From: Hill, Shannon

To: Banwait, Manjit; Phan, Johnny; Moody, Doug; Tom, Vivian; Lapustea, Florin

 Cc:
 Keyon, David; Severino, Lori; Han, James; Ruano, Jose; Todorov, Vera; Douglas-Fry, Joan

 Subject:
 Downtown West: Transportation Comments & Santa Clara County Projects for Model

Attachments: Santa Clara County Transportation rcvd 111919.pdf

City of Santa Clara Pending and Approved Projects rcvd 112219.xlsx City of Santa Clara Transportation-Land Use and Planning rcvd 112219.pdf

Ca HSR Authority rcvd 112519.pdf

Caltrain-Peninsula Corridor JPA rcvd 112519.pdf

Hi All,

We received a few substantial transportation comments on the NOP. Of particular interest is the 11/22/19 comment letter and project spreadsheet that includes projects that may affect the transportation model. Multiple agencies also commented on consistency with the DISC.

In addition, please note that the letter from the High Speed Rail Authority indicates they will be sending a subsequent, more detailed scoping letter. I will forward than when I receive it.

We will be posting comments on the NOP on the EIR webpage. I will provide an update to the project team with that link when we are done with that process.

Thank you,

Shannon Hill, Planner

Planning, Building & Code Enforcement | Environmental Review Section City of San José | 200 East Santa Clara Street Shannon.Hill@sanjoseca.gov | (408) 535 - 7872

County of Santa Clara

Roads and Airports Department Planning, Land Development and Survey

101 Skyport Drive San Jose, California 95110-1302 (408) 573-2400 FAX (408) 441-0276



November 19, 2019

Shannon Hill,

Planning, Building & Code Enforcement City of San José 200 East Santa Clara Street

SUBJECT: NOP/EIR - Downtown West Mixed-Use Plan (Google Project)

Dear Shannon Hill,

The County of Santa Clara Roads and Airports Department appreciates the opportunity to review the Downtown West Mixed-Use Plan (Google Project) and submits the following comments:

- The Transportation Analysis (TA) for the proposed project should include existing local and regional transportation facilities such as expressways and unincorporated areas, maintained by the County and using both LOS and VMT methodologies. The EIR based on the TA should identify and mitigate all project traffic impacts on County road facilities.
- Please submit a Transportation Demand Management Plan for County review and comment.

Thank you for the opportunity to comment on the NOP/EIR. If you have any questions about these comments, please feel free to contact me at (408) 573-2462 or ben.aghegnehu@rda.sccgov.org.

Sincerely,

Ben Aghegnehu
Associate Transportation Planner
County of Santa Clara | Roads & Airports



Proposed Existing Commercial Commercial (non-office) (non-office) SQ Ft SQ FT FT Existing Commercial (non-office) to be removed SQ (non-office) to FT FT SQ Proposed Office SQ. Office SQ. FT. Existing Office to be Removed SQ. FT. Proposed Existing Industrial SQ. FT. Existing Industrial be Removed SQ. FT. Senior Number of Dwelling Dwellings to be Removed Street Number & Street Name Status of Entitlement Current Current Proposed Entitlements CEQA Review APN Submitta Date Approval Date Affordable units? Applicant Tidemark Description Light Industrial #40, Rezone from B to PD; Existing office use redeveloped to 555,000 sf of office/research & development 5402 Great America Pkwy 3 Com/Cognac Great America NΆ 0 0 278,000 EIR 216-31-075 278,000 11/2/2016 Approved 5/22/200 6,000 PD High Network For D To PD, Tentative Parcel Map & Architectural Review 2350 Mission
College Boulevard
Office Retail

230,000 sf of office in two buildings and a 6 story parking garage; 6,000 square feet of retail 2350 Mission College Blvd 104-13-097, 09 & 099 0 0 NA 0 11/2/2016 Approved 300,000 300,000 235,523 235,523 6,000 Rezone from PD & PD[ML] to construct (2) 12-story office buildings totaling 718,000 sq.ft. & (1) four-story parking garage on a developed property wi (2) 300,000 sq.ft. existing office buildings that are to remain 4301, 4401, 4551 Great America Plony 104-42-009 & 020 0 NA 0 0 1,318,000 EIR 11/2/2016 Approved 4/15/2008 718,000 600,000 Augustine Bowers Industrial Campus Equity Office 2620-2727 Augustin 1,969,600 sf of office and up to 35,000 sf of retail NA 0 0 Certified EIR 11/2/2016 Approved 5,290 1,969,600 444,752 35,000 35,000 7/1/2013 5,290 1,969,600 1,200,000 sf of office and high-tech lab buildings replacing approx. 690,000 sf of office space. Revised DA Certifie EIR 11/2/2016 Approved 7/16/2013 NVIDIA 0 NA 0 0 1,200,000 690,550 690,550 1,200,000 Phased development of a 3,060,000 sq.ft. office/R&D campus consisting of 13 six-story buildings, three commons buildings, surface parking & two levels of below grade parking 0 NA 0 0 Certifie EIR 675,150 3,060,000 11/2/2016 010 Old Ironsides D Approved 5/11/2010 3,060,000 675,150 General Plin Amendment from Low Internsity Office R&D is High Internsity Office R&D is High Internsity Office R&D, Reamen from CT to PS, Office R&D, Reamen from CT to PS, Stay Office Judges (1997) and SAD, 1997 and 19 Ct Regional Commerc AC approval 0 NA 0 TBD 11/2/2016 7/17/2012 6,130 6,130 375.000 375.000 Amend PD zoning (PLN2007-06379) and Development Agreement (PLN2008-06880) for approved office R&D campus to increase building sq.ft. of allowable office space from 516,000 to 613,800 sq.ft. Addendu m to EIR 9CH#200 7042165 CEQ201 2-01146 0 0 11/2/2016 2200 Lawson Ln 224-44-024 5/23/2012 4/23/2013 Sobrato NΆ 0 97,800 516,000 613.800 PD New (2) 5-story 150,000 sq.ft.office buildings, (1) 2-story 17,400 sq.ft. amenity building, and 6 story parking structure with a total of 1,200 parking spaces in conjunction with demolition of an existing 100,042 sq.ft. 2-story office building High Intensity Architectural Office/R& Review 216-48-033 0 NA 0 67,358 TBD General Plan Amendment 880 from High Interestly Office/RAD to Community Community Office/RAD to Community PD Rezone, D.A., Map, Architectural Review, potential GPA 5/7/2014 Irvine Co. 0 NA 0 0 1,862,100 640,520 640,520 1,862,100 5,290 5,290 1,380,000 11/2/2016 2620 Augustine Dr Rezone from CT to PD to construct a 4-story mixed use development with DT34 story mixed use development with DT34 residential units above. 43 surface existing assess.

Rezone from PD & PD(ML) to PD to construct two high rise office buildings and one parking structure (ECCD071-01055) construct up to 118,000 supera-field of new office space in up to the construction of the construction of the development; up to two, five-level parking structures with up to 3,300 total parking spructures with up to 3,300 total parking spructures. 2,500 6,726 CT Communit. y Mixed Use 269-03-067, 068, 142 & 143 ompleted/Oc upled 6,726 2,500 Rezoning to PD 28 0 28 MND 28 6,728 1,200 5,528 11/2/2016 1460 Monroe St 3/11/2012 4301 Great America Pkwy 0 11/2/2016 104-42-021 1/1/2013 Approved 9/1/2014 SOBRATO NΑ 0 0 718,000 418,000 118,000 1,018,000 parking space Rezoning to PD -readjustment of Office campus 125,000 square foot retail center (adjustment to PD with office campus) addendu m to EIR 11/2/2016 2620 Augustine D Approved 5/1/2014 Irvine Co. NA 0 0 1,862,100 640,520 640,520 1,862,10 138,00 5,290 5,290 138,000 Actibilidates inview for Phase 2 of approved 6-story office building on an existing office.RSI has with 3 office buildings and partial gradients of the story of the buildings subgrade and surface parting the story of the story 5450 Great America Pkwy NA 0 0 513,325 11/2/2016 104-52-026 Approved 5/1/2014 213,325 300,000 PD Rezone, D.A. Amendment, Map, Architectural Review, GPA, VTM Addendu m to previous y adoprted EIR 2520 Augustine Dr 3333 Octavius Dr 216-45-036, 37, 38, 024, 025 8/14/2014 rvine Co. Carler Matchniff 0 NA 0 0 1,862,100 640,570 775,570 1,727,100 138,000 depending upon development 269-20-076, -077, -078 1/1/2015 Silicon Valley Builders 46 4 plus partial in-liue fee 44 44 16,700 11,066 11,066 16,700 TBD TBD stories

Rezone to PD to allow a mixed use
project with 12 ensidential apartments
and 1,000 sq ft of retail on a approx.
15.000 sq square foot lot
Rezone from PD (R3-18D) to PD to
redevelopment of an existing developed
parcel with 9 attached sft (CEDA to be
determined). Cat exemp/Inf ill project None (rental units only) Communit y Mixed Use 1480 Main/1160 El Camino Real 12 12 1,000 CC Rezone 11/2/2016 269-05-107 4/21/2015 Mehdi Shemirizi Approved mpleted/Occ upled JOMA Studio architects PD 11/2/2016 20-04-039, 04 7/1/2014 None 9 9 6,275 6,275

