

City of San Jose, Planning Division
Attn: David Keyon, Senior Planner
200 East Santa Clara Street, 3rd Floor
San Jose, CA 95113

October 15, 2018

Re: Comments on Draft Environmental Impact Report (EIR) for the 4300 Stevens Creek Boulevard Mixed-Use Project

Dear David Keyon:

Thank you for including the City of Santa Clara in the environmental review process for the 4300 Stevens Creek Boulevard Mixed-Use Project ("Project"). City staff has reviewed the Environmental Impact Report (EIR) prepared for 1) a proposed Planned Development Rezoning to allow the development of a mixed use project with approximately 315,000 square feet of office/commercial space and up to 582 residential units 2) a Planned Development Permit to allow the demolition of five existing buildings totaling approximately 105,980 square feet, the removal of approximately 68 ordinance-sized trees, development of four buildings including a six-story approximately 233,000 square foot office building, a six-story parking garage, an eight-story mixed-use building containing approximately 10,000 square feet of ground floor commercial/retail and up to 289 residential units, and an eight-story residential building with approximately 293 residential units (including up to 88 affordable units), and development of an approximately 1.4-acre landscaped promenade.

The following comments are provided following our review of the EIR.

Transportation/Traffic

The proposed midblock crosswalk across Stevens Creek Boulevard, landscaped median island and bulbouts will impact properties in Santa Clara and potentially corridor operations along Stevens Creek Boulevard. The northern portion of Stevens Creek Boulevard is located within the City of Santa Clara's jurisdiction and will require our approval which has not been obtained. The installation of the median island, bulbouts and crosswalk will impact operations of the auto dealership on the northside which may cascade into the adjacent residential area immediately north. The median island will also limit access and circulation to properties on the north side of Stevens Creek. Consequently, the City does not support the installation of the median island in the City of Santa Clara as described above and this improvement should be removed from the project description.

The intersection of Winchester Boulevard and Stevens Creek Boulevard goes from 80.3 secs of Delay at LOS F to 98.0 secs of Delay at LOS F under cumulative conditions, causing a critical change in delay of 34.6 seconds and a V/C change of 8.9%. This should be identified as a significant impact. As this is a protected intersection, we understand that San Jose will not propose capacity-increasing mitigation; however, San Jose cannot avoid its obligation to adopt feasible mitigation measures for significant impacts at protected intersections. Santa Clara requests that San Jose

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identify the offsetting improvements that will be required pursuant to the Protected Intersection Policy, and explain how fees will be collected and programmed toward funding of improvements along the Stevens Creek Boulevard corridor per the terms of the Santana West Settlement Agreement with Santa Clara.

We concur with the conclusion in the EIR that the Project should pay a fairshare to the County towards the 8 lane widening of San Tomas Expressway at Saratoga Avenue due to impacts at this intersection.

We concur with the conclusion in the EIR that the Project should pay a fairshare to the County towards the 8 lane widening of San Tomas Expressway at Stevens Creek due to impacts at this intersection.

The EIR states that the project is eligible for a 20 percent reduced parking requirement due to its location in the Stevens Creek Urban Village area. With the reduced parking requirements, there is the potential for parking shortages and cars spilling out into adjacent residential areas and along Stevens Creek Boulevard, affecting nearby businesses in Santa Clara. The project should be required to conduct regular parking surveys as part of TDM monitoring to identify parking issues. Corresponding, the project should be required to mitigate parking issues if they occur.

Aesthetic Impacts

As previously requested in the comments submitted on the NOP from the Thomas Law Group on behalf of the City of Santa Clara on February 9, 2018, the analysis of aesthetic impacts should be expanded to include consideration of the potential for the project to have shadow impacts as a result of the proposed building heights. Please conduct a shadow analysis.

Please revise the EIR and technical reports per the comments above. Should you have any questions regarding this letter, please contact Reena Brilliot, Planning Manager, via email at rbrilliot@SantaClaraCA.gov or phone at 408-615-2452.

Best regards,



Andrew Crabtree
Director of Community Development