hotel project illustrates the Zero Sum consequences of such a development. Any increased value to the owners of 615 Stockton Ave comes at a direct loss to the local residents in the Garden Alameda neighborhood. The increase in traffic, the impact of 24/7 disruptions, loss of street parking, etc. will irreparably change the character of this neighborhood...forever. Once something of this magnitude is introduced in this area, one can never "undo" it and the residents are ultimately forced to "live with it". That is not reasonable, excusable, or an acceptable way to implement planning policy.

Regards,

Michael Dunbar, owner (+30 years)

726 Schiele Ave

(408) 439-6329

Scott Higgins, owner (+30 years)

714 Schiele Ave

(408) 607-2825

Carol Higgins, Owner (+50 years)

599 Stockton Ave

(408) 607-2825

From: Le, Thai-Chau [mailto:Thai-Chau.Le@sanjoseca.gov]

Sent: Wednesday, October 9, 2019 6:40 AM

Subject: Public Notice of Intent to Adopt a Mitigated Negative Declaration for 615 Stockton Ave Hotel

Project (GP18-013/C18-039/SP18-060)

PUBLIC NOTICE
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
CITY OF SAN JOSE, CALIFORNIA

Project Name: 615 Stockton Hotel Project

File No.: GP18-013/C18-039/SP18-060

Description: The project site includes two parcels at 615 Stockton Avenue and 623 Stockton Avenue. The project would demolish the commercial building at 615 Stockton Avenue and relocate the single-family residence at 623 Stockton Avenue to the southwest corner of the project site on Schiele Avenue. The project would also include General Plan Amendment to change the land use designation from *Residential Neighborhood* to *Neighborhood/Community Commercial* on one parcel at 623 Stockton Avenue and Conforming Rezoning from Commercial Neighborhood Zoning District (CN) to Commercial Pedestrian Zoning District (CP) on both parcels to facilitate the development of a five-story, 120-room hotel. The total square footage of the proposed project would be approximately 70,687 square feet (includes the 1,292 square foot structure at 623 Stockton Avenue). The project would have a maximum height of 59 feet and six inches to the top of the elevator and stair tower.

Location: 615 and 623 Stockton Avenue, San José.

Assessor's Parcel Nos.: 261-07-001 and -068

Council District: 6

Applicant Contact Information: Infinite Investment Realty Corporation (ATTN: Alan Nguyen); 1168 Park Avenue, San Jose, CA 95126; 408-835-7743.

The City has performed an environmental review of the project. The environmental review examines the nature and extent of any adverse effects on the environment that could occur if the project is approved and implemented. Based on the review, the City has prepared a Draft Mitigated Negative Declaration (MND) for this project. An MND is a statement by the City that the project will not have a significant effect on the environment because the project will include mitigation measures that will reduce identified project impacts to a less than significant level. The project site is not present on a list pursuant to Section 65962.5 of the California Government Code.

The public is welcome to review and comment on the Draft MND. The public comment period for this Draft MND begins on **October 9, 2019 to October 29, 2019.**

The Draft MND, Initial Study, and reference documents are available online at: www.sanjoseca.gov/negativedeclarations. The documents are also available for review from 9:00 a.m. to 5:00 p.m. Monday through Friday at the City of San José Department of Planning, Building and Code Enforcement, located at City Hall, 200 East Santa Clara Street; at the Dr. Martin Luther King, Jr. Main Library, located at 150 E. San Fernando Street.

For additional information, please contact Thai-Chau Le at (408) 535-5658, or by e-mail at Thai-Chau.Le@sanjoseca.gov.

Circulation period: **October 9, 2019 to October 29, 2019.**

Best regards,

Thai

Thai-Chau Le

Supervising Planner | Planning, Building & Code Enforcement

City of San Jose | 200 East Santa Clara Street

Thai-Chau.Le@sanjoseca.gov | (408) 535 - 5658

Comment Letter T - Nanci Ivis

From: [Nanci Ivis](#)
To: [Le, Thai-Chau](#)
Subject: Re: Public Notice of Intent to Adopt a Mitigated Negative Declaration for 615 Stockton Ave Hotel Project (GP18-013/C18-039/SP18-060)
Date: Wednesday, October 30, 2019 4:55:36 PM

Hi Thai,

Thank you for giving us a chance to respond on the environmental impact of this proposed project. We as a neighborhood are very concerned. I am especially concerned after the affects of "The Calming of The Alameda project on our little street. Traffic has increased Significantly already. It took me 12 minutes to turn left on Stockton from our street. The Business Park down the street mainly uses our little street for commuting rather than The Alameda and Taylor. I watched in horror two days ago as my neighbors kids almost got hit by a speeding car crossing the street. We are already affected by Airport and train noise as well as parking from businesses on Stockton. It is not fair to put another project of immense size on our tiny street.

