31.

City of Santa Clara
Planning Department
1500 Warburton Avenue
Santa Clara, CA 95050

(31)

SEP 11 2006
PLANNING DIVISION

I (we) am (are) a resident(s) of the Casa Del Valle community and live on 1332 Casa Ct., Santa Clara, CA. After receiving your notice of availability of, and having reviewed, the draft environmental impact report for the Santa Clara Square proposal, I (we) have concerns in the following areas. Please consider my response below when making your decision on the application before you.

1. Noise and Privacy: The current soundwall would not be adequate to keep the noise to the current low level for the residents next to the Kohls back parking lot.

2. Parking: If the parking structure is not big enough, there would be an overflow of parking onto Halford/Lillick. The parking along Lillick is already full due to current residents parking there. If current residents were unable to park on Halford/Lillick due to customer parking, it would not make the residents too happy!

3. Aesthetics: An 8-story building would look very out-of-place in this area. The area consists mostly of single story & two story buildings.

4. Air Quality: Some residents backyards are next to the Kohls back parking lot. If the air quality back there changes for the worse, those residents would not be able to fully enjoy spending time in their backyards.

5. Traffic: There would be a significant amount of increased traffic on Halford/Lillick which are only two-lane streets.

Responses to Letter No. 31, **Aaron Weiner**

1. See Master Response No. 2 for Noise. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

2. See Master Response No. 1 for Parking. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

3. See Master Response No. 3 for Aesthetics. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

4. See Master Response No. 1 for Air Quality. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

5. See Master Response Nos. 2 and 4 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

6. **Home Values:**

An increase of housing at this location may have a negative impact on homes currently surrounding the location.

Additional Concerns:

Name: AARON WEINER

Signature: [illegible]

Date: 9/8/06

6. See Master Response No. 3 for Land Use and Planning. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

32.

From: Carol Peluffo <cpeluffo@sbcglobal.net>
To: <Planning@ci.santa-clara.ca.us>
Date: Saturday, September 09, 2006 7:29:07 PM
Subject: Santa Clara Square

Hello Mr. Handerson,

After viewing the draft of your project to rezone the area on El Camino Real and Lawrence Expressway, I am thinking that this email will fall on deaf ears.

1. My husband and I have lived in our wonderful home for 20 years now. We walk down to OSH, Kohls (and K Mart when it was there), Chevron, etc. and are very opposed to your 490 residential units, 12,300 square feet of office space, commercial/retail space and 1,672 parking spaces. It has gotten more and more crowded on Lawrence, Wolfe and El Camino and these added homes will only compound the problem. Traffic is horrible now and the commute unbearable.

2. Please reconsider and put in only a few homes--say 50 at the most. We don't like the look of 8 story high buildings in our neighborhood.

3. I found it impossible to get anyone to answer the phone when I called the 615-2450 number last Friday around 4 pm. I did not have success logging onto the website where I can view the draft environmental impact report. I did make copies of the flyer that was left in my mailbox and gave them to other neighbors who I hope will be shouting their strong opposition to this proposal.

Thank you,
Carol and Steve Peluffo
1055 Bryant Way
Sunnvyale, CA 94087

Responses to Letter No. 32, **Carol and Steve Peluffo**

1. See Master Response No. 1 for Transportation / Traffic. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

2. See Master Response No. 3 for Aesthetics. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

3. The comment is acknowledged. No response is required.

33.

From: Charlie Zhong <czhong@yahoo.com>
To: <Planning@ci.santa-clara.ca.us>
Date: Saturday, September 09, 2006 8:40:57 PM
Subject: Santa Clara Square

Hi Douglas,

I received from one of my neighbors the notice of availability of a draft environmental impact report santa clara sqaure mixed use 3700 El Camino Real last week.

1. I live very close to this location, but I have not received this notice directly from the city. I think the city should make effort to make the public be aware of this project.

2. Speaking from my side, I think this project has negative impact on our neighborhood. It increases trafffic, puts pressure on our already loaded school system. The potential new residents may make our neighborhood less safe and less quite than now. The construction of the buidlings will also increase the noise and polution of our neighborhood.

3. For the above reasons, I stronly object the project. As a neighbor to the site where the project is to start on, I want to make my voice known to you and the city of sanra clara. Please carefully consider my opinions and those of the other residents in our neighborhood.

Sincerely,
Charlie

Talk is cheap. Use Yahoo! Messenger to make PC-to-Phone calls. Great rates starting at 1¢/min.

Responses to Letter No. 33, **Charlie Zhong**

1. See Master Response No. 1 for Notification. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

2. See Master Response No. 1 for Transportation / Traffic, Nos. 1 and 5 for Public Services, Nos. 1 and 4 for Noise, and Nos. 1 and 2 for Air Quality. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

3. The comment is acknowledged. No response is required.

34 September 10, 2006

RECEIVED
SEP 11 2006
PLANNING DIVISION

Mr. Douglas V. Handerson, AICP
City of Santa Clara Planning Department
1500 Warburton Avenue
Santa Clara, CA 95050

Re: Development of Santa Clara Square/Interested Parties

Dear Mr. Handerson:

This letter is to express to you and the Santa Clara Planning Commission my displeasure with the proposed construction of Santa Clara Square at the corner of El Camino Real and Halford Street. We purchased our town-home in the Casa del Rey complex (corner of Halford and Lillick) 7 years ago. We chose this neighborhood because the surrounding streets and community felt like the kind of place we wanted to raise our children. It is fairly quiet, yet within walking distance of the supermarket. The streets are safe and our children can ride their bicycles. The schools are good, and the houses are well-kept, with many long-time residents.

