

**NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE SANTANA ROW EXPANSION PROJECT**

FILE NO: PDC13-050
PROJECT APPLICANT: FEDERAL REALTY INVESTMENT
TRUST
APNs: 277-38-003, 277-38-004, 277-38-005,
277-33-017, 277-33-019, 277-33-021.

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

According to State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible. Please identify a contact person, and send your response to:

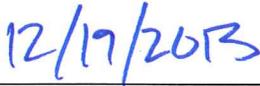
City of San José
Department of Planning, Building, and Code Enforcement
Attn: David Keyon
200 East Santa Clara Street, 3rd Floor Tower
San José CA 95113-1905
Phone: (408) 535-7893, e-mail: David.Keyon@sanjoseca.gov

The Department of Planning, Building and Code Enforcement of the City of San José will hold a Public Scoping Meeting for the EIR to describe the proposed project and the environmental review process and to obtain your verbal input on the EIR analysis for the proposal. An EIR Public Scoping will be scheduled in January or early February 2014.

Joseph Horwedel, Director
Planning, Building and Code Enforcement



Deputy



Date

Date: December 20, 2013

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Santa Row Expansion (PDC13-050)

Lead Agency: City of San Jose, Dept. of Planning Contact Person: David Keyon
 Mailing Address: 200 E. Santa Clara St., T-3 Phone: (408) 535-7898
 City: San Jose Zip: 95113 County: Santa Clara

Project Location: County: Santa Clara City/Nearest Community: San Jose
 Cross Streets: Winchester Blvd. & Stevens Creek Blvd. Zip Code: 95128
 Longitude/Latitude (degrees, minutes and seconds): _____ ° _____ ' _____ " N / _____ ° _____ ' _____ " W Total Acres: 42.71
 Assessor's Parcel No.: 277-38-003 to -005; 277-33-017, -19 Section: _____ Twp.: _____ Range: _____ Base: _____
 Within 2 Miles: State Hwy #: Hwy 17 and I-280 Waterways: Los Gatos Creek
 Airports: _____ Railways: UPRR, VTA LRT Schools: Monroe MS, Benjamin

Document Type:
 CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) _____ Draft EIS Other: _____
 Mit Neg Dec Other: _____ FONSI

Local Action Type:
 General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: _____

Development Type:
 Residential: Units 47 Acres _____ Transportation: Type _____
 Office: Sq.ft. 510K Acres _____ Employees _____ Mining: Mineral _____
 Commercial: Sq.ft. 55.6K Acres _____ Employees _____ Power: Type _____ MW _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Waste Treatment: Type _____ MGD _____
 Educational: _____ Hazardous Waste: Type _____
 Recreational: _____ Other: _____
 Water Facilities: Type _____ MGD _____

Project Issues Discussed in Document:
 Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Growth Inducement
 Coastal Zone Noise Solid Waste Land Use
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Cumulative Effects
 Economic/Jobs Public Services/Facilities Traffic/Circulation Other: _____

Present Land Use/Zoning/General Plan Designation:
 Envision 2040 General Plan Land Use: Regional Commercial. Zoning: Planned Development and Multi-family Residential

Project Description: (please use a separate page if necessary)
 The project proposes to expand the Santana Row site by 1.91 acres (the expansion area is referred to as Lot 17), increase the allowable office space entitlement by 510,000 square feet, and increase the retail entitlement by 55,641 square feet. In addition, the project proposes to increase the allowable number of residential units by 47 and the allowable number of hotel rooms by six. The expansion is proposed on four adjacent parcels (collectively referred to as Lot 17), an approximately 1.91-acre site comprised of four parcels (APNs 277-38-003, -004, -005, and -010). In addition, the project proposes to permanently close Santana Row to automobile traffic from Olin Avenue to Olsen Drive. The area between Olin Avenue and Olsen Drive will become a pedestrian thoroughfare, terminating at a plaza near the existing movie theater.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

- | | |
|--|---|
| <input checked="" type="checkbox"/> Air Resources Board | <input type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input type="checkbox"/> Parks & Recreation, Department of |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans District #4 | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Regional WQCB #2 |
| <input checked="" type="checkbox"/> Caltrans Planning | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input checked="" type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region #3 | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input checked="" type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Health Services, Department of | <input type="checkbox"/> Other: _____ |
| <input checked="" type="checkbox"/> Housing & Community Development | |
| <input type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date December 23, 2013 Ending Date January 22, 2013

Lead Agency (Complete if applicable):

Consulting Firm: <u>David J. Powers & Associates</u>	Applicant: <u>Federal Realty Investment Trust (Town & Cntry.)</u>
Address: <u>1871 The Alameda</u>	Address: <u>1626 E. Jefferson St</u>
City/State/Zip: <u>San Jose, CA 95126</u>	City/State/Zip: <u>Rockville, MD 20582</u>
Contact: <u>Shannon George</u>	Phone: <u>(408) 551-4600</u>
Phone: <u>(408) 454-3402</u>	

Signature of Lead Agency Representative:  Date: 12/19/13

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
OAKLAND, CA 94612
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 771



*Flex your power!
Be energy efficient!*

January 21, 2014

SCLVAR051
SCL/VAR/VAR
SCH# 2013122059

Mr. David Keyon
Planning Division
City of San Jose
200 E. Santa Clara Street
Tower, 3rd Floor
San Jose, CA 95113

Dear Mr. Keyon:

Santana Row Expansion – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. We have reviewed the NOP and have the following comments to offer.

Traffic Impact Study (TIS)

One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State highways. We recommend using the Caltrans *Guide for the Preparation of Traffic Impact Studies (TIS Guide)* for determining which scenarios and methodologies to use in the analysis. The TIS Guide is a starting point for collaboration between the lead agency and Caltrans in determining when a TIS is needed. The appropriate level of study is determined by the particulars of a project, the prevailing highway conditions, and the forecasted traffic. The TIS Guide is available at the following website address: http://dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf.

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. The State right-of-way (ROW) should be clearly identified. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.
2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.

Mr. David Keyon/City of San Jose

January 21, 2014

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3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all roadways where potentially significant impacts may occur, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and any degradation to existing and cumulative LOS. Caltrans' LOS threshold, which is the transition between LOS C and D, and is explained in detail in the TIS Guide, should be applied to all State facilities.
4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics (i.e., lane configurations) for the scenarios described above.
5. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Congestion Management Agency's Congestion Management Plan should be evaluated.
6. Identification of mitigation for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic. As noted above, the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.
7. Stevens Creek Boulevard/Monroe Street Intersection: The NOP states that the City of San Jose (City) acknowledges...that maintaining a Level of Service (LOS) D at major intersections are "protected," thereby allowing new development that would increase congestion and decrease the LOS below City standards. Any Level of Service below LOS D for State facilities are experiencing significant delay and unstable or forced traffic flow conditions (LOS E or F) and are deemed unsafe. Caltrans considers "protected" intersections which serve State facilities and are operating at LOS E or F as a risk to safety.

This intersection is comprised of not only Stevens Creek Boulevard and Monroe Street but also the Interstate (I-) 880 southbound off-ramps at Stevens Creek Boulevard and the southbound I-880/State Route (SR) 17 on-ramps from Stevens Creek Boulevard, which could be significantly impacted by this proposed project. The on- and off-ramps for northbound I-880, which are immediately east of the intersection across I-880 on Stevens Creek Boulevard, could also be significantly impacted by this proposed project. Degradation of the Stevens Creek Boulevard/Monroe Street/I-880 Intersection southbound on- and off-ramps and northbound on- and off-ramps to LOS E or F by this proposed project would be significant.