11/2/2016	3700 El Camino Real	313-06-004, 002		Approved	5/12/2015	Essex Property Trust	Gateway Santa Clara (formerly Kohls Site) Mixed use development- Redevelopment of erfire site 87K retail/commercial and 476 housing units (apartments)		476	0	None	476		476								-			87,000	120,000	120,000	87,000		Rezone/Subdiv ision Map/AC approval 475 rental dwelling units and 86,000 square feet of retail space
11/2/2016	2950 Lakeside Dr			Completed/Occ upled	12/1/2015	Rashik Patel T2	New 7 story hotel with 188 rooms			0	NA NA	0		0	94,200	10,90	0 10,900	94,20	0			- 55,50	10	55,50)			-		feet of retail space
11/2/2016	2600 Augustine	216-45-011 -022 024 -025 -028; 216-29-053 -112 and 216-46-003		Approved	12/1/2015	Invine	Santa Clara Square Mixed Use Project - phased project 100+ acres 2,000 rental housing units 40,000 sf retail added 30 acres paints/coen		1,800	1800	None	1800		1800					-			-						-	2025-35 Phase III General Plan	GPA, rezone, subdivision map
11/2/2016	100 N Winchester Blvd	and 216-46-003		Approved	1/1/2016	Santana Atrium Professional Center	92 unit senior apartment home community with onsite clubhouse and recreational amenities.		92	92	None	92		92						84,000 84,0	000							- OA	Regional Mixed Use	rezone and MND OR GPA EIR
11/2/2016	820 Civic Center Dr	224-29-022	6/1/2014	Approved	6/23/2015	Michael Fischer	application for a 3 unit Townhome develolpment (retention of one historic home-total of four units)	3		3	N/A	4	1	0 3								-						- ML		
11/2/2016	1055 Helen Ave	213-37-006, 213- 62-026		Completed/Occ upled	11/1/2015	Mehdi Sadri	Rezone from R1-6L to PD & Archibectura Review to construct a 4 unit townhome project w private street (Tentative Parcel Map PLN2015-11358)		4	4		4	1	1 4														-		
11/2/2016	3033 Scott Blvd and 3080 Alfred	224-09-159, 224- 09-113, 224-09- 140	2/2/2018	Pending	3/1/2018	MCA	Parcel Map PLA2015-11358) Expansion of activities at Muslim Community Association to Include new high school student base, administrative offices. Director of Planning and increase of 500 students including up to 150 high school students. Lee Permit for further expansion. Initial Study/MNDIMMEP prepared.			0	NA	0		0	-				-			-								
11/2/2016	3607 Kifer Rd	205-38-015	5/18/2015	Approved	2/1/2016	Lennar Commercial	Use Permit to construct off-site 5-level parking structure at 3697 Talnoe Way and 5-story 199,460 sq.t. office building at 3607 Kifer Rd as part of an existing off campus in conjunction with a Modification to increase maximum building height of the proposed office building to 87.5° and Architectural Review of the project			0	NA.	0		Ö					199,460	-	- 199	460						-		
11/2/2016	2855 Stevens Creek Blvd	274-43-061, 071, 080		Approved	3/1/2016	Westfield Valley Fair	New 10 screen Movie Theater complex and new retail tenant space. Demolition of 77,000 sq. ft. portion of the existing Westfield Valley Fair Shopping Mall, and the new construction of 102,210 square foot of commercial building area			0	NA	0		0	73,700	ı						-			25,000	52,000	52,000	25,000	СС	Use Permit for a new movie theater, and Variance to allowable m to building EIR? height, Shoppin g Mall, and the new means and the shoppin g Mall, and the new means and the shoppin g Mall, and the new means and the shoppin g Mall, and the new means and the shoppin g Mall, and the new means and the shoppin g Mall, and the new means and the shoppin g Mall, and the new means and the shopping g Mall, and the new means and the shopping g Mall, and the new means and the shopping g Mall, and the sh
11/2/2016	1525 Alviso St	224-29-034		Completed/Occ upled	2/1/2016	City Ventures (Pulte Homes purchased project)	Application for 40 unit townhouse project 3 stories (next to Mission Inn motel)- application following preapplication		40	40	4	40		40					-			-						- PD	Communit y Mixed Use	Rezone MND/TB D
11/2/2016	1627 Monroe St	224-26-062		Approved	8/1/2016	Samir Sharma	Architectural Review to construct 3 new two-story residences; Rezone from R1- 6L to PD; Tentative Parcel Map to subdivide one lot into 3 lots	3		3	NA.	3		3					-			-						-		NOE
11/2/2016	1777 Laurelwood Rd		6/1/2015	Approved	5/25/2016	Ray Hashimoto /HMH for River of Life Church	New 35K sanctuary structure adjacent to existing building to allow full congregation to attend one service.			0	NA	0		0					-			- 35,00	-	35,00)			-	ML	
11/2/2016	820 Civic Center Dr	224-29-022		Approved	7/1/2016	Michael Fischer	to attend one service. Amendment to approved 3 unit Townhome development (reterition of one historic home- total of four units) and amendment to approve a 5th single family unit	3		3	N/A	3		3								-						- ML		NOE
11/2/2016	5155 5120 Stars And Stripes Dr	104-03-036 & 037, 104-01-102, 097-01-039 & 097-01-073		Approved	7/1/2016	Related	family until City Pisco - Related Co project for redevelopment of five parcels that include Stanta Clara (Coff & Terris Clab, BMC track, Pine Station #10, and former side of Station #10, and former side of Station and Stippes (formerly for Montana Lovee project) directly across from Levi's Stadium Madera Development totals of \$9.2M square need to the station of \$1.2M square t		360 1000	1360	TBD	1,360		1360	990,000			990,00	0 5,700,000		5,700	.000			*********	-		1,100,000 P	Public Quasi Public	ER, General Plan Amendment, Rezone to PD or PO-MC, Tertative Map andior Vesting Tertative Map. Development Agreement Gisposition Development
11/2/2016	1627 Monroe St			Approved	7/1/2016	Samir Sharma	3 new two-story residences; Rezone from R1-6L to PD; Tentative Parcel Map to subdivide one lot into 3 lots	3		3	NA NA	3		3					-			-								Rezone and Architectural NOE Review
11/2/2016	4935 Stevens Creek Blvd	296-20-004		Completed/Occ upled	10/5/2016	Bright Horizons/Camas J. Steinmetz	Demolition of existing car wash and construct a new two-story child care center Approx 18K building			0	NA.	0		0								-						-		Use Permit and AC IS/MND approval GPA for Ag
11/2/2016	3155 Stevens Creek Blvd			Completed Occ upled	8/1/2016	Oscar Bakhtiari	Rezoning of one parcel from A to CT to allow for expansion of car dealership. Zoning must be approved to allow commercial use.			0	NA NA	0		0					-			-						-	Stevens Creek Focus Area	GPA for Ag portion of land, Lot Merger and AC approval and Rezone
11/2/2016	3226 Scott Blvd	224-46-006		Approved	11/15/2016	Courtney Bauer	Architectural Review and ZA Modification to allow the demolition of the existing industrial building and development of a new 230, 500 square foot office building with 93,640 parking structure and other onsite improvements.			0	NA.	0		0					-			-						-		
11/2/2016	2041 Mission College Blvd	104-38-005		Completed/Occ upled	7/1/2016	Washington Holdings/Kelly Snyder	Build 5 new retail buildings totaling 24,000 sq. ft., a 5-story 175-room hotel, and various site improvements; Tentative Parcel Map to subdivide two parcels into three parcels			0	NA NA	0		0	115,000	0	0	115,00	0			-	92,293	92,293	25,000	-	-	25,000		Use Permit for hotel and retail MND in ML zone
11/2/2016	3100-3200 Coronado Dr	224-26-062		Completed/Occ upled	2/1/2016	Irvine Company	Proposal for new office structures (2) totaling 245,000 and new parking garage			0	NA NA	0		0					245,000	76,000 76,0	000 245	,000						- ML		AC approval
11/2/2016	1890 El Camino Real	269-01-081, 82		Approved	9/27/2016	Pinn Bros	56 for sale units condo units (no commercial removed from project by CC and reduced project by 4 units)		56	56	3 to 4	56		56	-	4,25	0 4,250		-			-						- ст	Communit y Mixed Use	Rezone, ARC review, TSM EIR
11/2/2016	1990 El Camino Real	269-01-085	10/1/2016	Approved	9/27/2017	Leah Lombardi for Chick-fil-A	Use Permit to demo the existing drive- through restaurant (McDonald) and construct a new drive-through restaurant (Chick-IS-A) with on- and off-site improvement. The new tenat (Chick-IS- A) also proposed in indoor play area and a total of 86 outdoor seats in an existing patio.			0	NA .	0		0	5,000	4,85	6 4,854	5,00	0			-								
11/2/2016	1 Great America Plosy	104-42-008, 014, 019	12/1/2014	Approved	1/1/2017	Cedar Fair	PD rezone to allow 140,000 new retail for open access to general public and year round operation of park			0	NA.	0		0	140,000			140,00	0			-						-		Rezone from CT to PD for California's Great America Park Master Plan
11/2/2016	651, 725, and 825 Mathew St	011 (0.26 acre), 224-40-002 (4.36 acres), and 224- 40-001 (4.35	10/1/2016	Approved	3/29/2017	Vantage	New Data Center campus-Vantage 420,000 sq. ft. Total in up to 4 buildings with electrical substation			0	NA NA	0		0								- 420,00	107,600	0 107,600 420,00	0			-		
11/2/2016	3375 Scott Blvd		5/1/2016	Approved	4/19/2017	John Duquette	New six story office buildin 237, 104 st, 4 story parking structure with 14,000 sq.ft. amenity building (2 story building attached to garage for employee cafe and/or fitness center, etc.)			0	0	0		0		37,60	0 37,600		250,000		212	.400						-		