1. We feel that putting up gigantic apartment buildings with many units will completely change the look and feel of this neighborhood. With so many cars driving in and out, the traffic will be unbearable. Traffic at the corner of El Camino Real and Halford is terrible with just the new Kohl's, and adding enormous apartments will make it even worse. Now I can let my children ride their bicycles around the block, but I will have to forbid them from riding in the neighborhood if so many extra cars are driving down our streets due to a large apartment and shopping complex.

Our family likes to take walks around the neighborhood, and also up to Albertson's to shop for groceries, but again, with so much traffic and different people coming and going, we won't enjoy our strolls in the neighborhood.

2. We feel that these changes will adversely affect not only the quality of living in the neighborhood, but the value of our homes. This house is our future, and our children's future. We are counting on this house to help pay for our children's college education, and for our retirement, and we are very concerned that our investment is in jeopardy.

3. Please reconsider the size and scale of the development of Santa Clara Square. Perhaps a 3-level building, with restaurants and shops on the ground level would be better suited to this residential neighborhood. Thank you for your thoughtful attention to this matter.

Sincerely,

Maria J. Bardach

Maria J. Bardach
1309 Karmen Court
Santa Clara, CA 95051
(408) 260-7714
mjbardach@aol.com

Responses to Letter No. 34, **Maria J. Bardach**

1. See Master Response No. 3 for Aesthetics and Nos. 2, 3, 4 and 11 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

2. See Master Response No. 3 for Land Use and Planning. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

3. See Master Response No. 1 for Land Use and Planning. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

35.

September 10, 2006

Santa Clara Planning Commission
Re: Santa Clara Square Development, File #: PLN2003-04079

Hello,

My name is Keith Stattenfield, and I am president of the Casa del Rey Homeowner's Association. I have lived in Santa Clara for 11 years. I am writing to present the views of our association, which borders the proposed development called "Santa Clara Square." Our association is located in Santa Clara, on the west side of Halford Avenue between Burnley Way and Lillick Drive. See the attached map showing our complex location and the development location. We have forty individually owned town-homes, built in 1977. Most of our units are owner-occupied, have attached garages, two or three floors, and are occupied by single families. About a quarter of our residents have young children; about 10% are retired folks.

We have the following comments on the Santa Clara Square Draft Environmental Impact Report.

Traffic:

1. Our first concern is that this development will markedly increase the traffic along Halford, which many of our homes border, and that this traffic will cause noise and more dangerous conditions for us. In particular, we believe that many Santa Clara Square residents and shoppers will choose to use Halford to get in and out of the complex, and use the Lillick Drive to Halford Avenue path from Lawerence Expressway (and not El Camino Real as the report states). Certain times of day, such as early morning as parents take children to Laurelwood Elementary, we believe that traffic along Halford, Lillick and possibly Burnley will get rather congested.

2. We would strongly request that the development include an entrance and exit for cars into the Lawerence Expressway entrance, at the east edge of the complex, which we think would significantly help out with the traffic problems.

Parking:

3. We notice that the draft report estimates that while 1937 parking spaces should be provided, only 1672 spaces are being created, representing about a 15% deficit. The developer asks to be allowed to qualify under the Transit Mixed Use requirements to allow this deficit, but points out that because of the excessive size of the project doesn't actually qualify. There isn't any parking available on El Camino Real or Lawerence Expressway, so everyone will try to use the very limited amount of on street parking along Halford, Burnley, and Lillick. We already find that on the busiest shopping days during the holiday season that Burnley and Halford are often filled with shoppers using the Kohl's store, and so this will only get worse if the new development under-provides for the expected parking.

4. We also question the recommended two parking spaces per residence, given that the residences being built have one bathroom for each bedroom, thus allowing them to be used more conveniently by all adult residences with likely one car per adult, so that some of the three bedroom apartments may have six cars each. If we make what we think are more realistic estimates of the number of cars per residence we guess 1250 residential

Responses to Letter No. 35, **Casa del Rey Homeowner's Association**

1. See Master Response Nos. 2, 4, 5 and 9 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

2. See Master Response No. 8 for Transportation / Traffic. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

3. See Master Response No. 1 for Parking. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

4. The comment is acknowledged. See response to comment No. 3 above.

spaces alone, leading us to believe that the development should provide 2207 parking spaces.

5. Lastly, given that they are locking off the residential spaces so that the general public can not use them, even during busy shopping times retail and office workers won't be able to use the parts of the parking which are blocked off, even though the residents may be gone for the day, leading to stiff competition for the remaining spaces.