Presently, traffic exiting the I-880 southbound off-ramp and attempting a left turn at Monroe Street must cross three lanes of Stevens Creek Boulevard to reach the left turn pockets onto Monroe Street. Drivers making U-Turns from Stevens Creek Boulevard westbound to eastbound or onto the I-880/SR 17 southbound on-ramp at these left turn pockets will also significantly impact traffic. These traffic delays could also significantly impact traffic on the southbound I-

Mr. David Keyon/City of San Jose

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880 off-ramp by causing backup onto the southbound auxiliary lane and the I-880 mainline. Furthermore, current conditions show traffic backing up from the Stevens Creek Boulevard/Monroe Street/I-880 Intersection southbound on- and off-ramps over the I-880 overpass to the northbound I-880 off-ramp to Stevens Creek Boulevard and possibly as far back as the northbound I-880 on-ramp from Stevens Creek Boulevard. For these reasons, Caltrans recommends that the City include the I-880 southbound and northbound on- and off-ramps in this project's Traffic Impact Analysis (TIA).

8. South Winchester Boulevard/Tish Way/I-280 Intersection westbound on-ramp: Caltrans recommends that the City include in this project's TIA the S. Winchester Boulevard/Tish Way/I-280 Intersection westbound on-ramp. This project could significantly impact this intersection, thereby causing backup on the I-280 on-ramp, by degrading the S. Winchester Boulevard/Tish Way/I-280 Intersection westbound on-ramp to LOS E or F.
9. South Winchester Boulevard/Moorpark Avenue Intersection: Caltrans recommends that the City include in this project's TIA the S. Winchester Boulevard/Moorpark Avenue Intersection and the eastbound I-280 off-ramp. This project could significantly impact this intersection, thereby causing backup onto the I-280 off-ramp and the mainline, by degrading the S. Winchester Boulevard/Moorpark Avenue/I-280 Intersection eastbound off-ramp to LOS E or F.

Lead Agency

As the lead agency, the City is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State ROW, and Caltrans will not issue a permit until our concerns are adequately addressed, we strongly recommend that the City work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

Transportation Management Plan (TMP)

If it is determined that traffic restrictions and detours are needed on or affecting State highways, a TMP or construction TIS may be required of the developer for approval by Caltrans prior to construction. Traffic Management Plans must be prepared in accordance with Caltrans' *Manual on Uniform Traffic Control Devices*. Further information is available for download at the following web address: <http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd2012/Part6.pdf>.

Please ensure that such plans are also prepared in accordance with the transportation management plan requirements of the corresponding jurisdictions. For further TMP assistance, please contact the Office of Traffic Management Plans at (510) 286-4647.

Mr. David Keyon/City of San Jose

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Vehicle Trip Reduction

Caltrans encourages you to locate any needed housing, jobs and neighborhood services near major mass transit centers, with connecting streets configured to facilitate walking and biking, as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the State highways.

We also encourage you to develop Travel Demand Management (TDM) policies to promote usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others. For information about parking ratios, see the Metropolitan Transportation Commission (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking.

In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on State highways.

Traffic Impact Fees

Please identify traffic impact fees to be used for project mitigation. Development plans should require traffic impact fees based on projected traffic and/or based on associated cost estimates for public transportation facilities necessitated by development. Please refer to the California Office of Planning and Research's (OPR) *2003 General Plan Guidelines*, page 163, which can be accessed online at the following website: <http://www.opr.ca.gov/index.php?a=planning/gpg.html>. Scheduling and costs associated with planned improvements on State ROW should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any.

Voluntary Contribution Program

Interstate 280, I-880, and other State facilities near the site are critical to regional and interregional traffic in the San Francisco Bay region. They are vital to commuting, freight, and recreational traffic and are among the most congested regional freeway facilities. Given the scale and location of the proposed project, the traffic generated will have significant regional impact to the already congested state highway system. Caltrans encourages the City to participate in Santa Clara Valley Transportation Authority's (VTA) voluntary contribution program and plan for the impact of future growth on the regional transportation system. Contributions would be used to help fund regional transportation programs that improve the transportation system to lessen future traffic congestion, improve mobility by reducing time delays, and maintain reliability on major roadways throughout the San Francisco Bay Area. Reducing delays on State facilities will not only benefit the region, but also reduce any queuing on local roadways caused by highway congestion.

Mr. David Keyon/City of San Jose

January 21, 2014

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Should you have any questions regarding this letter, please contact Brian Brandert of my staff at (510) 286-5505 or brian.brandert@dot.ca.gov.

Sincerely,



ERIK ALM, AICP

District Branch Chief

Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse

Robert Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy

Robert Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy



January 21, 2013

City of San Jose
Department of Planning and Building
200 East Santa Clara Street
San Jose, CA 95113

Attention: David Keyon

Subject: City File No. PDC13-050 / Santana Row Expansion

Dear Mr. Keyon:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for 510,000 square feet of retail, 47 residential units, and 6 hotels at the southeast corner of Stevens Creek Boulevard and Winchester Boulevard. We have the following comments

Land Use

VTA supports the proposed land use intensification on this site, strategically located on the regional transportation network and served by the VTA Local Bus Line 23 and Limited Line 323 along Stevens Creek Boulevard, and VTA Local Bus Line 60 along South Winchester Boulevard. VTA is also currently planning for Bus Rapid Transit (BRT) service along Stevens Creek Boulevard, with the closest planned stop 0.3 miles away from the project site at Stevens Creek Boulevard and South Winchester Boulevard. Additionally, by contributing office, housing, retail, and hotel to the mix of uses already built in a pedestrian-friendly design at Santana Row, the project will contribute to the "synergy" of uses in the area that will result in a greater percentage of trips accomplished by walking and fewer driving trips during the day.

Stevens Creek Boulevard and Winchester Boulevard are identified as Corridors in VTA's Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework, which shows VTA and local jurisdiction priorities for supporting concentrated development in the County. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and was endorsed by all 15 Santa Clara County cities and the county.

Pedestrian and Bicycle Accommodations

VTA requests that the DEIR and TIA address Pedestrian and Bicycle Accommodations in its analysis of Transportation/ Circulation impacts of the project. Such analysis should consider the completeness of the pedestrian and bicycle network on roadways and intersections adjacent to and nearby the project site. VTA also recommends that the City require bicycle parking consistent with City of San José bicycle parking standards as a Condition of Approval for the project. VTA supports bicycling as an important transportation mode and thus recommends

inclusion of conveniently located bicycle parking for the project. Bicycle parking facilities can include bicycle lockers or secure indoor parking for all-day storage and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from <http://www.vta.org/projects-and-programs/planning/bikes-bicycle-technical-guidelines-btg>.

Congestion Impacts to Transit Service

One of the actions that will be considered as part of the proposed project is "protection of the Stevens Creek Boulevard/Monroe Avenue intersection by its addition to the City's List of Protected Intersections" (NOP, p. 1). In general, VTA supports the idea of designating the intersection as Protected in order to facilitate concentrated infill development at this location, consistent with our comments above. However, increased congestion at this intersection could result in delay to transit vehicles on Stevens Creek Boulevard, including the Local 23, Limited 323 and potential future Bus Rapid Transit (BRT) service, which could degrade schedule reliability and increase operating costs. VTA requests that even if this intersection is "protected" from automobile Level of Service (LOS) standards, the DEIR should still include an analysis of transit delay due to congestion at this location. If increased transit delay is found in this analysis, VTA believes that contributions to transit priority measures at this location or nearby, such as dedicated transit lanes, queue jump lanes, transit priority signal timing, and/or bulb-out transit stops, would constitute an appropriate off-setting measure.