I'm not sure when you did your study but if it was during summer or near a holiday, that would not be a true report of what goes on in this area during peak times.

I'm sorry but I have not had a chance to read the report but would like to. I know responses are due today so I wanted to get this out ASAP.

I'm copying and pasting another neighbor's response she shared with me because I agree with everything she wrote and simply don't have time to write it all out. I would like to stress the importance of our neighborhood's history from being the first neighborhood to Native American Sacred Ground after neighbors found bones dating back 500+ years in their yards. I would personally like the respect the Sacred Grounds and have this site returned to Earth for community needs and services.

"I object to the project as proposed because I believe its scope and size are too massive for the surrounding residential neighborhood. Thank you for the opportunity to express my concerns highlighted below, which I hope you will address as you move forward in this process.

Please explain if I am understanding this incorrectly: From what's outlined in the city's General Plan, it appears that the project does not meet the parking requirements for this particular property, and the proposed rezoning seems to contradict the city's Envision San Jose 2040 official policy regarding the future character of development in the neighborhood.

1: Let's address the parking:

San Jose's website states that projects that can not meet the city's parking requirements will not be allowed, regardless if a proposed use is allowed as part of the zoning for a particular site. Clearly, the 120-room project, which requires 1 parking space per employee and 1 per hotel suite room (I'm not sure if the lounge would require more spaces based on seating), can not meet these conditions as required under the current CN zoning. This leads to my second concern -- the proposed rezoning of the two lots to Commercial-Pedestrian, which allows a significant reduction in parking space requirements.

**We already have parking issues from nearby businesses.

2: Let's address the rezoning to CP:

From the city's Envision 2040 plan, it's my understanding that a project can only qualify for a parking reduction/CP zoning under these specific conditions: The property is within 1,000 feet

of an Urban Village boundary or the property is within 1,000 feet of a train/bus station. The project site doesn't meet these exemptions: The lots are 4,752 feet from Diridon Station, and 2,112 feet from closest urban village area boundary.

Are you using the College Park station to allow this project to qualify for CP zoning and require significantly less parking? The College Park station is not fully operational. Since the train only stops at the station twice daily during the week to accommodate students at Bellarmine College Prep, I doubt the station would truly solve the parking issues that the city intended to address by creating the CP zoning requirements. This seems like a flawed decision. Can you explain your thoughts on applying the CP zoning to this area?

**I personally have never been able to use the College Park stop over the past two decades of living here.

3: Let's address the size:

I'm curious to understand why a project of this magnitude is trying to be crammed into that space. According to planning records, the city initially conducted a preliminary review for a 57-room hotel in January 2017 before the current investors returned with a project that has now doubled in size.

Councilwoman Dev Davis, who told me she does not necessarily support the project, explained that the developers told the city that a smaller project is not financially viable. A larger hotel will enable them to operate under the management of a hotel chain; a smaller project will not.

While I'd like to see a neighborhood project on that site succeed, I believe the city is asking residents to make too many concessions for this particular proposal, which requires countless land-use and other rule changes to even qualify as a permitted use.

The city has worked diligently on a vision to balance economic, housing and transportation needs in its neighborhoods. In our neighborhood, the 2040 General Plan Land Use map shows every parcel along the three-block area on that side of Stockton Avenue as Residential Neighborhood (except the single lot at 615 Stockton, which is shown as Neighborhood Community Commercial).

How does a 120-room hotel fit into the vision for the residential area? How does a five-story hotel match the current single-story residential neighborhood character? How will a larger project with fewer parking spaces benefit the neighborhood?

I urge you to consider these questions and only approve a project that fits within the constraints of the city's regulations and the goals of the Envision 2040.