6. **Complex Size and Neighborhood Compatibility:**

In discussing this with our association members, one common thought is that this proposal just seems overly large (both in size and population) for our neighborhood, which is currently composed mostly of one and two story suburban residential buildings. We realize that we exist near the edge of a busy, commercial area, but the proposal, with two 8 story, 95' buildings dwarfs the remainder of the neighborhood. The next nearest buildings this tall in Santa Clara, we believe, are up on Interstate 101 near Great America, and those aren't in a residential neighborhood. We believe that a somewhat smaller building, perhaps in the three to five floor / under 50' development would meld much better with our existing neighborhood. One way to think of this is that at completion and when occupied, 1% of all the residents in Santa Clara will live in this development.

7. **Noise:**

We are concerned that increases in traffic and occupancy along Halford Avenue will spill over and affect us. Many of our town-homes face what will be the new development, and all were built without air conditioning, so it is necessary during the summer to have our windows and sliding doors open to alleviate the heat. Any significant increase in noise or dust, which in turn require windows to be closed, will make living in our homes much less enjoyable.

8. During construction, the developer hopes to limit "noisy" construction to between 7am and 6pm weekdays and 9am to 6pm weekends, but estimate a 40db increase in the noise level at the edge of our complex. We'd prefer to limit any construction which could generate noise outside the build site between 8am an 6pm weekdays and not at all on weekends, and that further restrictions in the noise level can be implemented during the hottest parts of the year.

9. Several years ago we asked the city to prohibit truck parking along Halford, because some trucks making deliveries to the Kmart at that time would park and run their engines all night long, causing some of us to be unable to sleep because of this noise. We request that the existing prohibition on truck parking be maintained on Halford, and that restrictions on late night and early morning deliveries and garbage pickup should match those for a residential area, such as no deliveries before 8am or after 8pm.

10. Lastly, since the new development sits on the edge of an existing residential neighborhood, we would request that stipulations be placed on the types of retail and commercial occupants, so that usage types which would be noisy (especially in the evening and night-time hours) would be prohibited.

11. **Schools and Parks and Public Services:**

We note that the draft report shows all of the area schools as close to capacity or full, and expects to add 250 students to these schools, but doesn't attempt to mitigate this in any way.

5. The comment is acknowledged. See response to comment No. 3 above.

6. See Master Response No. 1 for Land Use and Planning. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

7. See Master Response No. 2 for Noise and No. 2 for Air Quality. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

8. See Master Response No. 4 for Noise. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

9. The comment is acknowledged. No response is required.

10. See Master Response No. 4 for Land Use and Planning. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

11. See Master Response No. 1 for Public Services. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

12. The development doesn't really seem to include much in the way of open / shared space for the residents there besides an exercise room and small play area. Our association has a pool, and we already have problems with residents from the apartments across Lillick Avenue jumping over our wall and using our pool, and fear that without suitable recreation on-site that we'll get more of this happening. Our small association, 1/12th the size of this development, has open space equal to half the whole open space provided there.

Summary of our Requests:

We ask that, as neighbors likely to be affected significantly by this development, that it not be approved as described in the current draft. Specifically, we ask that:

13. - A traffic entrance and exit from the development onto the Lawerence Expressway on-ramp be added, and the traffic plan otherwise modified such as to minimize the traffic going on Halford Avenue.

14. - Parking spaces in the development should meet or exceed Santa Clara's existing standards. The existing prohibition on truck parking should be maintained on Halford, and restrictions on late night and early morning deliveries and garbage pickup should match those for a residential area, such as no deliveries before 8am or after 9pm.

15. - The maximum building height be limited to 5 floors in order to mesh with the existing neighborhood

16. - Construction noise should be limited to reasonable hours for the neighborhood, and those phases that are noisiest and most likely to affect us be limited to 9am to 5pm. Major construction likely to produce noise or dust offsite should not occur during summer months when many of us need to have open windows.

17. - We would like the development to add more in the way of residential open space and amenities. We would like them to further address the impact they expect to have on Laurelwood Elementary and Peterson Middle schools.

18. - We would like our owners to receive the same notifications of use permits as residents in Santa Clara Square

Conclusion:

Many of our comments accentuate areas where we have issues with this proposal, so we want to state that we aren't against any kind of development and actually find many items in this proposal that we like and encourage. Additional retail and office space would be very welcome to us here, and I'm sure many of us would be glad to have additional restaurants and shops available in the area. Housing availability is a huge problem in the bay area, and higher density development is a good way to help the situation. However, in the items we have mentioned in this letter we feel that this particular proposal goes too far and in some cases will negatively affect us in significant ways.

If you have questions about this letter, or our association, please feel free to contact me at Keith Stattenfield, 1395 Gazdar Court, Santa Clara, CA 95051, via phone at (408) 246-6376, or at keith@stattenfield.org

12. See Master Response No. 2 for Public Services. Project residents will not be allowed to use the Casa del Rey pool. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