Congestion Impacts to the I-880/ Stevens Creek Blvd Interchange

The I-880/ Stevens Creek Boulevard interchange Improvement Project is currently under construction and will potentially be reconfigured and completed in 2014. VTA requests the analysis that will address the effects of protecting the Stevens Creek Boulevard/ Monroe Avenue intersection should include analysis of:

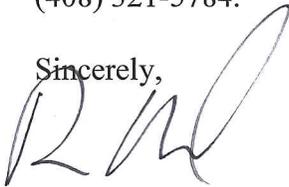
1. Delay to traffic on I-880 SB off-ramp
2. Ramp metering queues for all the on-ramps at this interchange
3. Delay to traffic at all intersections on Stevens Creek Boulevard between Monroe Street and Bellerose Drive

If significant impacts are found in the additional analysis, VTA suggests early coordination with the appropriate agencies to identify mitigating off-setting measures.

City of San Jose
January 21, 2014
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Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

A handwritten signature in black ink, appearing to read 'RM', written over the word 'Sincerely,'.

Roy Molseed
Senior Environmental Planner

cc: Michael Liw, San Jose Development Services
Erik Alm, Caltrans
Brian Brandert, Caltrans

SJ1321

County of Santa Clara

Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
1-408-573-2400



January 23, 2014

David Keyon
City of San Jose
200 East Santa Clara Street, 3rd Floor Tower
San Jose, CA 95113-1905

**SUBJECT: Notice of Preparation of Draft Environmental Impact Report
Santana Row Expansion Project**

Dear Mr. Keyon:

The County of Santa Clara Roads and Airports Department is submitting the following comment.

A Transportation Impact Analysis (TIA) should be prepared to account for any additional traffic distribution via Stevens Creek Boulevard through the unincorporated County pocket, located at the south side of Stevens Creek. The report should identify any adverse impacts and mitigation measures for the identified impacts and should be incorporated into the EIR document.

If you have any questions about the comment, please contact me at (408) 573-2465 or Dawn.Cameron@rda.sccgov.org.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dawn S. Cameron", followed by the word "for" written in a smaller, simpler font.

Dawn S. Cameron
County Transportation Planner

cc: MA

Keyon, David

From: emersonbj@aol.com
Sent: Tuesday, January 07, 2014 4:43 PM
To: Keyon, David
Subject: Santana Row expansion

Mr. Kenyon,

I am appalled that the city of San Jose would even consider allowing an expansion of Santana Row. If the city is truly interested in getting people to go downtown then this is not the way to do it. More people will come to Santana Row where traffic is already a nightmare for those of us living here. During the holidays, it takes those living here 3-5 minutes more to get out of the housing areas due to traffic, which could mean life or death in an emergency situation. So by protecting the Monroe Ave-Stevens Creek intersection, you are saying it is ok to let people die. This is unreasonable and San Jose should rethink this proposal. There are no parks in this area except the one they want to build a high rise on. So taking away any open space to add to the already clogged traffic and generate more pollution is another drawback to this project. My neighbors and I are all disturbed by the way San Jose has neglected the needs of the people here to storm head strong into a project that will only give some developer the freedom to make a lot of money from it and leave us to deal with even less open space and worse traffic. Please consider dropping this project or severely reducing the impact it will on those living here.

Sincerely,
Barbara Emerson

January 15, 2014

Dear Planning Department,

In response to the EIR, file number PDC13-050, the continued expansion of Santana Row, our recently formed neighborhood association WONA representing 880 households, would like to address the immediate affect of the proposed Santana Row expansion on the residents of our area.

When the Santana Row project was first in planning, many people in our neighborhood were very concerned about how this would affect the traffic in our area. We were assured that the reconfiguring the on and off ramps to highways 280 and 880, would prevent the future traffic expansion. As we all know, this did nothing to ease the flow of traffic. Our area, which has had gridlock issues on the city streets for years, particularly during the six week long holiday season, now has these issues on a consistent basis. What the city and Federal Realty fail to acknowledge is that the reflowing of traffic on and off the freeway, even with the new interchange, will do nothing to stem the flow of traffic on to city streets. Our streets simply cannot hold any more traffic. The city of San Jose needs to alleviate the current traffic issues, not add to them.

According to the national Highway Capacity Manual special report, "The addition of traffic is not linear. It is exponentially dependent on the state of existing of traffic". Additionally, this same manual gives grades to traffic, ours stands at an "F" = "Forced Flow, excessive delays, represents jammed conditions. Queues may block upstream intersections."

With Federal Realty's plans for further expansion, eventually all the way from the current site to 880, our neighborhood will be severely affected. The exits at Saratoga Ave. or Lawrence Expressway are not viable alternatives as these too have significant bottlenecks.

We request that the city put the infrastructure in place before continued expansion of any urban village. For example, the city would not allow a new housing development without a new sewer system, why put into place businesses and housing without the ability to ensure that people can access them effectively and efficiently?

WONA would like to have the opportunity to work with the city of San Jose to solve these issues. Please keep us informed of any meetings public meetings relating to this EIR or any other high- density building within our area.

Thank you for your time and consideration.

Sincerely,

Daphna Woolfe

The WONA Steering Committee

Contact: Daphna Woolfe

dwoolfe@pvsd.net

Keyon, David

From: Pamela DuMond [pmdumond@gmail.com]

Sent: Friday, January 17, 2014 8:50 AM

To: Keyon, David

Subject: Re: Notice of Preparation of an Environmental Impact Report for the Santana Row Expansion Project
(Planning File No. PDC13-050)

*I HAVE BUT ONE SIMPLE QUESTION. WHAT IS OR HAS FIDELITY TRUST DONE TOWARD TRAFFIC IMPROVEMENTS?

*FIDELITY TRUST HAS BEEN CALLING ALL THE SHOTS. PARKING IS TOTALLY INADEQUATE.

*THE NEW #880 AND STEVENS CREEK EXIT IS JUST GOING TO DUMP PEOPLE ONTO STEVENS CREEK AND PEOPLE WILL BE SITING IN THEIR CARS. I KNOW FIDELITY IS OPENING TISCH WAY, TO THE SOUTH OF SANTANAROW, AS FIDELITY PURCHASED THE BARRY SWENSON PROPERTY FOR ANOTHER HIGH RISE. THIS NEWLY CREATED EXIT OUT OF SANTAROW WILL NOT BE A SOLUTION. THIS HAS BEEN A LOCALS ONLY WAY TO AVOID THE STEVENS CREEK BLVD. MESS. NOW THIS WILL BE COME AN EVEN GREATER TRAFFIC MESS.

* FROM THE VERY BEGINNING THEY HAVE BEEN REQUIRED TO DO LITTLE TO ATTEMPT TO ALLEVIATE TRAFFIC--MAINLY BECAUSE THERE IS NO WHERE TO GO!

*THEY HAVE BEEN SUCCESSFUL IN INCREASING HEIGHTS AND DENSITY TO THEIR GROUND SPACE TIME AFTER TIME. WE NEVER KNOW ANYTHING

UNTIL AFTER THE FACT.

*TRAFFIC GETS WORSE AND WORSE AND SANTANA ROW IS ONLY HALF BUILT OUT. *THAT IS TO SAY NOTHING OF POTENTIAL DEVELOPMENT OF THE CENTURIES AND POSSIBLE WINCHESTER RANCH MOBILE HOME PARK CONVERSION TO PUT UP HIGH RISES ACROSS THE STREET.

*HOLIDAY TRAFFIC WILL BECOME AN EVERYDAY OCCURRANCE-- A TOTAL GRIDLOCK NIGHTMARE.