11/2/2016	1205 Coleman Ave	230-46-069	1/1/2016	Approved	7/9/2019	Hunter Storm Properties	New multi-family residential project on former BAE site, up to 1565 residential units, approximately 45,000 square feet of community-serving retail and restaurant space, and amenities.			1360	1360	TBD		1360			1360										287,000	287,000		25,000		-	25,000	Station Rezon	me,
11/2/2016	917 Warburton Ave	224-27-049	10/1/2015	Approved	2/21/2017	Samir Sharma	of community-serving retail and restaurant space, and amenities. 6 unit single family homes - subdivision map to allow for sale housing	6			6	0		6	0		6												_					area pain terracire	IS/MND
11/2/2016	917 Walturion Ave	224-27-049	10/1/2015	Approved	2/21/2017	Sami Statina	map to allow for sale housing Rezone from Light Industrial (ML) to	•			•	Ů		•	Ů		•				-				-								·		ISMINE
11/2/2016	967 Warburton Ave	224-27-048	12/1/2015	Completed/Occ upled	6/6/2017	Robert Botham	Rezone from Light Industrial (ML) to Planned Development (PD) to construct (4) detached two-story single family residences on a lot with an existing single family residence to be retained (Subdivision Tentative Map to create 5 for-sale single family lots 8: 1 common lot PL N2016-12065)	5 0			5	0		4	1	0	5	-		-	-				-				-						IS/MND
11/2/2016	3001 Tasman Dr	104-49-030	12/1/2015	Approved		Mike Hodges/Bioby Land Co	New 4-story core and shell building and two new parking structures and associated site improvements. 2-year extension granted for AC approval in 2018. New permit expires in 2020.				0	NA.		0			0				-	150,000	408,753		558,753				-				-	AC appri	proval EIR
11/2/2016	3305 Killer Rd	216-33-001	11/1/2016	Approved	11/29/2017	Leah Draeger/True Life Co.	Development of 45 attached townhomes and stacked flats with 109 parking spaces and open space as part of the Lawrence Station Area Plan . 7.5 acre site project. The environmental review for this project will be covered under the LSAP EIR		45		45	10% of units	5	45	0	0	45				-		30,000	30,00					-				-	Rezon	one TBD
11/2/2016	3069 Lawrence Expy	216-34-052	9/1/2015	Pending		Westlake Urban/Gaye Quinn	Proposal for 333 unit multi-family development; Tentative Subdivision Map 3.82 acres		333		333	TBD		333			333				-				-	1	70,000	70,000					-	Architect Review Rezone sale uni Tentasi subdivis map	ew, e (for inits) TBD ative rision ip
11/2/2016	3501 El Camino Real	220-03-010	10/1/2015	Pending		Prometheus/ Nathan Tuttle	Pre-application for the development of 100,000 square foot shopping center into a mixed use development including 80,000-86,000 sqt retail and up to 700			700	700	TBD		700			700				-				-				-	86,000	106,309	106,309	86,000	CT RMU	
11/2/2016	3505 and 3485 Kifer Road; 2985, 2951, 2901, 2900 and 2960 Gordon Avenue; 3060, 2960, 3045 and 3049 Copper Road; and 3570 Ryder Street	29.4 acre site located at the northeast corner of Kfer Road and Lawrence Expressway, APNs: 216-34- 041, -072, -066, - 073, -051, -070, - 045, -046, -047, - 074, -075, -036, -	11/1/2016	Approved	11/29/2017	Johnathon Fearn/Summerhill Homes	Development of 996 residential units with 37,000 square foot retail and associated open space, landscaping, parking and other improvements as part of the Lawrence Station Area Plan.	41	298	657	996	10%	\$ -	996	\$ -		996				-				-		839,884		839,884	37,000	-		37,000	ML Light Possible Specific approximation review	one, le DA, c plan EIR al, ARC
11/2/2016	2891 Homestead Rd	290-39-080	9/14/2014	pending		Anthony Ho	Pre-zone a 0.39 acre site to PD pending annexation, for the construction of 8 townhouses on a podium over subterranean parking area		11	0	11	1		11		1	10				-								-						
11/2/2016	2490, 2500 El Camino Real	290-46- 001,002,003,015 ,016,17 and 316- 17-024	7/1/2015	pending		Lou Mariani	Proposal for 262 multi-family residential units and serior residential units and 311-room break fulls service and extended stay law those (all services and extended stay) with commercial space consisting of commercial space consisting of commercial space and a 7.14 acre site		398		398	39	66	398	0	0	398	206,000	161,358	161,358	206,000				-				-					General Amendr from Commu Mixed Uk Region Mixed Us the develop and P rezoning approx	Use to onal Use for e pment PD ngl AC
	90 North Winchester Boulevard (1834 Worthington Circle)	303-17-053	16-Dec	Approved	1/19/2019	CORE	Portion of former BAREC site (approx 6 acres). Amendment to Existing PD allowing 165 senior affordable units: 419 mixed income agts: up to 584 housing units with 50% of units affordable, and up to 25,000 site serving commercial. Up to 1.5 acre open space	0	34	325	359	181	165	359	0	0	359				-				-				-				-		
	1500 Duane	224-08-070	ı	Completed/Occ upled	8/2/2017	Richard Pedley	Arch review to allow the a 949 square foot addition and modification of the existing 88,499 square foot warehouse building to convert a vacant warehouse to a new 69,448 square foot data center.				0			0			0				-				-	949	69,488		70,437				,		
	2904 Corvin	216-33-034	Feb-17	Approved		Concentric	145 residential units 5-story multi-family affordable housing w/supportive services		121		121	60		121	0		121				-				-				-				-	Isap Isap	
	3905 Freedom Circle	104-40-046 APNs 104-40- 036 and 104-40- 021	Feb-17	Pending		Greystar	A new mixed-use development will consider uses. Office (866), 466 sequent 18, 655 sepaine 19, 655 sepaine 18,			1018	1018			1018			1018	18,653			18,653	606,963			606,968				-					GPA ## Vestin Tentals Parcel h Rezonin PD for Pi Moxed t Develop Architect Review,	AS9, ing tive Map, ng to fanned Use pment, ctural , EIR:
	2305 Mission College	104-13-096	18-Mar	Approved	Appeal pending - approved 4/18/18	Algined Data Centers	Architectural review to allow a demolition of an existing office building and construct a new 495,680 square foot two- story data center, including generator yard, equipment yard, underground water storage, parking for 75 cars (with land banking), and a new SVP substation.				0			0			0				-	,				495,660			495,660				-		
	3625 Peterson Way	216-30-040	18-Mar	Pending		Boston Properties	Architectural review of (2) 8-story office buildings connected by bridges at 2 levels; a 4-level paking structure wil attached amently building that includes a roof deck; and surface parking at surface parking at surface parking and surface parking at the landscaping. 8 Variance to Increase maximum building height from 70' to 120' at tiop of parapet wall (w/ top of roof screen at 138.5')				0			0			0				-	672,000		53,06	9 618,931		206,000	206,000	-						
	3402 El Camino Real	290-01-136	Mar-17	Approved		John Vidovich	Rezoning of a 2.27 acre site that was recently burned down, and redevelop a mixed-use project with 66 apartment units, 9.40 square feet of retail, amenities on the third floor, surface parking, and two-level garage parking.			66	66			66	0		66	9,900												9,900	24,050	24,050	9,900		
	575 Benton	230-07-002, 004, 009, 010, 013, 029, 031, 034, 038, 053, 059, 060	17-Apr	Approved		Prometheus	(New MTC project proposal) GPA, Rezoning to PD to construct a mixed-use residential development project that consist of 355 partners units, and approx. 26,000 square feet of retail with 697 parking spaces General Plan Amendment from Resional			355	355			355			355	14,000			14,000								-				-		
11/2/2016	2780 El Camino Real		17-Apr	Approved		Prometheus RE group (Marilyn Ponte)	Commercial to Medium Density Residential; Rezone from CC to PD & Architectural Review for 58- 3 story		58		58	6		58	0		58	-	36,000	36,000	-				-				-				-		MND
	1700 Russell Ave		May-17	Completed/Occ upled	8/9/2017	Air Products	townhomes Use Permit to expand an existing air separation and gas production facility to increase the production of hydrogen for delivery to hydrogen feeling facilities (CEQ2017-01030)				0			0			0				-				-				-				-		
	1990 El Camino Real		Aug-16	Approved	9/1/2017	Chik-fil-A	improvement, and an addition of 1,790 square foot basement to an existing 3,234 square fortification. The new tenant (McDonald). The new tenant				0			0			0				-				-				-						