13. See response to comment No. 2 above.

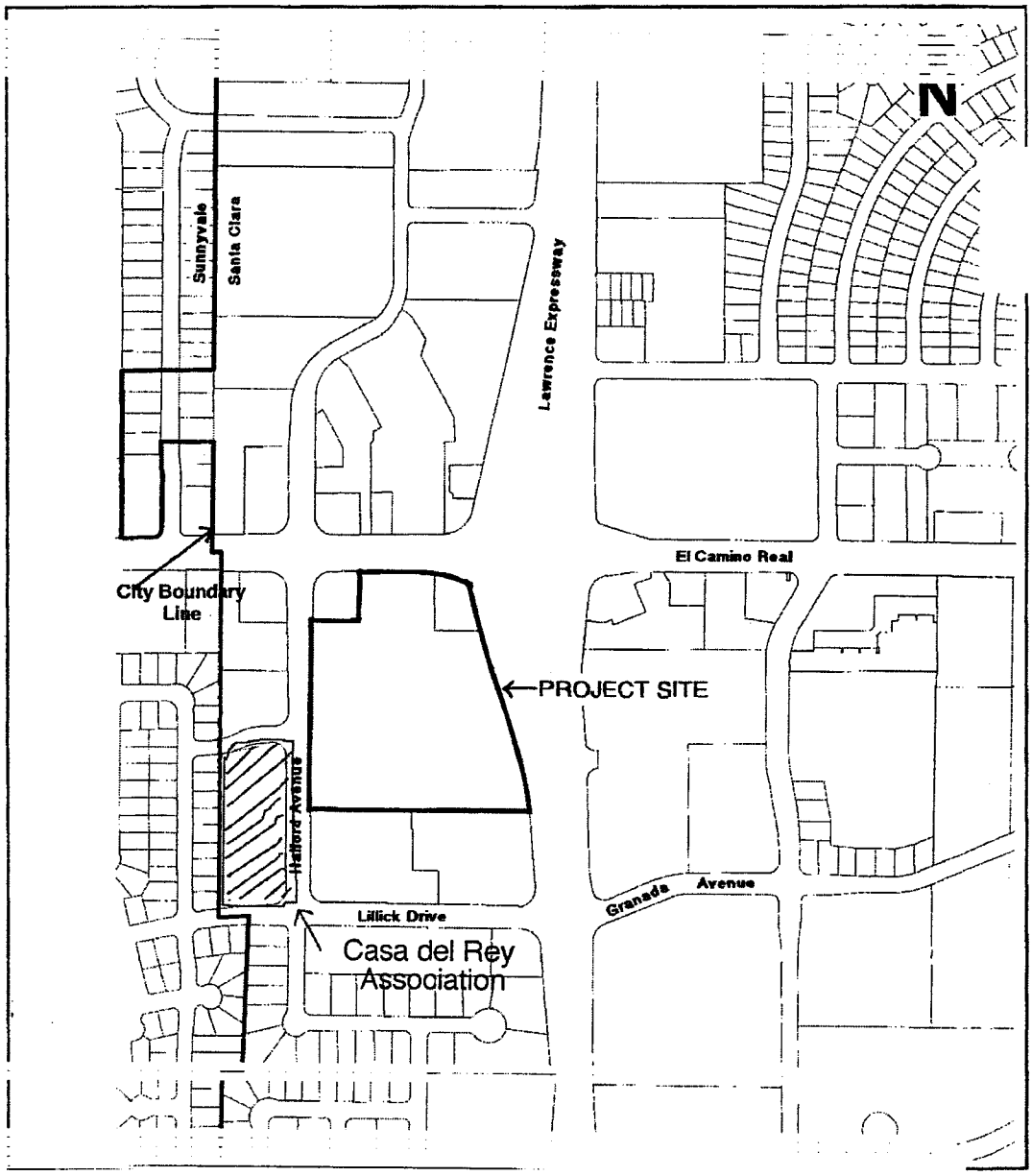
14. See response to comment Nos. 3 and 9 above.

15. See response to comment No. 6 above.

16. See response to comment No. 8 above.

17. See response to comment Nos. 11 and 12 above.

18. See Master Response No. 2 for Notification. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.



Location of Casa del Rey Howeowner's Association properties

Across Halford Avenue from the project site, in Santa Clara.

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36.

From: "anyaildi" <anyaildi@msn.com>
To: <Planning@ci.santa-clara.ca.us>
Date: Sunday, September 10, 2006 6:39:24 PM
Subject: Santa Clara Square Project

Subject: Santa Clara Square Project

Dear Mr.Handerson,

/. As a member of the Camino del Prado Association and a resident of Road Runner Terrace I am HIGHLY opposing the 490 residential unit development at 3700 El Camino Real.

Best Regards

Ildiko B. Dihen
1360 Road Runner Terrace # D
Sunnyvale, CA.

Responses to Letter No. 36, **Ildiko B. Dihen**

1. The comment is acknowledged. No response is required.

37.

From: "Dunnam" <dunnam5@comcast.net>
To: <planning@ci.santa-clara.ca.us>
Date: Sunday, September 10, 2006 4:53:05 PM
Subject: Santa Clara Square

Dear Mr. Henderson,

We have lived on Thunderbird Avenue in Sunnyvale for 23 years. As I am sure you are aware, Thunderbird Avenue is one street west of the Santa Clara Square development that is in the planning stage on Halford Avenue and El Camino in Santa Clara and will be seriously impacted by this
1. new development. I am deeply concerned by the density planned in the development of this property. I have reviewed the drawings on the website and have read the environmental impact report and, although I am not an expert, common sense tells me that there is not enough room for all that is being planned. I envision the development that the city of Cupertino allowed on the corner of Stevens Creek Blvd and De Anza Blvd and am totally disheartened. How can "The Mission City" even consider such a plan? When I think of the city of Santa Clara; The University, The Mission, the quaint older homes in charming neighborhoods come to mind. Certainly not high rises with a rural area on the 5th floor! It doesn't look to me that the sun can touch the ground between some of the planned buildings. When I think of the area of retail between Halford and where the mechanic's bays from K-Mart where, I can only shake my head. How in the world do you expect to put so much in such a small area? Please reconsider the density of the development. The website makes note of the beautiful views from the eighth floor. That would be a beautiful view into my bedroom, thank you.