I WOULD APPRECIATE A RESPONSE TO THIS LETTER.

THANK YOU.

PAMELA DU MOND
601 WATER WITCH WAY
SAN JOSE, CA
408-615-8789

On Fri, Dec 20, 2013 at 4:20 PM, Keyon, David <david.keyon@sanjoseca.gov> wrote:



Department of Planning, Building and Code Enforcement
JOSEPH HORWEDEL, DIRECTOR

NOTICE OF PREPARATION OF A

DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE SANTANA ROW EXPANSION PROJECT

FILE NO: PDC13-050

PROJECT APPLICANT: FEDERAL REALTY INVESTMENT TRUST

APNs: 277-38-003, 277-38-004, 277-38-005, 277-33-017, 277-33-019, 277-33-021.

As the Lead Agency, the City of San José will prepare an Environmental Impact Report (EIR) for the project referenced above. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed project. If you are affiliated with a public agency, this EIR may be used by your agency when considering subsequent approvals related to the project. The Notice of Preparation document, which includes the project description, location, and probable environmental effects that will be analyzed in the EIR for the project, can be found on the City's Active EIRs website at <http://www.sanjoseca.gov/index.aspx?nid=2434>.

According to State law, the deadline for your response is 30 days after receipt of this notice (due to a City Holiday, all comments must be received **by 5:00 p.m. on Tuesday, January 21st, 2014**); however, we would appreciate an earlier response, if possible. Please identify a contact person, and send your response to:

City of San José

Department of Planning, Building, and Code Enforcement

Attn: David Keyon

200 East Santa Clara Street, 3rd Floor Tower

San José CA 95113-1905

Phone: [\(408\) 535-7893](tel:4085357893), e-mail: David.Keyon@sanjoseca.gov

The Department of Planning, Building and Code Enforcement of the City of San José will hold a Public Scoping Meeting for the EIR to describe the proposed project and the environmental review process and to obtain your verbal input on the EIR analysis for the proposal. An EIR Public Scoping will be scheduled in January or early February 2014.

David Keyon

Planner II- Environmental Planning

City of San Jose

Department of Planning, Building, and Code Enforcement

[\(408\) 535-7898](tel:(408)535-7898)

Keyon, David

From: Leroyce Heinz [jaheinz@pacbell.net]

Sent: Monday, January 20, 2014 2:16 PM

To: Keyon, David

Subject: File No: PDC13-050

APNs: 277-38-003,277-38004,277-38-05,277-33-017,277-33-019,277-33-021

Federal Realty Investment Trust has plans for three new office buildings (Mercury News March 12,2013). This article was in the newspaper the day after a community meeting with the Department of Planning on March 11,2013. At this meeting for community input, there wasn't any mention by the Department of Planning of this development.

The planned development of Santana Row could add 3,000+ vehicles on the road. Stevens Creek and Winchester are already over capacity. In the original meetings to construct Santana Row the impact to traffic on these roads was to be addressed. It has not been addressed or mitigated in any way. The concern with more traffic is a decrease in the air quality and increased greenhouse gas.emissions. The answer is not to make any of the intersections (including Monroe) a protected, intersection. As an example, the VTA bus #23 uses residential streets during the Holidays to avoid the tremendous congestion of the Valley Fair and Santana Row area. It is obvious they have identified this as a real problem.

We realize that our concerns and input to the Department of Planning and the City of San Jose will not be considered in the development of this area (based on our last experience with your department and the city during the Santana Row construction). It is our opinion, the City of San Jose and the Department of Planning have already decided what your actions are going to be without any regard to impacts for the surrounding area (it's all about additional revenue for the city).

In closing as concerned parties, we will continue to monitor the actions of the Department of Planning and the City of San Jose. Feedback to this email and concerns expressed would be appreciated.

Jim & Le Heinz email jaheinz@pacbell.net

Keyon, David

From: Susan C. Norris [muskogeesue@gmail.com]
Sent: Monday, January 20, 2014 9:23 AM
To: Keyon, David
Subject: Fwd: EIR for Santana Row Expansion Project

490 Rosewood Ave.
San Jose, CA 95117

1/19/14

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

Dear Mr. Keyon :

We are writing this letter in response to the Santana Row Expansion Project (File # PDC13-050). We live very close to the project area and are concerned about the traffic impact this project will have. As you may be aware, traffic on Stevens Creek Blvd. and Winchester Ave. surrounding Santana Row is already quite heavy, especially on weekends and between November-December. It is often difficult for those of us living in the Winchester Orchard neighborhood to even turn onto Stevens Creek Blvd. from our residential streets.

We are especially concerned about the proposal to designate the intersection at Monroe and Stevens Creek a "protected" intersection. This intersection is often backed-up and causes further back-up around other nearby intersections. We do not want this to be considered "acceptable" by the city of San Jose. No one should have to deal with this kind of poor traffic flow as the "norm" for his/her neighborhood. Additionally, we do not understand why this intersection is being considered with this project, as the project area is distant from this intersection.

We would be happy to discuss our concerns with you and better understand the proposal. Please contact us at your earliest convenience.

Michael Wittman
Susan C. Norris, D.O.
Founder and Steering Committee member
Winchester Orchard Neighborhood Association
[\(281\) 891-9773](tel:2818919773)
muskogeesue@gmail.com

1/29/2014

To: David Keyon, Planner II
Department of Planning, Building and Code Enforcement
From: Dr. Emily M. Holton
Date: January 21, 2014
Subject: Comments to FILE NO PDC13-050, Santana Row Expansion (SRE)

Thank you for the opportunity to comment on the plan for conducting the various studies leading to your environmental impact report (EIR). I have lived in my home (3361 Olsen Drive) for nearly 40 years, and I believe my opinions are representative of the neighborhood immediately west of Santana Row; thus, I am concerned with the impacts of additional traffic on our 870 households and several businesses in the area known as the Winchester Orchard Neighborhood Association (WONA).

Specific parts of the document that I recommend be changed are as follows:

Protection of Stevens Creek Boulevard/Monroe Avenue Intersection – the second paragraph states “The Monroe Avenue/Stevens Creek Boulevard intersection is completely built out and cannot maintain an LOS D - - - “ A statement which appears intended to support a recommended classification of “Protected”. I find this totally unacceptable, as it would set a precedent that any city intersection that cannot meet LOS D may be “protected” in future development planning. Monroe Avenue traffic will clearly be exacerbated by the SRE, so mitigation should be part of the planning. Clearly, other intersections in the vicinity will be adversely impacted by the SRE, and may end up worse than LOS D. Please don’t let any of them become “Protected”!

Specific environmental category #8 – “*Transportation & Circulation*” wording states “The EIR will examine the existing traffic conditions in the immediate vicinity of the project site.” I am concerned that all intersections affected may not be studied. I suggest specific wording to describe the intersections to be studied (e.g., “ exits and entries to Routes 880 & 280, Stevens Creek Boulevard/Winchester Boulevard, Winchester Boulevard/Tisch Way).

Parking – existing parking in Santana Row is marginal, in my experience. Parking studies (e.g., existing vs SRE completed number of slots) should be added as one of the specific environmental categories.

Contact person: Dr. Emily M. Holton <emholton@att.net>

Keyon, David

From: Valerie & Bob Wickersham [valbo97@gmail.com]
Sent: Thursday, February 27, 2014 7:17 AM
To: Keyon, David
Subject: Fwd: Santana Row expansion EIR

David Kenyon
Environmental Project Manager
San Jose

Subject: EIR for Santana Row Expansion and related expansion in the area.