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	1375 El Camino Real		Apr-17	Approved	5/22/2018	SCS Development	56 townhomes inclusive of 8 live work units			0		0		0				-			-				-		
11/2/2016	2232 El Camino Real	290-10-0913	6/30/2017	Approved	10/24/2017	Summerhill	Rezoning a 2.74 acre project site to PD for a four-story mixed-use project with 151 senior apartment homes, 17,909 square foot of commercial space, and 277 parking spaces provided in a wrapped parking structure and parking lot.		151	151	0 151	151		0 151		23,2	23,200	-			-			10,000	10,000		Rezoning. General Plan Amendment, and Vesting Tentative Parcel Map
	1575 Pomeroy	290-03-089		Pending		Kurt Anderson and Nick Speno	Preliminary Review for a four-story 90- 120 unit senior living apartment community																				
	3045 Stender	216-29-084	6/15/2017	Approved		Tierno Mehner	Arch review for new 4-story 175,670 s.f. data center building with roottop mechanical equipment. The project includes demolition of the existing single- story building.			0		0		0				-			-			-	-		
	1150 Walsh	224-58-003	8/11/2017	Approved		Raging Wire/NTT	Proposed 248,000 square foot data center and substation														248,000		37,500		ML	ш	
	500 El Camino Real	269-23-073	8/21/2017	Approved	9/20/2017	Santa Clara University	Architectural review of four-story, 368 bed domitory (South Residence Hall)			0		0		0				-			-				-		
	2788 San Tomas Expressway	224-11-068	9/25/2017	Completed/Occupied		Saris Regis for NVIDIA	Architectural review for a new 754,100 square-foot office building and a trellis; PHASE 2 of DA and allowed area additional 300K added to to Phase II originally planned for Phase III on other parcel.			0		0		0				-	754,100	-	754,100				-		
	2961 Corvin	216-33-040	Sep-17	Approved		Summerhill	Development application for 38 townhomes on .27 acre site consistent with LSAP. Tentative Subdivision Map filed.		38	38	3.8	38		38				-			-	4,503	4,503		- LSAP		AC
	3005 Democracy	104-04-064, 65, 111, 112, 113, 142, 143, 150, 151	Oct-17	Pending		Kyli	General Plan Amendment from the High- laterally Office/Rosearch and Development (R&D) to a new dosignation alsowing high-intensity mixed use development, including residential and office. 48 6 acre site. Former Yahoo office campus approval. Proposed 6,000 housing units.			0		6,000		6000				-			-						
	1900 Warburton	224-20-027	11/14/2017	Approved		Samir Sharma	Rezone from General Office (OG) to Planned Development (PD) to construct 13 attached condo units in two buildings with a shared driveway on a 0.55 acre site		13	13	1	13	0	13				-			-	2,000	2,000		-		
10/12/2018	3035 El Camino Real	220-32-059	5/11/2018	Pending		Haden Land Company	site Rezoring from CT to Planned Development (PID) and Architectural Review for the demolition of existing building and site improvements, and the new mixed use construction of 42 residential condominiums and 6 live work			48		48		48				-			-				- ст	Communit y Mixed Use	Tentative Subdivision Map, Rezoning from CT to PD and AC approval
10/12/2018	2200 Calle De Luna	097-05-098	7/27/2018	Pending		Holland Partner Group	condominiums Architectural review for three 12 residential towers over three-level parking garage with 600 residential units.			601		601		601							-				- В	Light	Addendu m to EIR
10/12/2018	2101 Tasman Drive	097-05-056	7/30/2018	Pending		Related California	paning garage with 600 residential units. Architectural review of 950 multi-family units, associated amenity spaces, open space 8.1.25 acre park (Addendum to EIR CEQ2018-01055). Taaman East Soeditic Plan. Architectural review of 575 multi-family			950		950		950				-			-				- ML	Light Industrial	Addendu m to EIR
10/12/2018	2300 Calle De Luna	097-46-016	7/30/2018	Pending		Related California	dwelling units, 25,000 sq.ft. retail, & associated amenity space (Addendum to EIR CEQ2018-01056). Tasman East			575		575		575	25,00	0		25,000			-				- ML	Light Industrial	Addendu m to EIR
10/12/2018	5185 Lafayette St.	097-46-011	7/31/2018	Pending		Ensemble Investments	Specific Plan Architectural review for a new mixed-use building consisting of 147 residential units and 3,650 square feet of retail			147		147		147	3,65	0		3,650			-			-	-		
10/12/2018	5123 Calle Del Sol	097-46-019	7/31/2018	Pending		Ensemble Investments	units and 3 should siguate notice measures and 3 should siguate notice that write the sigual space. In the first phase a single space, in the first phase a single space in the first phase as single space in the first phase as single space in the sigual space and 450 parking spaces. In phase two a mixed-use high-rise will be built consisting of 130 residential units with amenity space. Sigual sigual space and 450 parking space is placed to siguilar space in the sigual space and 450 parking space in the sigual space and 450 parking spaces. Sigual space and 450 parking spaces in the space and 450 parking space in the space in t			504		504		504	23,17	0		23,170			-			-	-		
10/12/2018	2263 Calle Del Mundo	097-05-060	7/31/2018	Pending			Architectural review for a new 148 unit residential development			148	0	148		148				-			-	16,860	16,860		- TESP		AC
10/12/2018	2233 Calle Del Mundo	097-05-056	7/30/2018	Pending			Architectural review of for new construction of 182 multi-family dwelling units involving demolition of an existing warehouse (Addendum to EIR CEQ2018- 01058). Tasman East Specific Plan			182		182		182				-			-	16,092	16,092		-		
10/12/2018	2529 Scott Blvd.	224-61-008	9/14/2018	Completed/Occupied			Use Permit to allow coversion of an existing acupuncture to massage store. (Massage Establishment permit)			0		0		0				-			-				-		
10/12/2018	1678 Coleman Ave	230-05-110	9/28/2018	Completed/Occupied			Use Permit for a by-appointment fitness instruction center in an existing 5,600 square-foot building			0		0		0				-			-			-	-		
10/12/2018	2931 El Camino Real	220-31-079	7/16/2018	Approved			Use Permit to allow associated outdoor playground use(approximately 12,650 square feet) for a new pre-school/lafter school use for up to 167 children ages 3 years to 13 years in an existing 8,900 square foot one-story building.			0		0		0				-			-				-		
10/12/2018	2343 Calle Del Mundo	097-05-063	7/30/2018	Approved			Architectural review of 347 unit apartment building & 0.425 acre park			347		347		347				-			-	16,368	16,368		-		
10/12/2018	1444 Madison St.	269-03-034		Approved			(Addendun to EIR CEQ018-01057) & Lot Line Adjustment (Tasman East Specific Plan) Rezone from R3-36D to PD construct 3 detached single family residence each with datached 2 car grange in conjunction with the demolition of the existing building structures on-site. Project includes a Tertative Parcel Map (PUXD18-13428)			3	0	3	3	3 3				-			-				-		
10/12/2018	2900 Lakeside Drive	216-30-048	7/11/2018	Approved	6/12/2019		Proposal to demolish a two-story 54,000 square foot office building and site improvements, and construct a new 5- story 190 room hotel and associated parking structure on a 2.0 acre site			0		0		0				-	-	54,000 54,000	-			-	-		
10/12/2018	1190 Benton St.	269-22-069	6/21/2018	Approved	9/26/2018		Use Permit to allow outdoor play yard associated with new day care operation. Day care allowed as a permitted use under zonino. AC approval for approximately 183 net			0		0		0	8,43	5 0	-	-		8,435 8,435					-		
10/12/2018	3131 Homestead 3725 El Camino Real	290-24-071	6/18/2018 5/29/2018	Pending Approved			AC approval for approximately 183 net new apartments Use Permit to allow a convenience store and potential restaurant in an existing			0	0	183		183				-			-			-	-		
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2/8/2019	1433 El Camino Real	224-48- 004,005,006	11/6/2018	Approved	7/9/2019	SCS Development	t Catalina II - 39 townhomes		1					0	1	1	0		14,880	14,880										PD	
		004,005,006																													
4/3/2019	2175 Martin	224-10-115	2/15/2019	Pending		Scott Rynders	New three story data center with 8.5 MW capacity.							0			0				-		-	80,000	31,000	1,000	49,000		-		
4/3/2019	2200 Lawson Ln	224-44-025	10/15/2018	Pending		Sobrato	Rezone from PD to PD to allow a 5-story 241,419 sq.ft. office building, 607 sq.ft. expansion to 2-story amenity building and expansion of parking garage - (CEQ2018-01064))		0			0				- 241,41		241,41	9 - 1	31,328 1:	1,328	-		-		
4/3/2019	2330 Monroe	224-37-068	2/1/2019	Pending		Freebird	Rezoring of a 2.47 acre City-owned vacant site from Single Family residential (FLS), to Planned Development (FLS) (Planned Development (FLS)) to building ranging in height from two to three stoles and containing 65 residential affordable units in a mix of standard and produced the standard produced the standard produced the provide housing for a broad range of the family sizes and incomes, including 20% set aside for people with developmental destifies.				65 (5	65	65	0		65				-		-						-		
4/3/2019	2201 Laurelwood	104-39-023	2/15/2019	Approved		MEP1	Proposed for two 4 story 737,093 square foot data center and substation and demellion of 201,529 square feet and three buildings)		0			0				-		-	737,093 2	01,529 21	1,529	35,564		-		
4/3/2019	500 Benton	223-08-078	3/19/2019	Pending			General Plan: Mixed-use project consisting of student housing development consisting of 555 beds in 186 units, 31,600 sf of retail/offic space, 323 garaged parking spaces				186 1	96		186			186	15,000			15,000 16,15	0	16,15	0			-		-		
4/3/2019	2305 Mission College	104-13-096	4/1/2019	Pending			Architectural Review of the proposed sensoration and conversion of an existing 35t,503 square bodow alony industrial sensoration of the sensoration of the sensoration of the subsequence professional office building, and a Zoning Administrator Modification of allow 1,024 parking spaces where 1,1155 spaces are required)		0			0	346,380			346,380			- 3	58,503 31	8,503	-		-		
5/29/2019	651 Walsh	224-04-059	6/11/2018	Approved		Jacobs	New 435,050 sq.ft. 4-story data center with the demolition of the existing industrial structures on-site totaling 171,259 sq.ft. of building area)		0			0				-		-	435,050 1	71,259 1	1,259 2	63,791		-		
5/29/2019	3141 El Camino Real	220-32-057, 58	4/17/2019	Pending		Bayview Development Group	Pre-application for 65 residential units on 2.46 acre site	65				5	10	65	0		65		19,330	19,330	-						-		-		
5/29/2019	2302 Calle Del Mundo	097-46-024	4/24/2019	Pending		ZAEN Partners	150 unit - 8 story residential project with 5,000 sq. ft of retail	0) 1	TBD	150			150	5,000			5,000			-	16,600	6,600	-		-		
5/22/2019	4249 Cheeney	104-12-025	3/20/2019	Pending			8 unit townhome project	8				3	0	8	2		9				-		-						=		
6/26/2019	1530 and 1540 Pomertry	290-03-089		Pending		Omid Shakeri	AC review to construct eight (8)attached townhomes with Tentative Subdivision Map for eight private residential tots and one common bt. Project utilizing AB 3194 no rezoning sequined (consistency with GP only) 1540 Pomenoy (A), 1530 Pomenoy (R3-18D) (CED2017-01036)					i e		0			0										-		-		
7/12/2019	1111 Comstock	224-08-092	6/17/2019	Pending		CAC Architects	Architectural Review of the proposed demotilization of an existing one-story industrial building, and the construction of a new three-softy. 7(17 pagase for old data center building, and a Zening Administration Modification to allow increased 87-8" building height.	0				9		0			0						-	70, 170	26,000 :	6,000	44,170		-		
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November 22, 2019