2. Do we need housing in this area? Of course, we do. I have children that would love to be able to afford to buy in the bay area, but eight stories high?

3. I am concerned about access to the proposed development. The proximity of the red lights at Lawrence Expressway and Halford can't help but become a problem. The left turn lane onto Halford from El Camino (going North-actually west) will back up. It will be a nightmare. Perhaps on paper, the design is acceptable, but in reality, I can only imagine. It is challenging enough for some as it is.

4. Please take the time to drive past the corner of Stevens Creek and DeAnza Blvd.. I do often. In fact, I drive right by that LeBoulanger and go pick up my bread at the LeBoulanger in Los Altos. Why you ask? There is never a place to park. I can't count the number of times, I have tried to get my car into one of the few parking places in the garage and drive right out and go to Los Altos to get what I need. We don't want that type of development here.

5. At least, take a cue from Mt. View. They have enough sense to build their new homes around public transportation. I see no provision for increased public transportation for these new residents. Where will these new residents park? I have 5 people with cars living in my 4 bedroom house at the moment. That means we have two cars in the garage, two in the driveway and one on the street in front of our house. Where will the extra cars for these residences park? Where will the shoppers park, or will they

Responses to Letter No. 37, **Kathie Dunnam**

1. See Master Response No. 3 for Aesthetics and Nos. 1 and 2 for Land Use and Planning. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

2. The comment is acknowledged. See Master Response No. 3 for Aesthetics.

3. See Master Response No. 3 for Transportation / Traffic. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

4. See Master Response No. 1 for Parking. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

5. See Master Response No. 1 for Parking. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

just drive farther and take their retail tax dollars to communities who value the quality of life?

Please reconsider the density of this project.

Kathie Dunnam

1359 Thunderbird Avenue

Sunnyvale, CA 94087

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38.

From: "Farmanian, Deborah" <deborah.farmanian@bluecoat.com>
To: <planning@ci.santa-clara.ca.us>
Date: Sunday, September 10, 2006 6:25:19 PM
Subject: Attn Douglas V. Handerson

Santa Clara Square Proposed project.

1. We are nearby residents and are concerned about the proposed planning of the Southwest Sq Lawrence and Halford. We are concerned about the traffic, and the potential retailers who will be allowed to have shop space in this proposed plan. It is obvious that this will become an ethnic retail shopping and living center, much like the Ranch 99 complex in Cupertino.

2. Who will oversee the rental retail space standards? What company is in charge of this project?

3. We are opposed to this structure until further information is revealed.

I will look forward to your response.

Michael and Deborah Farmanian

Santa Clara, CA

Deborah Farmanian

Director Global Events and Travel
Blue Coat Systems
Phone: 408.220.2323
Fax: 408.220.2245
www.bluecoat.com

Responses to Letter No. 38, **Michael and Deborah Farmanian**

1. See Master Response No. 1 for Transportation / Traffic and No. 4 for Land Use and Planning. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

2. The rental company in charge of the project, at this time, is Alto Enterprises, Inc.

3. The comment is acknowledged. No response is required.

39.

From: Savitha Gandikota <g_savitha@yahoo.com>
To: <Planning@ci.santa-clara.ca.us>
Date: Sunday, September 10, 2006 11:05:20 PM
Subject: Santa Clara Square Mixed Use Development - Concerns

Hi,
I am a resident of Sunnyvale living close to the Sunnyvale/Santa Clara border. I am writing to express my concern regarding the Santa Clara Square Mixed Use Development Project.

1. The development at such a large scale will have a serious impact on schools, police, fire, sewage and other city services. Not only will it destroy the beauty of the neighborhood but it will have a huge affect on the environment. Pollution levels will reach to a new high. Our kids will not be able to play in our backyards. The noise pollution will be equally bad. Driving in this neighborhood is already difficult as lot of residents use Lawrence Expressway. This is the case both on weekdays and weekends. Addition of this residential and commercial development is only going make it even worse. Lot of school students walk to Peterson Middle school. We have to add additional safeguards to protect them from speeding motorists due to increased traffic. In addition, parking will also become very difficult.

2. Due to all these reasons I (along with neighbors expressing similar concerns) would like to request you to cancel this project.

kind regards,
Savitha

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Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

Responses to Letter No. 39, **Savitha Grandikota**

1. See Master Response Nos. 1, 5 and 4 for Public Services; No. 1 for Utilities and Service Systems; No 2 for Aesthetics; No. 1 for Air Quality; No. 1 for Noise; Nos. 4 and 11 for Transportation / Traffic; and No. 1 for Parking. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

2. The comment is acknowledged. No response is required.

40.