Mr. Keyon,

As part of the environmental impact report for Santana Row I ask you to study the traffic patterns and “gridlock” already impacting the area. As a long term resident of the area I have seen the large degradation in quality of life that has resulted because of Santana Row and further aggravated by the sale of the California Agricultural land on Winchester and the high density housing development by KB adjacent to Santana Row. In performing your analysis you must consider all the other proposed actions to be allowed by the City of San Jose and also by Santa Clara. With the addition of thousands of parking spots at Valley Fair the traffic will only get much worse than it already is. The EIR on the Santana Row expansion must be viewed as part of the whole area plan and the serious degradation in accessibility must be viewed in the totality of the plans for the area.

CEQA should require that a mitigation plan be paid for as part of this expansion. What mitigation can be offered? Who will pay for it ? Will it be required to be completed before the expansions in the area are allowed? What answers are proposed to address the concerns raised by the California Department of Transportation in their letter dated January 21, 2014?

Have you, or anyone in San Jose City Government, reread the EIR for the original Santana Row Project and compared the end result to what the City projected? If the report was not accurate how will you try and make this report more accurate? If companies file plans and make promises are they ever held accountable? We live on Ardis Ave and the City of San Jose allowed the expansion of the Audi dealership. As part of the expansion they were supposed to provide employee parking. Every day at least 10 vehicles are parked on nearby streets by employees. Why isn't the dealership held accountable?

There are serious traffic problems already on Stevens Creek, Winchester, Moorpark, Monroe and almost all streets in the neighborhood. This report should address those problems with accurate and truthful analysis. Our neighbor has been negatively impacted by the current growth and this expansion only exacerbates the problems.

Respectfully,
Robert Wickersham
440 Ardis Avenue
San Jose CA 95117



Department of Planning, Building, and Code Enforcement
DAVID SYKES, INTERIM DIRECTOR

**SANTANA ROW EXPANSION PLANNED DEVELOPMENT REZONING &
ENVIRONMENTAL IMPACT REPORT (FILE NO. PDC13-050)**

**Community and Public Scoping Meeting
Thursday, February 27, 2014**

PUBLIC COMMENT SHEET

To be included in the public record for this project, all comments on the scope of the EIR must be made in writing and submitted by **5 p.m. on Thursday, March 13, 2014**. Please send comments to: David Keyon, City of San Jose, Environmental Review Planner via one of the following:

By Mail: 200 East Santa Clara Street, San José CA 95113-1905
Or Email: David.Keyon@SanJoseCA.gov (include "Santana Row" in subject line)

Name: Caroline Marley

Email: sistamar@ix.netcom.com

Address: 534 Dudley Ave, #6
San Jose, CA 95128

Phone: 408-804-2024

Comment on (please check one box):

EIR Scope Project Both

Comments: There were so many people who eloquently
addressed the existing problems that impact
residents. Traffic is not just an issue of inconvenience;
it is a safety issue and an environmental issue,
affecting air, ^{soil} quality ~~water~~ (when rain run-off
carries contaminants). Please fix the problems we
already have before creating more.

The idea of an urban village is a good one.
However, it is apparent from articles published (bizjournal,
Mercury News) that "Envision San Jose 2040" and ~~the~~ Federal
Realty have a vision of wealthy tech workers having
the benefit of being able to walk from home to work
to shopping, etc. Nowhere in the plans is the issue

addressed of where lower-wage service workers will live. They will be forced to commute, while wealthier folks will enjoy amenities close to home & work. At the very least, part of any development plan for any urban village should be providing affordable housing for seniors, service workers, and other low income folks.

Lastly, please do not insult residents of San Jose by giving the appearance of valuing their input, only to bend to the will of wealthy developers. By doing so, you make a mockery of the democratic process.



SANTANA ROW EXPANSION PLANNED DEVELOPMENT REZONING &
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By Mail: 200 East Santa Clara Street, San José CA 95113-1905

Or Email: David.Keyon@SanJoseCA.gov (include "Santana Row" in subject line)

Name: Dorothea Gingerelli Email: dgingerelli@comcast.net
Address: 3533 Constance Dr. Phone: 408-243-4223
San Jose, CA. 95117 Comment on (please check one box):
 EIR Scope Project Both

Comments: This project is being pursued in an area that was not built for growth and then experienced dramatic growth with more growth planned! Existing and planned transportation improvements cannot compensate for this growth. ALL EIR's should reflect the true status of the area - not what it was before the projects hit. Already November through January, residents like myself have to divert through Santa Clara to utilize Hwy 17/880 & 680 because of holiday congestion by Westfield & Santana Row which dangerously backs up on all the highway and Stevens Creek. Winchester is further impacted with cars trying to exit parking structures from Santana Row. Any EIR in this area that does not reflect these issues is a misleading, or possibly fraudulent report; and any persons who are made aware that the report doesn't reflect the correct status of the area and approve it, would seem to be participating in a misleading, or possibly fraudulent report. Only the most recent, accurate, up to date information should even be considered.



Department of Planning, Building, and Code Enforcement
DAVID SYKES, INTERIM DIRECTOR

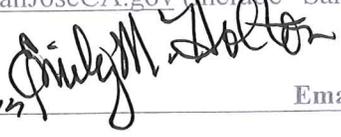
SANTANA ROW EXPANSION PLANNED DEVELOPMENT REZONING &
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By Mail: 200 East Santa Clara Street, San José CA 95113-1905
Or Email: David.Keyon@SanJoseCA.gov (include "Santana Row" in subject line)

Name: Dr. Emily Holton  Email: emholton@att.net

Address: 3361 Olsen Drive Phone: 408 246 7440

San Jose CA 95117 Comment on (please check one box):

EIR Scope Project Both

Comments: ① Urban Village planning purports to have workers living near their work, yet a 47-unit apartment is to be demolished - how does that impact the city's affordable housing goal? If Winchester Ranch is also replaced, there will be ZERO affordable housing in this area!

② Traffic (Automobile) surrounding the Santana Row complex (e.g. Stevens Creek & Winchester BLVDs) is already slow-moving, yet recent ERS show no impact. Consider doing an overall traffic study across all current city projects in this area to show the total traffic impact.

③ Parking (Automobiles) in and around Santana Row complex is already stretched thin - Consider doing a combined parking study across all developments planned within, say, one mile around Santana Row (i.e., existing slots, to be removed slots, to be added slots = parking impact).

Santana Row

Ohur | fh#K.h.lj}#? nk.h.lj}C sdfeh01hWA

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Comments on the Santana Row Expansion Project Meeting on February 27, 2014

1. How is the EIR now versus what was projected when Santana Row was first approved for development? What was projected versus what has actually transpired? The traffic impact was projected to be minimal and improvements were to be made. For example, the traffic is not now nor ever has been minimal and we don't see any improvements made to the area for traffic impact.
2. The proposed projects heights should not be any taller than existing buildings/offices in the area for aesthetics in the surrounding area. Since there will be glare issues from glass in the buildings, how will these projects be able to mitigate this issue?
3. What building methods will be used to offset the seismic activity in this area? If the underground water table is encountered during excavation, how will this be addressed?
4. A high underground water table could become an issue. Is the storm drainage system large enough and upgraded enough to accommodate the proposed projects? If any upgrades need to be made, who pays for this – the developer or taxpayer? We are currently in an Extreme Drought situation. This project will require water to develop and also when completed. Can the San Jose Water Co. provide the increased demand with current resources/infrastructure?
5. No comment at this time – more information needed.
6. No comment at this time – more information needed.
7. No comment at this time – more information needed.
8. The traffic in the area has already reached critical mass. The Holidays bring more traffic to Santana Row and Valley Fair which creates total traffic gridlock. The VTA bus (23) uses a residential street at this time of year to avoid the Stevens Creek/ Winchester intersection. The VTA obviously considers the traffic a problem. The proposed development could add up to 3,000 More vehicles when built out. Making the Stevens Creek/Monroe intersection a protected intersection does not solve the traffic issue. It only allows the city to not meet established criteria for traffic. When Santana Row was built there were to be improvements for the additional traffic created by Santana Row and Valley Fair. What happened to these improvements that were promised and why weren't they done? We would like to know the time of day when the traffic analysis is done.