I also urge you to deny this project ASAP so that the developers can move on and the neighborhood can retain its vibe. This has put undue stress on all.

Thank you for your time and effort in this matter.

Nanci Ivis
Real Estate Broker
BRE#01721205

408-314-1371

Sent from my iPad

On Oct 9, 2019, at 6:39 AM, Le, Thai-Chau <Thai-Chau.Le@sanjoseca.gov> wrote:

PUBLIC NOTICE
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
CITY OF SAN JOSE, CALIFORNIA

Project Name: 615 Stockton Hotel Project

File No.: GP18-013/C18-039/SP18-060

Description: The project site includes two parcels at 615 Stockton Avenue and 623 Stockton Avenue. The project would demolish the commercial building at 615 Stockton Avenue and relocate the single-family residence at 623 Stockton Avenue to the southwest corner of the project site on Schiele Avenue. The project would also include General Plan Amendment to change the land use designation from *Residential Neighborhood* to *Neighborhood/Community Commercial* on one parcel at 623 Stockton Avenue and Conforming Rezoning from Commercial Neighborhood Zoning District (CN) to Commercial Pedestrian Zoning District (CP) on both parcels to facilitate the development of a five-story, 120-room hotel. The total square footage of the proposed project would be approximately 70,687 square feet (includes the 1,292 square foot structure at 623 Stockton Avenue). The project would have a maximum height of 59 feet and six inches to the top of the elevator and stair tower.

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Assessor's Parcel Nos.: 261-07-001 and -068

Council District: 6

Applicant Contact Information: Infinite Investment Realty Corporation (ATTN: Alan Nguyen); 1168 Park Avenue, San Jose, CA 95126; 408-835-7743.

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on a list pursuant to Section 65962.5 of the California Government Code.

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For additional information, please contact Thai-Chau Le at (408) 535-5658, or by e-mail at Thai-Chau.Le@sanjoseca.gov.

Circulation period: **October 9, 2019 to October 29, 2019.**

Best regards,
Thai

Thai-Chau Le
Supervising Planner | Planning, Building & Code Enforcement
City of San Jose | 200 East Santa Clara Street
Thai-Chau.Le@sanjoseca.gov | (408) 535 - 5658

Comment Letter U - Edward Saum

From: [Edward Saum](#)
To: [Le, Thai-Chau](#)
Cc: [District 6; The Office of Mayor Sam Liccardo; Hughey, Rosalynn; City Clerk](#)
Subject: 615 Stockton Avenue Hotel Project (GP18-013, C18-039, SP18-060)
Date: Wednesday, October 30, 2019 5:29:56 PM
Attachments: [2019.10 SHPNA to PBCE - Stockton Ave Hotel.pdf](#)

Dear Ms. Le:

Attached please find the comment letter from the Shasta / Hanchett Park Neighborhood Association (S/HPNA), regarding the Mitigated Negative Declaration for the proposed 615 Stockton Avenue Hotel Project.

Please confirm receipt of this email by return email.



Edward Saum

Vice President + Director for Planning and Land Use

Shasta / Hanchett Park Neighborhood Association

[408.728.8460](tel:408.728.8460) | edward@saumdesignconsulting.com



Shasta/Hanchett Park Neighborhood Association
P.O. Box 28634 • San José, CA 95159 • info@shpna.org • www.shpna.org

October 30, 2019

VIA EMAIL (Thai-Chau.Le@sanjoseca.gov)

Thai-Chau Le, Supervising Planner
Environmental Project Manager
City of San Jose
Department of Planning, Building, and Code Enforcement
200 East Santa Clara Street
San Jose, CA 95113

Re: Mitigated Negative Declaration for 615 Stockton Avenue Hotel Project
File No. GP18-013, C18-039, SP18-060

Dear Ms. Le:

I am writing to you as the Vice President and Director for Planning and Land Use of the Shasta / Hanchett Park Neighborhood Association (S/HPNA), on behalf of the NA, with our comments and concerns regarding the above-referenced project. S/HPNA represents 4,500 households immediately West of Diridon Station, in the Garden Alameda, Shasta / Hanchett Park, and St. Leo's neighborhoods, including the proposed project site. For more than thirty-five years, we have sought to work with the City of San Jose, developers, and our neighbors to create a vibrant neighborhood.