City of San Jose Department of Planning, Building and Code Enforcement Attention: Shannon Hill, Environmental Project Manager 200 E. Santa Clara Street, 3rd Floor Tower San Jose, CA 95113-1905

Re: Downtown West Mixed-Use Plan Notice of Preparation

Dear Ms. Hill:

Thank you for the opportunity to comment on the October 2019 Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Downtown West Mixed-Use Plan (Google Project).

We understand the Google Project involves demolishing numerous buildings within an approximately 84-acre project site and the phased development of up to 5,900 residential units, 7,300,000 gross square feet (GSF) of office space, 500,000 GSF of commercial retail space, 300 hotels rooms, 800 rooms for limited-term corporate accommodations, 100,000 GSF of event center space, 115,000 GSF for utility plants, and 100,000 GSF of logistics warehouse space. We also understand that the City has submitted an Environmental Leadership Development Project Application pursuant to Assembly Bill (AB) 900 (AB 900 Application).

Based on our understanding of the Google Project, we offer the following comments on the scope of the environmental analysis.

1. Project Description

The California Environmental Quality Act (CEQA) requires an accurate, stable and finite project description to enable evaluation of potential impacts of a proposed project and determination of appropriate mitigation measures. The NOP includes a range of anticipated project components, including residential, office, retail, hotel and limited-term corporate accommodations, event center space, a central utility plant, and a logistics warehouse. The AB 900 Application (pages 10-11) provides additional information on anticipated project phasing and project variants. The project description should accurately describe the anticipated phasing for the Project and the EIR should also discuss how each development phase will align with the implementation of necessary improvements as mitigation for project impacts. The EIR should also clarify the timeline for the Google Project. Generally, the NOP and AB 900 Application indicate a 9- to 10-year construction window, with construction anticipated to conclude by 2030, but the NOP also references 2040 as the project's horizon year.

Additionally, the NOP and AB 900 Application state the Google Project will include up to two central utility plants totaling approximately 100,000-115,000 GSF that would provide power generation, possibly include an electrical distribution system with embedded renewable energy

generation and storage, and possibly include wastewater treatment facilities. The project description must provide stable, detailed information regarding the proposed onsite power generation and potential wastewater treatment facilities to enable the public to understand and comment on the full scope of the Google Project's environmental impacts.

Please also provide information in the project description related to whether the Project will utilize the environmental clearance capacity included within the Downtown Strategy Update 2040 EIR, and the extent to which San Jose intends to tier environmental review off of that or other relevant EIRs.

2. Transportation and Circulation

a. General Comments

The City of Santa Clara understands that the EIR will identify the transportation impacts of the project on the existing local and regional transportation system and the planned long-range transportation network based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1). Consistent with Policy 5-1, the transportation analysis should include both an analysis of vehicle miles traveled (VMT) to analyze impacts under CEQA and a local transportation analysis (LTA) per the City of San Jose's Transportation Analysis Handbook to evaluate the project's effect on the local transportation network. The LTA will include an evaluation of the project access, circulation, parking, Congestion Management Plan conformance, and multi-modal facilities. Santa Clara would like to review and comment on the scope of work related to the local transportation and VMT analysis to be prepared for this project.

To the extent the EIR identifies significant transportation impacts under CEQA, the EIR will need to identify clear and specific mitigation obligations with identified funding mechanisms to address environmental impacts affecting not only San Jose, but also its neighbors in Santa Clara.

In addition, relevant approved and pending projects within Santa Clara needs to be included in the traffic analysis under background and cumulative scenarios, respectively. Attached is the list of both approved and pending projects within the City of Santa Clara.

b. VMT Analysis

Santa Clara assumes the City of San Jose will analyze VMT impacts in accordance with the thresholds provided in its 2018 Transportation Analysis Handbook. For general employment uses, the City of San Jose places the threshold of significance at a 15 percent reduction in regional average per employee VMT. Due to the size of the project, its potential for significant cumulative impacts, and the fact that a 15 percent reduction may not achieve State climate goals, Santa Clara

¹ OPR's 2018 Technical Advisory discusses that the CARB 2017 Scoping Plan – Identified VMT Reductions and Relationship to State Climate Coals found that "per-capita light-duty vehicle travel would need to be approximately 16.8 percent lower than existing, and overall per-capita vehicle travel would need to be approximately 14.3 percent lower than existing levels under that scenario." (OPR Technical Advisory on Evaluating Transportation Impacts in CEQA, p. 11, available at http://opr.ca.gov/docs/20190122-743 Technical Advisory.pdf.) Fehr & Peers

requests that San Jose evaluate whether a more stringent reduction in average per employee VMT be used as the threshold of significance, or whether a citywide or countywide average VMT be used as the baseline instead of a regional average. Such an evaluation would ensure VMT impacts are adequately analyzed and mitigated, if necessary.

c. Local Transportation Analysis

Page 20 of the NOP states that "The EIR will examine the existing traffic conditions in the immediate vicinity of the project site." Due to the magnitude of the proposed development, Santa Clara believes that the Project will likely have transportation impacts beyond the "immediate vicinity" of the Project. Consequently, Santa Clara requests that the scope of the Transportation Analysis be expanded beyond the "immediate vicinity." Specifically, local operational analysis at signalized intersections using level of service and delay are requested at intersections further than a half-mile from the project site contrary to what is stated in San Jose's Transportation Analysis Handbook as this is a large mixed-use development with potentially significant regional traffic impacts. The City of Santa Clara uses criteria of the VTA TIA Guidelines as a basis for determining study intersections. Accordingly, municipal and CMP intersections with ten or more project trips per approach lane should be analyzed including along the corridors of Stevens Creek Boulevard, Coleman Avenue, El Camino Real, Newhall Street, Pruneridge Avenue within Santa Clara.

The local transportation analysis should also include an analysis of bicycle and pedestrian facilities in terms of their availability, project effects on future bike/pedestrian plans, transit delay analysis, and improvements proposed by the project. Maps and information on existing and planned bicycle facilities within Santa Clara can be found on the City's website at: http://santaclaraca.gov/government/departments/public-works/engineering/committees/bicycle-

http://santaclaraca.gov/government/departments/public-works/engineering/committees/bicycle-and-pedestrian-advisory-committee.

In the local transportation analysis, please also provide information about the proposed event center in terms of operations and what the expected level of programming will be.

d. Regional Bicycle and Pedestrian Multi-Modal Connections

The NOP discusses that the Google Project would promote bicycling and pedestrian modes of transportation and improve linkages to existing trails. Santa Clara requests that the EIR fully analyze the extent to which bicycle and pedestrian trails will interconnect to regional bicycle and pedestrian trails to ensure these modes of transportation are supported and will be improved on a regional scale, and not simply within the City of San Jose alone.

e. <u>Increasing Service Demands on Multi-Modal Transit</u>

published a memorandum on OPR's SB 743 Implementation Thresholds Assessment (F&P Memorandum). The F&P Memorandum notes that the 16.8 and 14.3 percent reductions themselves are dependent on MPO RTP/SCS targets being met and cautions this may not be a reasonable assumption for CEQA purposes. (F&P Memorandum, pp. 14-15, available at https://www.fehrandpeers.com/wp-content/uploads/2019/03/Thresholds-Evaluation.pdf).