9.
The air quality in the area has degraded due to the additional vehicles in the area from Santana Row and Valley Fair. The project will result in a lower air quality because of the additional traffic. This will negatively affect anyone in the area with respiratory issues. We would like to know the time of day when the air sample is taken.
10.
Noise from the traffic is already an issue. We will reserve comment on construction noise pending more information.
11.
The current Extreme Drought situation is an issue concerning water resources. Can the San Jose Water Co. meet the demand for the construction and developed project? Are the storm drains able to handle the additional demand or will upgrades need to be made to the system? Who will pay for any upgrades to any system – the developer or the taxpayers?
12.
The increased demand on public services is an issue, since the police and fire protection department employee numbers have been reduced. The police no longer respond to burglaries in the city. This will put an increased demand for police and fire and create even longer response times if there is any response. If this requires the construction of new facilities, who will pay for their construction – the developer or taxpayers?
13.
The increased demand for energy from this project is an issue. Can PG&E provide the increased demand without a negative impact to the surrounding area? Even with design measures to reduce energy usage additional stress/demand will still occur to the system.
14.
Even with design measures to decrease greenhouse gas emissions, there will still be emissions from the building and additional traffic. What will the increase be from the project buildings and also from the projected additional vehicle traffic?
15.
According to City Council member Pierluigi Olivario, the project will proceed as planned (so there are no alternatives being considered). He was only concerned about additional revenue and not resolving current or future problems in the area.
16.
No comment at this time – more information needed.
17.
The proposed Santana Row development and also proposed Lot 17 development definitely needs to address and resolve the traffic issues. Future development of the property at the Century Theaters and the impacts should also be considered. The property owner is already commenting about developing about a desire to develop this property. The possible development of high density housing where Winchester Ranch currently exists is also another issue. According to the statement in this section, the development of this project is to be considered with other past, present and reasonably foreseeable future projects in the development area. However, at our meeting on 2/17/14 we were told by the Planning Department representative that no future development was under consideration due to CEQA guidelines. Granted, these other proposed projects for development are not currently in progress but the property owners have stated their intentions.

Jim Heinz jaheinz@pacbell.net

Keyon, David

From: kim luu [ktluu2002@yahoo.com]
Sent: Thursday, February 27, 2014 10:59 PM
To: Keyon, David
Subject: Santana Row

Follow Up Flag: Follow up
Flag Status: Red

I want to comment both on the EIR and the project. Firstly, the EIR must study the effects of increase traffic and the effects of gridlock for any emergency agency to access the people in the neighborhood. Inversely, the effects of increasing traffic for people from the neighborhood to be able to be on the road to get to the emergency facility. I live 1.2 miles from O'Conner Hospital and it can take a minimum of 20 minutes to 40 minutes to get there. In reality it should take 5 minutes. I live only one block from Santana Row and on many occasions, I can't turn onto Stevens Creek from Hanson Ave. The only other alternative is to get onto Olin Ave. then north bound on Winchester then onto Stevens Creek. And to get to the 880/280, it takes a minimum of at least 10 minutes every weekday. Coming back from work is worst. The worst times, mainly on the weekends, I can wait at the Hanson / Stevens Creek intersection for more than 15 minutes before any can will allow me to turn. And to try to go from the Olin Ave. route would be ludicrous. On the weekend I will not even drive most of the day and just stay home to not deal with the traffic.

I was at the meeting on February 27th and heard the developer has only built out 20% of its current allowable commercial use space when they finished the building on the corner of Santa Row and Stevens Creek. When they finish with this project on Olsen Drive, they still will not utilize the total or close to the total of their current allowable commercial use space. But yet, they are asking to increase the allowable commercial use space. This makes no sense. We were asked at the meeting to comment and give feed back only on the project site at hand, but yet the developers are setting themselves up for major future expansion. So why couldn't we asked for an EIR to include the impact for the 565,641 sq. ft. which the developers got the increase for. Yes, that would be against the law, as explained by the authorities in the front of the room. But I ask, just use common sense. Anymore development will only bring in traffic with all the risks which comes with it.

I moved to this area several years ago because, I felt it was well balanced. It was very closed to the freeway, adequate amenities around the neighborhood Now I see a future of stress, lack of emergency services, pollution, high cost of living, crime and overall poor quality of life.



Department of Planning, Building, and Code Enforcement
DAVID SYKES, INTERIM DIRECTOR

**SANTANA ROW EXPANSION PLANNED DEVELOPMENT REZONING &
ENVIRONMENTAL IMPACT REPORT (FILE NO. PDC13-050)**

**Community and Public Scoping Meeting
Thursday, February 27, 2014**

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By Mail: 200 East Santa Clara Street, San José CA 95113-1905

Or Email: David.Keyon@SanJoseCA.gov (include "Santana Row" in subject line)

Name: LUCA SARTORI Email: LUCA.SARTORI@US.PWC.COM

Address: _____ Phone: _____

Comment on (please check one box):

- EIR Scope Project Both

Comments: EXTEND LIGHT RAIL TO SAN CARLOS



SANTANA ROW EXPANSION PLANNED DEVELOPMENT REZONING &
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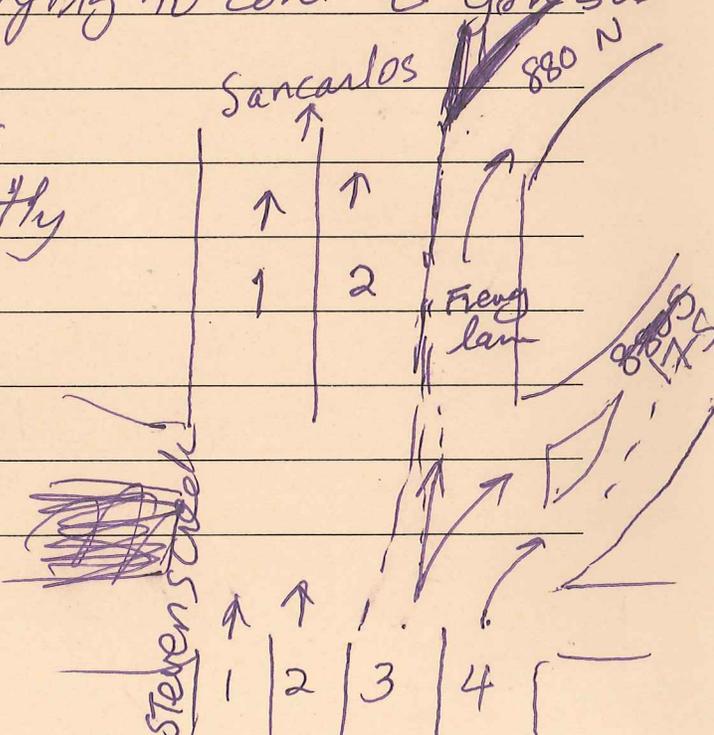
By Mail: 200 East Santa Clara Street, San José CA 95113-1905
Or Email: David.Keyon@SanJoseCA.gov (include "Santana Row" in subject line)

Name: NASHILI BASATHIA Email: nashili@gmail.com
Address: 438 S. Cyprus Ln Phone: (408) 460-4268
San Jose, Ca 95117
Comment on (please check one box):
 EIR Scope Project Both

TRAFFIC

Comments: I am stuck in the Traffic from Stevens Creek to 880N each day and I know what is the solution. I have been trying to contact you but had no luck.