We would like to address aspects of the Mitigated Negative Declaration (MND). Per page 5 of the Public Notice, "*Transportation / Traffic - The project would not have a significant impact on this resource; therefore no mitigation is required.*"

- To claim that the deliveries required to operate a 120-key, 70,687 sf hotel would not have an impact on the two-lane Stockton Avenue is inaccurate. Unless specific, enforceable limits on the vehicle size, quantity, and scheduling of deliveries are included in any project approvals, we consider this finding to be incorrect, and in need of revision.
- Current traffic volumes on Stockton Avenue during commute hours already border on gridlock. The traffic impacts to Stockton Avenue of the proposed project, the proposed hotel at Julian and Stockton, and the additional proposed developments along Stockton Avenue, must be analyzed together, rather than piecemeal. The volume of cars along Stockton Avenue will all but prohibit left turns from the hotel and Schiele Avenue onto Stockton Avenue, forcing northbound vehicles west on Schiele Avenue to reach The Alameda. The additional burden placed on Schiele Avenue will be, by definition, significant. Therefore, we consider this finding to be incorrect, and in need of revision.
- The project proposes 82 parking spaces for 120 rooms, and up to 18 staff / employees. Providing 60% of the possible parking needs is ill-conceived, and all but guarantees that there will be overflow onto Schiele Avenue. Twenty-five years ago, S/HPNA fought to ensure that the Transportation, Parking and Management Plan (TPMP) for the San Jose Arena acknowledged the inevitable impact that a commercial development has on adjacent single-family residential areas. The proposed Transportation Demand Management (TDM) program for the hotel may help to assuage this persistent problem, but there are no means by which guests, visitors, and employees can be *required* to partake of these alternatives. This will inevitably lead to vehicles associated with the hotel parking on Schiele Avenue. Unless a permit parking plan for the Schiele and Alameda Park subdivisions is included in any project approvals, we consider this finding to be incorrect, and in need of revision.

Representatives from S/HPNA and the adjacent residences met with Councilmember Davis on August 14th, 2019, to express our concerns regarding the planning and architectural design of the proposed project. These include, but are not limited to, the following:

- Inappropriate Outdoor Entertainment Areas (Pool): The ground floor swimming pool is directly adjacent to a single-family residence. San Jose lacks both a comprehensive noise ordinance, and the police staffing to address disturbance calls. Unless specific hours of use and enforceable noise level requirements are included in any project approvals, we consider this siting to be inappropriate, and indifferent to the existing neighborhood.
- Inappropriate Outdoor Entertainment Areas (Rooftop Deck): The project includes a rooftop deck. Per the comments provided to Councilmember Davis on August 14th, *"The property owner has introduced our neighborhood to the types of events he plans to hold at this location by staging two in the last month at 623 Stockton. From about 3:30 PM until after 1:00 AM amplified DJs and music accompanied by numerous screaming attendees disturbed our neighborhoods' peace. The owner did not bother to obtain a permit from the City to hold either of them, demonstrating disrespect not only of his neighbors, but also of San Jose ordinances."* Outdoor venues that would stage such events are incompatible with the adjacent single-family homes.
- Incompatible Land Use: 615 Stockton Avenue's General Plan designation is Neighborhood / Community Commercial (NCC). Per the City's own description of NCC zoning. *"The Neighborhood / Community Commercial land use designation supports a broad range of commercial uses such as neighborhood serving retail stores and services, commercial and professional offices, and private community gathering facilities."* This zoning is specifically designed to support adjoining neighborhoods with businesses that have a strong connection to, and provide services and amenities for, the community. A hotel, by its very nature, does not fulfill that requirement. The adjacent Diridon Station Area and The Alameda Urban Village plans specifically accommodate hotels and other Commercial Pedestrian development. The request for a Special Use Permit to build a multi-story hotel immediately adjacent to a single-story historic neighborhood is unprecedented within the San Jose city limits. A project such as this should not be setting such a dangerous precedent.

Based upon these, and many other discrepancies and inconsistencies not enumerated herein, we encourage Councilmember Davis and Mayor Liccardo, both copied on this letter, to initiate a Statement of Early Denial. 615 Stockton should be redeveloped in a manner that is both community-serving *and* sensitive to its adjacencies. The current proposal accomplishes neither goal.