Doug Hosking
1315 Karmen Court
Santa Clara, CA 95051
(408) 296-2273

September 10, 2006

Mr. Doug Handerson, AICP
City of Santa Clara Planning Department
1500 Warburton Ave.
Santa Clara, CA 95050

Mr. Handerson:

Thank you for the information regarding the proposed Santa Clara Square project. I have carefully reviewed the City of Santa Clara Project Clearance Committee minutes for the June 19, 2006 meeting ("the minutes"), the Draft Environmental Impact Report dated July 19, 2006 ("the EIR"), and the Revised Environmental Noise Assessment dated April 21, 2005 ("the noise study"). Having followed variations of this proposal for several years, *I am more concerned than ever that this proposal, at least in its current state, is fundamentally and fatally flawed.*

1. Keith Stattenfield, President of Casa del Rey HOA, has written a letter to you this month on behalf of our HOA, expressing serious concerns about the Santa Clara Square proposal. In the interests of brevity, I will simply say that I strongly echo the concerns he raises in that letter, and believe those concerns are shared by a great many of the residents of the two townhouse complexes adjacent to the proposed project site.

2. Most of the residents of Casa del Rey HOA (40 units to the southwest of the proposed project site) and Casa del Valle HOA (81 units to the south of the proposed project site) that I have talked with are not opposed to development *in general* at this site. What we most strongly oppose is the proposed density of the current plan, because it is so incompatible with the adjacent residential neighborhood. *To achieve the alleged benefits of this project, it is very important to keep in mind not just the financial desires of the developer but also the needs for compatibility with the surrounding area, including the two immediately adjacent townhouse complexes. The developer has an obligation to fit reasonably into the surrounding environment,* ***not the right to force the surrounding environment to fit into the proposed new development.*** Neighbors envision something on the order of 1/3 the proposed residential density.

3. The minutes state a requirement that "*All uses contemplated as part of this Mixed Use Project shall be operated so as not to be objectionable or detrimental to adjoining commercial and residential tenants and adjacent residential and commercial properties.*" "Uses" above should be interpreted to include not only the commercial/retail uses *but also the residential uses*, and that these uses include design factors (*such as unit density*) in addition to daily operational issues. *Please add 'designed and' before 'operated' in the above requirement to help ensure this is properly considered.*

4. Many of the design tradeoffs in this proposal do not seem to sufficiently address the *'where compatible with the existing neighborhood'* aspects of many of the city's General Plan policies and goals. (See EIR pages 28-30.) The EIR only very selectively explains how these would be met. In too many cases I believe the proposal fails to reasonably meet these General Plan policies and goals or to consider the rights and reasonable expectations of Casa del Rey and Casa del Valle residents with respect to privacy, traffic flow and related noise.

5. Notwithstanding the admirable regional and city goals regarding TMU, ***there is no credible reason why more than 1% of the total population of Santa Clara (or any density even approaching that) needs to be crammed onto a portion of one lot.*** The density proposed seems *absurdly* mismatched with that of the adjacent residential neighborhood and is at least double what any neighbor I have spoken with about this proposal seems to think remotely reasonable for this location. The goals of 'transit mixed use' developments are in part to have higher - *not obscenely high* - density residences near transit lines.

6. In too many cases the density pressure unfairly forces a cascade of safety, aesthetic and quality of life problems upon nearby existing residents. These side effects are all but certain to haunt area residents (existing or new) for many years if the project is approved. Likely negative effects would include sharply increasing problems of noise and traffic flow in the neighborhood, insufficient parking space at the site and overcrowding in the area's schools. *The proposed mitigation for these issues seems insufficient to meet real-world needs*, even though it may meet the letter of the law.

7. As just one obvious example of the density problem, the EIR's page 82 traffic study data projects 920 peak PM hour trips into or out of the project site. That means that a vehicle would enter or leave the site more often than once every four seconds for the entire peak hour. *This traffic level is not remotely compatible with the reasonable expectations of peace and safety at the two adjacent townhouse complexes that border Halford Ave.*, especially since three of the four current access points to the site are also on Halford Ave. and since drivers would be strongly tempted to avoid the remaining (El Camino Real) access point during many hours of the day, shifting

Responses to Letter No. 40, **Doug Hosking**

1. See responses to letter No. 35 from the Casa del Rey Homeowner's Association. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

2. See Master Response No. 3 for Aesthetics and No. 1 for Land Use and Planning. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

3. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process. The Project Clearance Committee minutes are not part of the DEIR.

4. See Master Response No. 2 for Land Use and Planning; No. 1 for Transportation / Traffic; and No. 1 for Noise. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

5. See Master Response No. 1 for Land Use and Planning. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

6. See Master Response No. 2 for Noise; Nos. 2, 4, 5 and 11 for Transportation / Traffic; No. 1 for Parking; and No. 1 for Public Services. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

7. See Master Response Nos. 1, 2 and 3 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

even more traffic onto Halford Ave.