Previously, lane # 1 was going to San Carlos directly through the bridge. But in the new plan you have added #1 & #2 go straight to San Carlos which leaves only 1 lane to enter freeway 880 N which causes the traffic



for lane #2, #3, #4. The old road had a merger between 2 & 3. The new plan has a merger between #1 & 2. The same two lanes #1 & #2 are going to 175 + also going to 880 N which is causing all the traffic jam in the area!

Please let me know if this is confusing or if I can explain it more in detail.

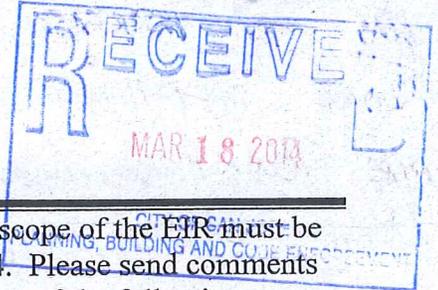
My phone (408) 460-4268

Name: Nasirli

The solution is to have a dotted line between #2 & freeway entrance of 880 N.

**SANTANA ROW EXPANSION PLANNED DEVELOPMENT REZONING &
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By Mail: 200 East Santa Clara Street, San José CA 95113-1905
Or Email: David.Keyon@SanJoseCA.gov (include "Santana Row" in subject line)

Name: RANDY SCOTT Email: _____
Address: 426 ROSEWOOD AVE. Phone: 408 247 0582
SAN JOSE, CALIF. 95117 Comment on (please check one box):
 EIR Scope Project Both

Comments: I BELIEVE THAT FURTHER DEVELOPMENT WILL HAVE SIGNIFI-
& CONTINUED
CANT, IMPACT ON AIR QUALITY, POPULATION & HOUSING DENSITY, PUBLIC
SERVICES & SAFETY, ^{ALONG WITH} TRAFFIC ISSUES & THEREFORE BE QUITE AFFECTING
TO MY NEIGHBORHOOD. UP TO THIS POINT, I BELIEVE THE CITY TURNED
A BLIND EYE TO THE ~~THE~~ TRAFFIC PROBLEMS THAT EXISTED EVEN BEFORE THE
SANTANA ROW PROJECT CONVERSION FROM TOWN & COUNTRY CENTER. AS A
COUNTY RESIDENT AT THE TIME, I FOUND, ^{THE CITY} EVEN THE MERCURY NEWS
(JOHN WOLFAK, DID NOT ACKNOWLEDGE THE EXISTING PROBLEMS & THE LOGICAL
INCREASE OF THOSE PROBLEMS WITH ↑ DENSITY. I BELIEVE THE PROBLEMS ARE
OBVIOUS NOW, EVEN TO THE MOST DEFENSIVE OBSERVER - ^{OUR} NOW THAT ALBA
HAS BEEN INCORPORATED INTO S.J.; PERHAPS MY PERSONAL OBSERVATIONS MIGHT BE
CONSIDERED. THE S/R EXPANSION PLAN IS ESSENTIALLY INCREASING
(OVER)

COMMERCIAL CAPACITY 50% (ADDING 565,641 ft^2 TO MAKE A TOTAL OF 1,506,341 ft^2), \uparrow OFFICE CAPACITY \approx 200% (ADDING 510,000 ft^2 TO EQUAL 798,200 ft^2), \uparrow RETAIL \approx 80% (ADDING 556,411 ft^2 TO 708,141 ft^2) TO ABOUT ONLY 30% \uparrow OF THE SIZE OF THE ORIGINAL S/R FOOTPRINT. THIS HAS TO INCREASE THE DESTINATION NATURE OF S/R. WITH THE ADDED TOWN HOMES NEXT TO THE PARK + FIRE STATION (WHAT... \approx 120 UNITS?) THE TOWN HOMES ACROSS STUNS. CRK. WHERE THE OLD U.C. AG. LAB USED TO BE, THE EXPANSION OF VALLEY PARK - ISN'T THIS CONSIDERABLE IMPACT? THE IMPACT ON THE ~~2~~ ROUTES OF RESPONSE UTILIZED BY S.J. FIRE - I.E. STUNS CRK/MONROE + TISCH/WINCHESTER (ALSO THE ONLY ACCESS TO LD OR IN 280) PLUS THE LOGICAL INCREASE OF RESPONSES BY A SINGLE FIGHTING COMPANY HAS TO IMPACT THE SAFETY OF MY NEIGHBORHOOD. WHERE'S THE NEXT RESPONDING PIECE OF EQUIPMENT? \uparrow SINCE THE NEXT RESPONDING EMERGENCY VEHICLE WILL PROBABLY HAVE TO USE A SIMILARLY IMPACTED INTERSECTION (WINCHESTER BLVD. INTERSECTS 280, SARATOGA AVE INTERSECTS 280, LAURENCE EXPY, ALSO) DURING HIGH TRAFFIC TIMES (COMMUTING HOURS), THERE WILL BE IMPACT (IMPACT) OR, LIKE I TOLD THE MERCURY NEWS ALMOST 12 YEARS AGO - TRY TURNING LEFT (SOUTH) ONTO MY STREET FROM W/B STEVENS CREEK, ANY TIME, FROM HALLOWEEN UNTIL JANUARY. YOU CAN IMAGINE WHAT IT IS LIKE NOW. WILL THE DISPLACED RESIDENTS OF THE APARTMENTS, LOST TO THE EXPANSION, BE ABLE TO AFFORD THE NEW RESIDENCES? NOW THAT'S AN IMPACT.

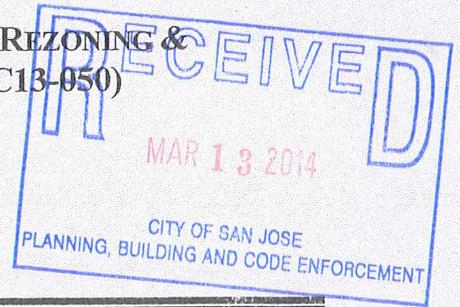
SINCERELY,

Muddy Scott

**SANTANA ROW EXPANSION PLANNED DEVELOPMENT REZONING &
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PUBLIC COMMENT SHEET



To be included in the public record for this project, all comments on the scope of the EIR must be made in writing and submitted by **5 p.m. on Thursday, March 13, 2014**. Please send comments to: David Keyon, City of San Jose, Environmental Review Planner via one of the following:

By Mail: 200 East Santa Clara Street, San José CA 95113-1905
Or Email: David.Keyon@SanJoseCA.gov (include "Santana Row" in subject line)

Name: SHERRI SUMNER Email: U.GIRL@HOTMAIL.COM
Address: 556 QUAIL BUSH CT Phone: (408) 228-2221
S.J. 95117 Comment on (please check one box):
 EIR Scope Project Both

Comments: I HAVE LIVED AT THIS ADDRESS SINCE 1993. THE TRAFFIC, POLLUTION AND DANGEROUS DRIVING CONDITIONS HAS TRIPLED. NOT TO MENTION THE EASE OF TRAFFIC FLOW. THE DEMOLITION OF THE CENTURY JONES AND POSSIBLE DISPLACEMENT OF THE RESIDENTS OF THE WINDHESTER MOBILE PARK FOR BIG MONEY IS A BIG BLACK MARK ON A CITY I HAVE CALLED HOME SINCE 1961. YOU ARE IN PROCESS OF DESTROYING OUR COMMUNITY ALL FOR MONEY. STOP NOW!! I WILL NOT VOTE FOR ANYONE PURSUING THIS PROJECT. ENOUGH!!