We take pride in our neighborhood; S/HPNA Board members and volunteers have been diligent advocates for decades. Density and additional development within our boundaries are inevitable; poorly conceived developments, which show a deliberate indifference towards the multiple, significant impacts on the adjacent residents should not be. We welcome development that supports the neighborhoods with community services and amenities, while maintaining and encouraging the walkability and vibrance of the area.

Respectfully submitted,



Edward Saum
Vice President & Director for Planning & Land Use
Shasta / Hanchett Park Neighborhood Association

Cc: Councilmember Dev Davis
Mayor Sam Liccardo
Rosalynn Hughey, Director, Department of Planning, Building and Code Enforcement
Toni Taber, City Clerk

Comment Letter V - Stephanie Brown

From: [Stephanie M Brown](#)
To: [Le, Thai-Chau](#)
Subject: 615 Stockton Hotel Project / Project File No.: GP18-013/C18-039/SP18-060
Date: Wednesday, October 30, 2019 10:59:40 PM

Thai-Chau Le ~

I just found out about this with the deadline being at the end of today so am going to give you my input.

My name is Stephanie Brown and I live on Schiele Avenue. As of April 1, 2020 I will have lived in my home 50 years. There has only been one other owner. I am one of approximately 49 homes on my block. I love our little street.

Since I had to give a quick scan of the 191 pages, here are my thoughts (not in any particular order due to just receiving):

- Page 17, 3.1.3, 2nd paragraph: "Basically" the Project proposes a total of 82 parking spaces but apparently does not meet the City's requirement of 104 parking spaces. Initially it started as 130 spaces. On Page 83 it states that parking will be 115 spaces. My question: Which is it?

- Page 61: One tree (London Plane) would be removed and would be replaced or if not sufficient room would pay off-site tree replacement fee. In the meeting held in August it was stated that there would be zero setback, but on Page 126, it states that if approved would be (under Title: Visual Intrusion (Privacy)) a set back from the property line by approximately 6-10 feet. Which is it - quite a bit of difference? One no tree could fit; the other a tree (or trees) could.

- Page 123, 1st paragraph after the Impact LU2: 1st line - states that the hotel would have 117 rooms. In the very beginning it was only going to be 55 rooms, then 120 rooms and now 117. Which is it - 117 or 120 or is there another number?

- Page 126, 2nd paragraph states that some of the homes would be shaded (due to the 5 stories). So, if one or more of the shaded homes does not have solar on their roof(s) when this project is built and they want to add solar to their home(s), they would be out of luck - is that correct?

- Page 143, line 3 (not counting the title heading) proposes a roof deck and pool. At the meeting in August the roof deck was mentioned but not the pool. Is this something that was just added?

- Page 162, line 4: the word "existing" should be changed to "--exiting--". Small thing but should have been caught by whoever proofread.

- How many (approximate) employees will there be & where will they park? I know it's stated that it would encourage employees to use other means than driving; however, being realistic, many of the employees would be using their cars. Schiele Avenue (as well as Villa Avenue) homeowners do not want the hotel's staff parking on our streets. Also, since it was stated that there would be a charge to guests for parking in the hotel - almost certain that some of the guests would not want to pay and would park on Schiele and Villa Avenues. If this Project succeeds we would want the hotel to let their guests park for free. ...A small thing for the hotel in lieu of upsetting the neighbors.

- The design of this hotel project is pleasing and in another location would most likely "blend" in. However, in no way does it blend in with our historic older neighborhood. One of the men who spoke at the August meeting said that adding wood to the sides of the building makes it blend in nicely with our neighborhood. That person or who he represents doesn't have any conception of what a historic neighborhood looks like.

- Regarding traffic on Schiele Avenue: If this hotel is finally approved there needs to be a "traffic light on the corner of Schiele and Stockton Avenues" so as to prevent accidents, which, if not, will definitely happen.

- On the Public Notice that I received only this afternoon it stated that this was a "Draft" MND; however, on the Mitigated Negated Declaration itself there was no mention that this was a Draft.

- Just a note: At the meeting in August which was highly attended and went over the allotted time, there were no "pros" for this Project, just "cons". However, the people who handled this Meeting did so very professionally considering not one person was for this project.