8. ***Potential Proposal Improvements***

With the Taco Bell and its drive-through paths proposed to be demolished, there is now the potential for an additional site entrance (and perhaps a site exit) to be added from the existing southbound Lawrence Expressway on ramp, in the approximate location of the existing Goodwill collection truck. This site is barely south of El Camino Real, where traffic on the on ramp is typically moving very slowly. Benefits of this new entrance would include shifting a large portion of traffic and noise away from the adjacent townhouse complexes, including reducing traffic need in the alley behind Kohl's, improving traffic flow and reducing the need for U-turns around El Camino and Halford (*recently recognized as one of 4 sites in the city with the highest number of accidents caused by running red lights*), reducing noise impact of trash/recycle trucks, and creating an alternate entrance and staging area for emergency vehicles.

The proposed Building I is an example of what many area residents consider to be reasonable construction density at the site. My major concern with this building is the location, which forces a number of undesirable effects that could be avoided or largely mitigated by moving Building I to 1450-1494 Halford Ave. If this relocation is not done, please develop and implement, as a condition of approval and occupancy permits for the project, a credible plan to achieve equivalent benefits by other means.

This change would shift a good deal of the noise and traffic away from the adjacent existing residences, partially mitigate the density concerns, partially mitigate the parking concerns (by using existing, underutilized parking spaces, both in front of 1450-1494 as well as spaces immediately west of the Burger King lot at 3750 El Camino), be a more natural arrangement of buildings, not create artificial barriers around the emergency exits on the west side of the Kohl's building, provide two additional entrances to portions of the site, including an additional site entrance from El Camino Real, improve traffic flow, including keeping some traffic flow away from the southernmost alley of the project site, and not encourage vagrant camps to be built in the narrow gap behind the proposed site of Building I.

A special benefit of this relocation is that it would avoid the very dangerous proposal (EIR page 13) that Building I occupants and their visitors cross directly through the path of the delivery dock for Kohl's, which is frequented by 18-wheeler drivers who have blind spots when backing up to the dock.

Parking

9. ***The parking need estimates seem far from credible.*** Given that 3 of the 4 sides of the site perimeter will never allow on-street parking, this is an extremely serious concern to neighbors. **Underestimates about required parking may be essentially impossible to fix later** because of the extremely limited opportunities for parking around the perimeter of the site.

The alleged 14% shortfall from theoretical parking needs seems very understated because of the restricted access levels of the parking garages (EIR page 14), the need for dedicated parking for handicapped residents and customers, the impracticality of using some of the spaces due to their locations, the need for guest/visitor parking spaces for residents, the sharp seasonal variations in need for retail parking space, the trend over time for condo units to become rentals with higher occupant density and the very strong desire of Casa del Valle residents to not permit parking in the area of the southernmost alley of the site. ***The alleged 14% shortfall seems to be more than a 25% shortfall with respect to the retail parking needs.*** (See city code 18.74.040 (o)) Depending on the specific types of businesses (restaurants, etc.) to occupy the site, even this 25% shortfall could be quite understated. The parking issues need to be remedied before the proposal can be considered credible.

Compatibility

10. The proposed project does not seem compatible with the 250+ children estimated to live on the site. The proposed fee does not in the short term mitigate the problem of overcrowding of schools. The site density, including lack of front yards, back yards or driveways, combined with traffic flows on the surrounding streets, provides children with insufficient safe areas to ride bicycles, play catch, or do other things that children could reasonably expect to do in their neighborhood. The project site is relatively isolated for those who cannot drive and there are relatively few recreational opportunities or areas proposed. Common sense tells us that mixing this many children and 1500+ vehicles on the same densely packed site (with many blind spots for both drivers and pedestrians due to the tight layout) is not prudent. It also tells us that large groups of bored children is an invitation for neighborhood trouble. Older residents would likely also find it frustrating that the project density and layout provides them with virtually no place to escape from children and their noise when they wish to.

11. *I very strongly dispute the assertion on EIR page 89 that the project's impact on traffic in the neighborhood is 'less-than-significant.'* It may be 'less-than-significant' purely from a theoretical road capacity point of view, and that seems how the developer is trying to spin the traffic study, since so much of the traffic study focuses on capacity of intersections far removed from the project site. Common sense says that road capacity is much less relevant in highly residential environments (such as those that border the site of the proposed project) than the number of vehicle or pedestrian accidents attributable to site traffic or the number of times neighbors are

8. The Potential Proposal Improvements comments are noted for the record, and will be considered by the City Council as part of its decision-making process. They are opinions on the project, not on the DEIR. See Master Response No. 8 for Transportation / Traffic.

9. See Master Response No. 1 for Parking. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

10. See Master Response No. 1 for Public Services and No. 11 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

11. See Master Response No. 5 for Noise and No. 1 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

annoyed or awoken from a sound sleep by aggressive driving, loud vehicles or car alarms. Traffic flow projections do not seem credible without a better understanding of the types of businesses. Starbucks and barber shops have very different traffic profiles.

12. *The EIR seems less than credible for many other reasons*, and therefore to be largely irrelevant as an indicator of current or future conditions. Page four of the geotechnical investigation, which has been posted on the city web site at http://www.ci.santa-clara.ca.us/pdf/collateral/DEIR_SCSquare/GEOTECHNICALINVESTIGATIONANDRESPONSELETTER.pdf discusses a proposal for 4 stories above ground and one below. The resulting analysis referenced in the EIR would thus appear largely irrelevant to the current up to 8 story, on-grade proposal. The EIR traffic and noise studies were apparently largely done in 2002 and 2003, during the dying days of the former KMart at the project site, after the former fabric store closed, and during a major economic downturn that reduced traffic and traffic noise levels in the entire region. The studies also did not seem to consider seasonal variations of shopping (and related spikes in parking need and traffic), or that 1225+ people (including many children or others who can't drive) and the many pedestrians shopping would have obvious impacts on pedestrian traffic across El Camino, slowing vehicle traffic, etc.