Due to the scope of development, it appears likely the Google Project will significantly increase service demand on Valley Transportation Authority (VTA) and other means of multi-modal transit, including Caltrain, Altamont Corridor Express (ACE), Amtrak Capitol Corridor, Amtrak Coast Starlight, Amtrak Thruway Bus, Monterey-Salinas Transit, Santa Cruz Metro, DASH Downtown Area Shuttle, Greyhound Lines, Megabus, and employer shuttles, as well as BART, once completed. Per the City of San Jose's Supplemental Memorandum regarding the sale of city-owned properties in the Diridon Station Area to Google, dated November 11, 2018, the Google Project would conservatively lead to the direct generation of 20,000 jobs at full buildout and indirectly lead to the generation of another 63,500 jobs in the greater San Jose area; these numbers are anticipated to rise significantly due to increased building heights, which will allow greater density within the Project area. The Google Project will also include 3,000-5,900 residential units.

The EIR must fully analyze the impacts of increased ridership arising from the Google Project on multi-modal transit and provide mitigation for these impacts. As noted above, this analysis also needs to discuss how the phasing will align with improvements and implementation of mitigation measures. Additionally, the NOP anticipates that the BART service to Diridon Station will begin in 2030, the same year the last phase of the Google Project construction is projected to conclude. The EIR should include analysis of transit impacts arising from the Google Project prior to completion of the BART extension, and if completion of the BART extension is delayed. It is reasonably foreseeable a delay in completing the BART extension will further increase dependence on other forms of transportation and exacerbate those impacts.

f. Settlement Agreement Compliance

Per the terms of the Santana West settlement agreement, any impacts found at protected intersections, including Winchester Boulevard / Stevens Creek Boulevard, which will also impact traffic in the City of Santa Clara will require payment of fees to be used for transportation system improvements to alleviate the increased traffic congestion in Santa Clara. A clear explanation of (1) how potential impacts to protected intersections are analyzed and (2) how traffic fees are calculated should be included in the Transportation Analysis. Additionally, any offsetting improvements should be identified with specificity and be coordinated with the City of Santa Clara. Further, the secondary impacts of implementing these improvements should be identified.

g. Fair Share Contribution

Fair share contributions should be required for impacts found along roadways and/or intersections, including along expressways.

3. Land Use and Planning

Due to the size and projected density contemplated for the Google Project, Santa Clara requests thorough discussion and analysis of the Google Project's cumulative impacts and consistency with other planning documents. Santa Clara understands that the General Plan and Diridon Station Area Plan will be amended to encompass the Google Project. However, it is not clear how the Google

Project and its contribution to cumulative growth will impact the growth and planning assumptions in other City of San Jose planning documents. Because the Google Project may result in population growth, displaced housing, and a substantial increase in indirect employment growth in the greater San Jose area, it is possible that development in surrounding areas may surpass the amount of growth anticipated in existing planning documents. Accordingly, Santa Clara requests that the EIR include robust discussion and analysis of the Google Project's impacts on the assumptions made in other planning documents, including the Downtown Strategy and the North San Jose Development Policy. For example, the North San Jose Area Development Policy has assumptions regarding the build-out of Downtown San Jose. Please provide information about how the proposed Project will affect past approvals by the City of San Jose.

4. Cumulative Impacts

Given the size and scope of the Project and its potential to have wide-reaching impacts, Santa Clara requests robust analysis of the Google Project's cumulative impacts on surrounding areas.

5. Scope of Incentives

Based on the draft MOU between the City and the Google Project applicant, it appears that the City of San Jose represents it will require Google to fully pay all applicable fees, charges, and taxes in accordance with standard payment requirements and that no City funds are to be expended on the Google Project. Santa Clara requests the EIR provide a transparent discussion regarding the scope of any direct or indirect incentives provided to the applicant by the City of San Jose or confirm that no direct or indirect incentives were provided.

* * * * *

The City of Santa Clara appreciates the opportunity to comment on the scope of the EIR for the Google Project. We look forward to working with the City of San Jose as it examines the Google Project's environmental impacts.

Best Regards,

Andrew Crabtree

Director of Community Development

cc: Brian Doyle, City Attorney, City of Santa Clara Manuel Pineda, Assistant City Manager, City of Santa Clara Deanna Santana, City Manager, City of Santa Clara



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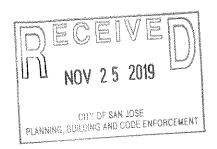
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CHIEF EXECUTIVE OFFICER

GAVIN NEWSOM



November 19, 2019

Kim Walesh Deputy City Manager Director of Economic Development City of San José 200 E. Santa Clara St. San José, CA 95113



RE: Downtown West Mixed-Use Rezoning and Development Plan (Google Village Concept Plan)

Dear Ms. Walesh,

This letter is the California High Speed Rail Authority's (Authority) initial response to Google's proposed Downtown West Mixed-Use Rezoning and Development Plan (Google Plan) submittal to the City of San José dated 10/10/19. We appreciate the City of San José's support for the California High-Speed Rail program and our on-going partnership to deliver high-speed rail passenger service to San José, the heart of Silicon Valley.

Given Google's expedited schedule to gain certification from the Governor, as a Leadership Project under Assembly Bill 900, we are in process of preparing a scoping letter to send to you of our comments by November 22, 2019 for consideration in the Google Plan Environmental Impact Report (EIR). This letter is intended to be a first high-level review of the application materials to date with the scoping letter being more detailed.

Authority Support

As a state project with a long lead-time, we appreciate the years of planning and outreach needed to prepare and approve the Diridon Station Area Plan (DSAP). The Google Plan fulfills a long sought-after city goal to attract a preeminent Silicon Valley tech company to Diridon Station. We're sure that working with Google as they bring their transformative vision of the future Silicon Valley to San José is both inspirational and daunting in scale and ambition.

The Authority is supportive of the City of San José's efforts to attract Google to the Diridon Station Area. It is consistent with Authority policy to attract employment and housing to downtown station areas. It advances city-regeneration and district-scale development consistent with the Authority's sustainability policies and our vision for how investment in transportation infrastructure and supporting land uses can shape a sustainable future for the State of California.

Authority Feedback

Authority engineers and planners have reviewed the Google Plan and we want to highlight our high-level feedback here. Beyond the points here, attached you will find a more detailed memo of our concerns and important considerations with the plan moving forward.

Interface with Plans for High-Speed Rail at Diridon Station

The Authority has been studying the route and infrastructure needed to bring high-speed rail service to Diridon Station since 2000. This has involved an extensive evaluation of alternatives and broad-based engagement in the community. After all of that effort, on September 17, 2019,

the Authority Board of Directors identified Alternative 4 as the Preferred Alternative for the San José to Merced Project Section. Alternative 4 utilizes a blended at-grade high-speed rail/electrified Caltrain configuration through Diridon Station. The Google Plan needs to accommodate the Authority's plans and needs for the rail corridor and station facilities and either meet or exceed the performance of station access facilities for all users of the station.

There are some consequences for Google's property from the preferred alternative, but they are substantially less than the other alternatives under study. At the same time, it is critical that Google's project does not propose buildings where future tracks and rail infrastructure need to be for high-speed rail to serve the station. If that land was used for development it would impose substantial risk and cost for the Authority's ability to serve Diridon Station, a joint objective of both the Authority and the City of San José.

Additionally, the Google Plan reconfigures the station environment that will impact passengers' ability to get to and from the station. The Google Plan creates an opportunity to comprehensively plan transportation and land use along the corridor to mutually benefit the transit partners, the City and Google development. We ask that Google's plans meet or exceed the performance of access facilities (as shown in the Authority's plans) needed to accommodate high-speed rail and other transit riders who will be using the station. We can provide the technical basis for the Authority's design work and look forward to coordinating with City Staff and the Google team to ensure mutual success.

Diridon Station Intermodal Concept (DISC)

We were disappointed that the Google Plan does not show an understanding of DISC. Working as partners in the DISC effort, the City and the Authority (along with VTA and Caltrain), have developed a vision for the future of Diridon Station as an integrated transit hub that provides substantial local, regional, and interregional transit service to the area while also being well-integrated to the surrounding community. It does not appear that Google's plans have taken any of that into account. This includes both space for transit facilities, the planning for access to the station (including what happens with Cahill Street), and the orientation of the proposed land uses away, instead of toward, the multi-modal hub.

As DISC anticipates the scale of Google's transformational development, the Google Plan needs to incorporate the scope of DISC. The Google Plan needs to anticipate the vision of DISC and support the realization of the DISC vision over time.

Land Use and Transit

Diridon Station is evolving into one of the largest transit hubs on the West Coast. This transformation is a key part of what attracted Google to San José. It is in our common interest to ensure that station facilities and access improvements are available to meet growth in transit demand with new development over time. It is also critical that public realm elements including plazas, streetscapes, and sidewalks, work cohesively to reinforce pedestrian movement within the site and through to the station.

The Google Plan needs to envision the station as the point of arrival to the City, with an identifiable, public space for the interchange of people and station access modes. This entrance to the city - a vibrant center of city life - needs to be welcoming and safe for people to connect, way find and orient to downtown. To maximize transit mode share, the pedestrian network needs to visibly extend and connect to the center of the surrounding districts and neighborhoods.

Land use considerations, including the amount and timing of development, parking supply and management, mode share and transportation demand management, will all have a significant impact on transit use. The Google Plan needs a coordinated approach to integrating land use and transit to ensure balanced growth in transit demand and capacity.