Thai-Chau, for future public notices or anything relating to this Project I would like to be advised by you. Hopefully, you would be able to do for me.

Thank you.

/ Stephanie M. Brown...

P.S.: I didn't have time to address the other issues such as:

- how the neighbors directly near the hotel would be impacted by windows of the hotel that guests could look into

their backyards or their homes ~ scary;

- I did not see any mention of a restaurant or bar in the hotel. Since I didn't have much time to review the MND perhaps I missed.

Sent from my iPhone

Comment Letter W - John Wolfram

From: [John Wolfram](#)
To: [Stephanie M Brown](#); [Le. Thai-Chau](#); [District 6](#)
Cc: [The Office of Mayor Sam Liccardo](#)
Subject: Re: 615 Stockton Hotel Project / Project File No.: GP18-013/C18-039/SP18-060
Date: Wednesday, October 30, 2019 11:49:53 PM

This project has no business being placed in our neighborhood. It has no business being there considering the lot size and number of stories. It is totally out of character with this stretch of Stockton Ave from University ave to Pershing and beyond until the apartments beyond. What also makes this incompatible and not present anywhere on Stockton is a 24 hour commercial operation. To add insult to injury is the essentially zero setbacks and the drab architecture.

I would support low-rise affordable housing or a 2-story maximum commercial use that does not operate after typical business hours. There are examples of compatible neighborhood smaller commercial uses contributing to the surrounding neighborhoods on Park ave, e.g. restaurants, travel agents etc. This project belongs at other much more appropriate locations such as the large commercial vacant lots at 4th street and Commercial. This proposal flies in the face of any reputable municipal planning standards. My property has been in the family since the depression. I wish my Grandmother was alive to actively squash this abomination. She has been involved with the campaign for Mayor of both Hammer and Fiscalini. I participated in David Pandori's mayoral race. I know if he had been Mayor, a much different tone for the direction of this City would have been established. Instead there has been a consistent disregard for residents in the proximity of massive condominium projects in the extended region declared as "downtown".

This brings up the final major objections by all of the residents attending the neighborhood City sponsored meeting, to these kind of projects added to Stockton ave. That is, projected traffic from the incredible housing/hotel developments currently underway in the Whole Foods proximity. I suspect that by only tweaking the CEQA report, as is always done, that this project meets those California standards for accumulated traffic impact of all the current Stockton Ave projects underway.

Respectfully,
John Wolfram
822 Schiele Ave
Owner

From: Stephanie M Brown <smb132313@gmail.com>
Sent: Wednesday, October 30, 2019 10:59 PM
To: Thai-Chau.Le@sanjoseca.gov <Thai-Chau.Le@sanjoseca.gov>
Subject: 615 Stockton Hotel Project / Project File No.: GP18-013/C18-039/SP18-060

Thai-Chau Le ~

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/ Stephanie M. Brown...

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- I did not see any mention of a restaurant or bar in the hotel. Since I didn't have much time to review the MND perhaps I missed.

Sent from my iPhone

Comment Letter X - Tessa Woodmansee

From: tessa.woodmansee
To: [Le, Thai-Chau](#)
Subject: Thai please use 11:59 pm
Date: Thursday, October 31, 2019 12:30:09 AM

thanks thai for communicating today that is very helpful and you go to the head of the class for being a very good administrator of this very important environmental review for this proposed project that is poorly conceived from the planning department doesn't meet our demands for clean air quiet neighborhoods and a fossil fuel-free future! or no future! we have a choice sounds easy to me! So everything we do now must bring our fossil fuels down to zero! the building department is bad too because we have no architectural review board to make beautiful cities San Jose is making an ugly city but San Jose has always been and continues to be based on its greed "The Armpit of the Bay Area." Quality of life has to be number one so we make the Earth a place we want to save not the noisy polluted hell it has become!

So basically I didn't realize that there was a [view entire message](#) at end so I thought email was cut off but it wasn't there is just that little [view entire message](#) button which is important for you too since it is a long document like yours was too! so dont forget to view entire message and print all 19 pages of course they need to be double sided save paper. Thanks Thai. Look forward to meeting you again hopefully more meetings and discussions and feedback on all these issues.

Warm regards,

Tessa Woodmansee