Keyon, David

From: emersonbj@aol.com
Sent: Sunday, March 02, 2014 11:23 PM
To: Keyon, David
Subject: Santana Row Expansion

Mr. Keyon,

After attending the EIR meeting describing the expansion of Santana Row, I am opposed to it and the additional traffic it would produce. The protected intersection at Stevens Creek Blvd and Monroe cannot handle any more traffic and we cannot accept the changing of Tisch Way and Winchester Blvd to another protected intersection due to the burdensome level of traffic expected by the increased level of traffic.

Our safety is already severely impacted by the traffic level now. Neighbors with emergencies have not been able to be reached within reasonable amounts of time and have suffered because of the delay of emergency vehicles due to current traffic levels. The lack of concern for San Jose citizens in this area by the planning department is displayed blatantly by even suggesting allowing more development in this area. Please stop it now.

Barbara Emerson
3462 Kirkwood Dr.

Sent from my iPad

Keyon, David

From: Brian Korek [brian@korek.com]
Sent: Monday, March 03, 2014 12:33 PM
To: Toomians, Kristinae; Keyon, David
Subject: if you value the lives of residents please do the right thing
Kristinae & David,

Traffic already blocks the flow of ambulances and firetrucks through the Santana Row and Valley Fair area. To be honest I am shocked that the city is even considering an expansion in both Santana Row and Valley Fair and Century Domes projects. You must do your duty to serve the public and block this expansion. At the very least you must require the exorbitantly wealthy Santana Row owners to pay for significantly improved public transit into the area.

Again, if you truly care about residents, you will block all expansions. Grade D traffic is already failing us, accepting worse is killing us. There is no apology needed for the truth.

- Brian Korek
Resident of 95117 for 23 years

Keyon, David

From: mhensley@gmail.com on behalf of Michael Hensley [mhensley25@gmail.com]

Sent: Tuesday, March 11, 2014 5:53 PM

To: Keyon, David

Subject: Santana Row

Mr. Keyon,

I recently have learned of yet another proposal to expand and enlarge Santana Row. I wish to voice my opposition to such a project without significant changes to the way the center is configured.

You can go to Santana Row on virtually any night of the year and you will have difficulty finding parking. It was irresponsible of the city to allow the center to expand in the front and on the eastern side of the property, eliminating huge parking lots, while only adding some floors to their existing garage on the western side of the property, near Best Buy.

Santana Row's management has responded to their parking problems by eliminating even more parking spaces and converting them to valet parking spots. Valet parking is a horrible fix for poor planning.

Because of the parking problems, there are traffic problems within the center. The management company further compounds that by blocking off streets for arbitrary reasons. When the center originally opened, it was a neighborhood surrounded by streets. Now, it is an exclusive community with limited entry and exit points. Street parking has been eliminated, except for cars that are being advertised for sale (which would not be allowed on public property), loading and unloading zones are not enforced (so people park in 10 minute zones for 2+ hours), and available disabled parking is difficult to locate.

While I do not have a problem with expansion, in general, traffic and parking concerns need to be addressed. These problems compound the problems on city streets surrounding the center. Then, it becomes everyone's problem (not just people wanting to go to Santana Row) who are traversing along Winchester Blvd, I-280, I-880/SR-17, or Stevens Creek Blvd.

I understand that the "vision" for the Bay Area and San Jose for the future is that people live, work, and shop/play all in the same area and use mass transit or walk. The fact is, we are not there, yet. We are not anywhere close to that vision. The city can plan for a future vision, but can't force it to happen and needs to live in the "now" as well as the "future". The "now" is people do not take public transportation and Santana Row is not close to virtually anyone as far as walking distance goes. Thus, parking needs to be a forefront consideration and not an afterthought. The only time those lots should ever be 100% full are on major shopping days. Anything more than that means adequate parking was not planned for, and the city should not make that same mistake again and let expansion happen without adequate parking consideration.

Thank you,
-Mike

Santana Row

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PDC13-050

EIR Scope:

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I think it's a forgone conclusion additional street congestion is going to occur, since this project will be adding more cars to already overloaded streets and intersections that the city states are already fully built out, thus they can't be improved enough for the project to only have minimal impact.

- How will the congestion impact to Smog Emission Lbs in this area?
- How will the congestion impact the Carbon Footprint in this area?
- How will the congestion affect Emergency Vehicles?
- How will the congestion increase wasted time for drivers?
- How will the increased quantity of traffic on Monroe affect the existing residential neighborhood tranquility?
- Will increased traffic compound the already poor safety aspects of the current Tisch & Dudley intersection?
- Is the current dialog from the city towards labeling Stevens Creek & Monroe as an "Impacted Intersection" the correct designation? As a local resident who drives this intersection daily, reasonable options seem to exist.

Mitigation of the Smog Lbs and Carbon Footprint due to congestion could include equivalent reductions in the public domain area, such as newer more efficient LED Street Lighting.

Mitigation for Emergency Vehicles could include installation of technology that would allow the signal lights to be "made green" for the Emergency Vehicle transits, with special emphasis given to the Fire Dept trying to enter or cross Winchester and Stevens Creek.

Mitigation of the Monroe traffic could include any traffic appropriate calming items that do not interfere with the Fire Dept operations. Priority goes to the Fire Dept.

Mitigation of the Tisch & Dudley intersection could include solving the current blind spot caused by the road angle change on Tisch just east of Dudley, in conjunction with the too far back limit line on Dudley.

Overall mitigation for the congestion would be for better signal controls, like giving each signal "Direct Communication" with its upstream and downstream neighbors, so that they always proper coordination to the changing conditions of the upstream signal, resulting in improve flow efficiency. The current "Time Based" signals create a lot of efficiency loss relating to smooth traffic flow.

Project:

If appropriate mitigations can't be done to reduce anticipated additional impacts substantially, I suggest a denial of the permits. The area is already too impacted by Santana Row and Valley Fair.

Al Woodward
417 S Daniel Way
San Jose, Ca 95128

Santana Row Expansion EIR

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Dear Mr. Keyon:

I am a 20 year resident of Rosewood Avenue, a dead end street south of Stevens Creek Blvd about ¼ mile west of Winchester Blvd. The development and continuing expansion of Santana Row is something that has been a part of my daily life. The most notable effect, of course, being the increase in traffic.

I think the original EIR for Santana Row, in many instances, seriously underestimated the traffic impact that was thrust upon area residents.

I hope that the EIR for the next expansion of Santana Row seriously takes into account gridlocked traffic conditions commonly experienced on weekends and during the holiday season, and offers workable mediation solutions.

Not only are we, the residents of the area, greatly inconvenienced by the traffic increase but the chocked intersections (Stevens Creek and Winchester, Stevens Creek and Monroe, Winchester and Moorpark, etc.) may seriously delay response times for emergency services for residents and visitors alike. Expanding Santana Row may be good for the economy but adding a significant number of retail and office units to an already congested area will make daily traffic matters even worse, not to mention a decrease in air quality because of the added emissions from an increased number of cars and buses on the road.

Truly, I wouldn't write a letter to you if I weren't genuinely concerned about traffic conditions in my neighborhood. With the continuing expansion of Santana Row, I hope that a true and valid evaluation of traffic impact will be disclosed in the next EIR.

Thank you for your consideration.

Yours truly,

Stan Soles

stansoles@sbcglobal.net