Transit and Rail Investment

The transit partners are investing tens of billions of dollars to increase regional and statewide accessibility to Diridon Station, with significant economic, social and environmental benefits to the City of San José. However, bringing 20,000 jobs and thousands of housing units to the area will strain an already busy public transit system that serves the station and may not be feasible without additional investment in transportation infrastructure to meet this higher level of demand.

The Authority supports the City's action to create an impact fee to pay for one-time infrastructure costs in the station area per the HMH Infrastructure Study. We also support the City's consideration of other revenue sources to fund public infrastructure costs. Significant parts of the transit infrastructure needed to meet the new demand from this development are not fully funded. As such, we want to see station facilities and station access improvements included in the mix of public improvements that benefit development. Development needs to make reasonable, fair share contributions to impacts on transit service.

As the Diridon Station Area evolves as the gateway to the heart of Silicon Valley, becoming a vibrant and iconic urban Downtown environment, the long-term benefits of a coordinated program of investments in transportation infrastructure and the public realm will increase in value. Google participation in the creation of an innovative multi-modal transportation environment with high-speed rail service can create a new model for a sustainable and livable downtown fitting San José's vision as a global city.

Thank you for your consideration of our concerns. We look forward to our continuing collaboration with you and your staff to create both a great station facility and a supportive downtown neighborhood around it.

Sincerely,

Boris Lipkin

Northern California Regional Director

Comments on Proposed Downtown West Mixed-Use Rezoning and Development Plan California High Speed Rail Authority

November 8, 2019

The following comments are based on our engineering and planning review of the Downtown West Mixed-Use Rezoning and Development Plan (Google Plan) dated 10/10/19.

1. Authority Preliminary Engineering for Project Definition

a. Rail Corridor Right-of-Way

Ensuring sufficient right-of-way for current and future rail operations is a top priority for the Authority. The Google Plan needs to provide detailed information and coordination regarding the proposed Google Plan boundaries and building footprints to ensure that the development in the north, station and southern rail corridor areas does not conflict with the Authority's proposed preliminary engineering for project definition footprint. More detail is needed regarding note 3 in Exhibit 2.09 Illustrative Framework.

b. Impact on Authority Preliminary Engineering for Station Facilities

The reconfiguration of station facilities as shown in the Google Plan needs to be guided by the transit partners in conformance with their ridership, revenue, station facility and station access needs.

To optimize transit mode share it is essential for the Google Plan to reflect coordination with the Authority's preliminary engineering for the station and plans for how access will work for all transit providers. The Google Plan needs to address at least the following:

- Recognition of the location and orientation of the proposed BART station and BART station access
- Connectivity between Diridon Station and BART
- VTA Transit Center location and design
- Street network and design to facilitate curbside operations for pick-up and drop off for passengers, shuttles, taxis, transportation network company vehicles or regional buses
- Urban bikeway design that complements and does not conflict with station access and curbside passenger operations
- Align public space to accommodate station access for greater convenience and utility for transit users

The Google Plan also has no indication of potential Google bus routes or bus center. Disabled, Amtrak and commuter parking has been removed without any location for replacement parking. The VTA Transit Center is redesigned and relocated, displacing commuter parking, without consideration of access to BART from Diridon Station or future TOD or joint development at the station.

c. Impact on Authority Preliminary Engineering for Station Access

The Authority's plans for access to the station are based on a number of key parameters that are essential to a successful transit station and user experience. If Google is going to propose different approaches to station access, then we ask that they meet or exceed the performance achieved in the Authority's plans.

i. <u>Passenger Interchange Time</u>. Minimizing transfer time and door-to-door travel time is an essential consideration for transit and high-speed rail travel choice. The Google Plan

- needs to support the range of station access mode choices for high-speed rail passengers and other transit passengers.
- ii. <u>Transportation Analysis</u>. The Authority needs to see a comprehensive transportation analysis that identifies the benefits and impacts of the Google Plan's proposed plans on station access, including planned employment and residential population estimates with the buildout of the plan, TOD mode share and parking justifications, transportation demand strategies and the impacts of the reconfigured street network.
- iii. Connectivity to BART. The need for pedestrian crossings at Cahill Street between Santa Clara Street and San Fernando Street will conflict with heavy rail to BART passenger connectivity and safety. BART is the highest rail to rail transfer to the high-speed rail system. Crossing Cahill Street to connect transit modes contradicts the principles of the City's Vision Zero program. There needs to be a continuous and safe pedestrian environment for modal interchange.
- iv. Cahill Street. The extension of Cahill Street north from Santa Clara to Julian Street seems beneficial, as well as the extension of Cahill Street from San Fernando Street to Park Avenue, however the section of Cahill Street between Santa Clara Street and San Fernando Street needs to be a continuous pedestrian environment connecting the station with BART without crossing through vehicle movements. The street section is also not functional for the level of pick-up and drop-off anticipated with all of the services (including high-speed rail) that will use the station. A one-way, two travel lanes and one curb side lane configuration is more optimal for curbside operations. A single lane adjacent to the curbside lane will be hopelessly congested with maneuvering in and out of curbside spaces. Cars will double park and block on-coming street traffic. The Authority can provide a program of curb-side operations needed for station access for analysis and design. Protected bike lanes on the west side of Cahill Street will conflict with pedestrian movements for pick-up and drop-off. Authority preliminary engineering has bike lanes installed on the east side of Cahill Street to avoid this conflict.
- v. Stover and Crandall Streets. Authority preliminary station design proposes the extension of Stover Street and Crandall Street from Montgomery Street to Autumn Street for station access, whereas the Google Plan proposes to close these streets. The Google Plan does extend Cahill Street to Otterson Street, which is consistent with Authority plans for pick-up and drop-off. The Authority would like to better understand the impact on station access and mobility from these changes.
- vi. <u>VTA Transit Center</u>. Authority preliminary design shows the relocation of the VTA transit center to a new facility between Cahill Street, Crandall Street, South Montgomery Street, and West San Fernando Street to make space for a station hall, vertical circulation and direct pedestrian access to BART, all of which are precluded in the Google Plan. It would be beneficial for the Google Plan, or a transportation analysis, to show how the all of the transit providers' station access requirements can be accommodated in the Google Plan.
- vii. <u>Displaced transit commuter parking</u>. The Google Plan needs an agreement with the Transit partners on the displacement and replacement of transit parking.
- viii. Station Plaza. Locating a station plaza across Cahill Street away from the station diminishes the vitality and functionality of the plaza as a space for travelers to connect to other travel modes. The Google Plan only paves over the existing pick-up and drop-off area in front of the historic station. The Google Plan does not create a significant public

space that visually emphasizes the station nor shape a safe, contiguous pedestrian environment uninterrupted by vehicle travel.

2. DISC

Over the past year the four Partner Agencies - VTA, City of San José, Caltrain, and the California High-Speed Rail Authority - have been working with the Arcadius Benthem Crowel team to develop a vision for the Diridon Station, the Diridon Station Integrated Concept (DISC). As you know, DISC strives to coordinate the spatial layout of complex, inter-related transportation infrastructure projects that fit with the surrounding community.

- a. <u>Incorporate Partner Agency Planning</u>. The Google Plan does not show any awareness of the extensive, multi-year partner agency planning for the station area of DISC. The Google Plan can orient development in anticipation of the vision of DISC, or it can support the realization of the DISC vision over time. In either case, the Google Plan needs to incorporate DISC planning.
- b. <u>Locate Station Plazas at the Station Entries</u>. The DISC vision is a two-concourse vision with a main station hall at Santa Clara Street and a secondary station entrance at San Fernando Street. When realized, the Google Plan will be out of sync with the DISC vision by locating the station plaza where there is no station, at Stover and Crandall Streets.
- c. <u>Close Cahill Street to Through Vehicle Traffic</u>. To accommodate the vision of DISC, Cahill Street needs to be closed to through traffic between Santa Clara Street and San Fernando Street. This is the primary pedestrian area for intermodal exchange of traveler to BART, VTA light rail, bus, shuttles, taxis, TNC's and pick-up and drop-off. A, safe, pedestrian precinct area needs to extend at least a ¼ mile from the station, as a Vision Zero priority area for the City of San José.
- d. Lack of an Urban Destination Adjacent to New Intermodal Transit Station. The Google Plan does not create an urban destination adjacent to a new intermodal station, nor focus public space to visually emphasize the station. The Google Plan orients urban destinations towards the Los Gatos Creek. Buildings orient to the "Cultural Hub" and "Autumn Street to the Creek", or the "Green Meander and Neighborhood Plazas," which are internal campus circulation spaces, rather than towards a public space that faces the station.
- e. Orient Development to Transit. Transit-oriented development orients development to transit. As shown in the research, transit-adjacent development under performs in transit mode shift and parking reductions. For development to orient to transit means that buildings have their main entrance and address directly facing the public interchange space of the station. The three-character areas, as transit-oriented districts, need to be directly visible and accessible from the station. For example, Exhibit 2.09 the Illustrative Framework needs to show how travelers arriving by transit can directly see and access an event space for each character area. This would greatly advance the principle of connecting to transit and nature.

3. Land Use

a. Timing of Development, Transit Demand and Service Capacity

Additional information is needed to understand the timing of development and demand for transit services for the build out of office and housing in the station area. This includes projected mode share, transportation demand management and phasing of development over time. The initial phase Google development could be ready for occupancy as early as 2025 - 2027 with buildout over several years. Caltrain electrification is expected by 2022, BART by 2030 and high-speed rail Valley to Valley service at the earliest by 2029.

Land use considerations, including the amount and timing of development, parking supply and management, mode share and transportation demand management, will all have a significant impact on transit use. There is a direct nexus between transit-oriented development and the increased demand for transit infrastructure. Growth in transit services will be needed to accommodate the future growth in mobility of people working, living and visiting the station area.

The Google Plan needs a coordinated approach with the City and transit partners to ensure balance growth in transit demand and capacity to ensures a sustainable and livable future for the downtown. The Google Plan needs to address any potential service gaps before BART and high-speed rail service comes on line to meet employment and residential transit demand. Transforming the station area from a predominantly auto-oriented to a transit-oriented, world-class multi-modal transit hub and gateway to Silicon Valley will take a highly coordinated land use and transit planning effort by our agencies.

b. Street Network

It is an Authority priority to ensure the street network is designed to accommodate the hierarchy of station access needs for all transit providers. Please see comments above on concerns with how the Google Plan works regarding the reconfiguration of the street network and street sections.

c. Placemaking

The Google Plan needs to envision the station as the point of arrival to the City, with an identifiable, public space for the interchange of people and station access modes. This entrance to the city - a vibrant center of city life - needs to be welcoming and safe for people to connect, way find and orient to downtown. To maximize transit mode share, the pedestrian network needs to visibly extend and connect to the center of the surrounding neighborhoods.

4. Policy Considerations

a. Performance Measures

Shifting travel behavior from single occupant vehicles (SOV) to transit requires attractive travel alternatives to be available prior to the demand for travel. The City, with the partner transit agencies, would benefit by identifying performance measures to shift travel behavior to leverage the synergy with constraining parking capacity and the availability transit. Applying VTA's performance measures are a good starting point.

From a transportation agency perspective, we encourage the City to focus Google's transportation demand management program for employment and residential uses on the expansion of public transit services, rather than expansion of private commuter bus service. The Authority needs to see Google's proposed transportation demand management strategy to plan for future ridership.

b. Transit and Rail Investment

The Authority is highly supportive of attracting significant investment to the station and station area consistent with Authority policy and partner agency interests. The Authority supports the City's action to create an impact fee to pay for one-time infrastructure costs in the station area per the HMH Infrastructure Study we funded to evaluate public infrastructure needs in the station area.

The transit partners, funded by Federal, State and regional funds, are investing billions of dollars to increase regional and statewide accessibility to Diridon Station, with significant economic, social and environmental benefits to the City of San José. Development in the Diridon Station area will also directly benefit from public investment in transit as an alternative to traffic congestion that saves travel time and cost as well as reduces greenhouse gas emissions.

We support the City's consideration of other revenue sources to fund public infrastructure costs. Future transit services and facilities at Diridon Station, however, are not fully funded. We want to see station facilities and station access improvements included in the mix of public improvements benefitting development. Development needs to make reasonable, fair share contributions to impacts on transit service.

As the Diridon Station Area evolves as the gateway to the Capital of Silicon Valley, becoming a vibrant and iconic urban Downtown environment, the long-term benefits of a coordinated program of investments in transportation infrastructure and the public realm will increase in value.

Google participation in the creation of an innovative multi-modal transportation environment with high-speed rail service can create a new model for a sustainable and livable downtown fitting San José's vision as a global city.





GILLIAN GILLETT, CHAIR DAVE PINE, VICE CHAIR CHERYL BRINKMAN JEANNIE BRUINS CINDY CHAVEZ RON COLLINS DEVORA "DEV" DAVIS CHARLES STONE SHAMANN WALTON

JIM HARTNETT EXECUTIVE DIRECTOR

November 22, 2019

City of San Jose Department of Planning, Building and Code Enforcement Attn: Shannon Hill, Environmental Project Manager 200 East Santa Clara Street, 3rd Floor Tower San Jose, CA 95113

Email: shannon.hill@sanioseca.gov

Dear Ms. Hill:

Thank you for providing the opportunity to comment on the Notice of Preparation (NOP) of the Environmental Impact Report (EIR) for the Downtown West Mixed-Use Plan (Google Project). The Peninsula Corridor Joint Powers Board (Caltrain) has reviewed the NOP and associated development plans and provides the comments below for consideration. Please note that Caltrain may submit additional technical comments on the project itself outside the NOP process, and looks forward to collaborating with the City, Google, and other stakeholders as the Google Project proceeds.

Diridon Integrated Station Concept (DISC) Integration

As you know, the California High-Speed Rail Authority (CHSRA), Santa Clara Valley Transportation Authority (VTA), the City of San José, and Caltrain (Partner Agencies) are working together on a plan to expand and redesign Diridon Station. This effort, known as DISC, has been underway since summer/fall 2018 and has included a significant amount of public involvement and input. Most importantly, based on these discussions, the Partner Agencies have given their input and arrived at a recommendation that would allow the development of a world-class transit center that provides smooth connections between modes and integration with the surrounding neighborhoods. This future transit center must also accommodate the thousands of new jobs and residents in the area that result from the proposed development. The partner agencies released the recommended concept layout on November 15, 2019.

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Caltrain therefore requests that the Draft EIR analyze the proposed project as it relates to the DISC recommended concept layout. For example, the Draft EIR should evaluate how the project might be changed to accommodate the additional land required along the railroad right-of-way to meet future rail service needs consistent with the DISC recommended concept (10 tracks and five platforms). That is just one example of how the proposed development patterns may change as a result of DISC implementation.

We understand that Google's team is working diligently with the DISC design team to potentially integrate design features. However, the overall need for consistency and close coordination between the Google Project EIR and DISC process remains. Most importantly, incorporating the DISC analysis will allow decision makers to better understand the differences between the Google proposal and the recommended DISC design and come to an informed decision.

Need to Assess Impact on Rail Capacity, Rail Infrastructure and Transit Services

As noted in the NOP, Google's project calls for 5,900 residential units; up to 7,300,000 gross square feet (GSF) of office space; up to 500,000 GSF of active uses such as retail, cultural, arts, etc.; up to 300 hotel rooms; up to 800 rooms of limited-term corporate accommodations; an approximately 100,000 GSF event center; up to two central utilities plants totaling approximately 115,000 GSF; and a logistics warehouse(s) of approximately 100,000 GSF; all on approximately 84 acres. The proposal also includes conceptual infrastructure, transportation, and public open space plans.

In other words, there will be tens of thousands of additional people in the project area when the Google Project is fully built out. Compared to San Jose's adopted General Plan, there will be a substantial increase to the daytime and nighttime populations in the immediate Diridon Station area. Caltrain agrees that the Diridon area is the right place for type this project, and fully supports the balance of land uses proposed. The project also appears to do a good job proposing the improvements necessary to handle the increase in bicycles, pedestrians, and vehicles in the area. Furthermore, it is our understanding that the City of San Jose has impact fees that quantify the impact of this project on the local transportation infrastructure (roadways, sidewalks, bike lanes, etc.) and assess a fee consistent with the project's impact.

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While we understand that a portion of the increased population in the immediate area may be "shifted" from other areas of proposed growth in the General Plan, the closer people are to a transit center, the more likely they are to use transit. In order

to fully and adequately assess the project's impact on the area's transit services, Caltrain believes the EIR must quantify the impact the project has on rail infrastructure and the overall demand for transit services.

The analysis must look at the impact of this project in two distinct ways. First, given the discrepancies between the DISC design and the Google design, Google's proposed project may be encroaching on the rail right-of-way necessary to support this level of development. In collaboration with the DISC team, the EIR should identify the land that will be necessary to provide increased rail capacity and transit services. Second, the EIR should also determine the increase in transit ridership that will result from this project and quantify the increase in transit infrastructure necessary to support this development. When that is determined, the project applicant should be required to pay their fair and proportional share and dedicate the land necessary to construct the rail improvements that are required to support the Google Project in its entirety.

Finally, Caltrain recommends that the EIR consider the effects of the proposed project on existing and planned compensatory mitigation/ creek restoration projects in the study area. For example, JPB has constructed riparian habitat mitigation at the Los Gatos Creek Bridge, which is adjacent to a site proposed for development by Google. Such development could have direct or indirect impacts (such as shading of vegetation or stormwater runoff) that could affect JPB's mitigation commitments (which at Los Gatos Creek involve 10-years of monitoring and corrective action requirements if success criteria are not met).

Cumulative Impacts

The evaluation of cumulative environmental impacts in the EIR should incorporate a reasonable future scenario that includes construction of the DISC-recommended concept rail improvements. The NOP notes that existing noise sources (including Caltrain) will be addressed in the noise analysis but does not address how future changes in noise sources will be analyzed. For example, potential noise impacts to new development adjacent to the railroad should account for increased rail service frequency by all operators at Diridon, the change from at-grade to elevated structures and the increase in the number of tracks. Noise mitigation should be required for buildings where noise impacts are anticipated in accordance with City requirements.

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Responsible Agency

The NOP identifies JPB as a potential responsible agency. We look forward to receiving additional information from the City during the EIR process on the specific discretionary approvals anticipated to be needed from JPB to facilitate the proposed project.

Caltrain looks forward to continuing to collaborate with the City, the Partner Agencies and with Google. Thank you for allowing Caltrain to provide NOP comments, and feel free to contact me with questions.

Sincerely,

Michelle Bouchard

Chief Operating Officer, Rail