13. The EIR noise study focuses on noise effects on new construction, with little focus on the effects on existing residents of the adjacent townhouse complexes. I see little consideration that the residents (including many children) and their pets plus presumably hundreds of customers and employees (and vehicles, for most of them) will make potentially significant noise. *While construction techniques for new construction may reduce the noise for residents of the new property,* ***residents of the existing townhouse complexes should not have to reconstruct their homes or avoid their back yards in order to avoid unreasonable noise levels, nor should they be forced to sacrifice the right to have open windows,*** *particularly since a great many of the existing adjacent townhouses do not have any form of air conditioning to make it remotely feasible to have windows closed during the summer.*

14. The EIR traffic studies discuss in detail traffic flow far from the site yet almost entirely ignore traffic flow around Halford Ave., especially south of El Camino. (Burnley Way, Lillick Drive, etc.) *It seems highly likely that there would be a sharp increase in traffic flow in this area due to drivers trying to avoid the congestion of El Camino Real and its major intersections*, and drivers on southbound Halford who are prevented from turning left into the northern Halford entrance of the site due to the proposed median.

15. The EIR also ignores many other factors that are much more relevant in residential neighborhoods. One need only drive past Laurelwood school as classes let out for the day and parents arrive (too often double parking) to pick children up to understand that there are more factors to consider than peak traffic flow. *Adding many school-age children to the neighborhood would of course compound this problem.*

Rear Alley

16. *Please shift parking and traffic away from the alley behind the Kohl's building* to minimize impact on residents of both existing townhouse complexes and reduce the need for exterior lighting that would be annoying to them. There seems to be a fundamental conflict between the planning department's (very much appreciated) requirements for not bothering the neighbors with glare, the police department's very reasonable requirements for good lighting in parking lots for safety/crime reasons and the developer's goal of very high density. Removing the parking and significant traffic increases from this area and Halford Ave. would go a long way toward making residents of our HOAs more willing to accept some form of new development on this lot.

For parking and traffic flow, the proposal depends heavily on the alley behind the Kohl's building on the southern edge of the project site. *This alley has been blocked by a gate to all but emergency vehicles and trash trucks for years.* Opening this path and the (currently almost completely unused) approximately 87 parking spaces behind that building would subject the residents of Casa del Valle who live just on the other side of that alley to unreasonable noise from vehicle traffic at all hours. The proposed new median on Halford Ave. would force even more traffic through this path. Opening this alley would create even more of a traffic flow on Halford Ave., with related noise and safety impact on adjacent residents. Not opening it would put even more absurd pressure on the already apparently insufficient parking capacity of the site. Building at a saner density would resolve both of these issues.

Please carefully evaluate the practicality of the proposed plan of permitting through traffic along the southern alley, especially in the area closer to Halford Ave., including conformance to city code 17.05.640 (b)'s 'undue hardship' requirement. Noise aside, it appears impractical to allow even one-way, much less two-way, traffic in portions of this area if parking is allowed there. *The proposed parking behind the Kohl's appears in some areas close to Halford to provide unacceptably narrow paths for emergency vehicles,* whose drivers would clearly not want to have to fight traffic coming in the opposite direction along a narrow path.

Fire and Safety Issues

17. There are obvious concerns regarding evacuating any 95 foot building in an emergency (including helping disabled residents or guests down the multiple levels of parking garages), and the ability to effectively and quickly fight such fires. We trust that the fire department is competent to consider those, but have additional concerns. EIR page 74 claims a very reasonable 3 minute response time for fire crews, but ignores issues such as how long it would take to actually start effective fire fighting operations, given the density and height of the project, congestion from parking, reduced site clearance for rotating and positioning ladders, etc. It also ignores the fact that the increased traffic flow around the site could significantly impede the progress of emergency vehicles approaching not only that

12. The geotechnical analysis was prepared in October, 2003 when the development concept was four stories over one level of underground parking. The project was subsequently revised to a maximum of eight stories with no underground parking. As stated on page 51 of the Draft EIR, the investigation included review of published reports, a surface reconnaissance, drilling and soil sampling, laboratory testing and engineering analysis of the data, and formulation of conclusions and recommendations. A supplemental review letter has been prepared by the geotechnical consultant indicating that the report is still applicable for an eight-story building, which is currently proposed. According to the engineer, additional settlement will have to be taken into consideration due to the additional stories on the building; however, there are no new geologic or soils issues. An update with supplemental recommendations will be provided as part of the design phase. See Text Amendments to section III. G. Geology and Soils.

    See Master Response No. 1 for Noise and Nos. 1 and 10 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

13. See Master Response No. 1 for Noise and No. 3 for Parking. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

14. See Master Response Nos. 2, 4 and 5 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

15. The comment is acknowledged. No response is required.

16. The Rear Alley comments are noted for the record, and will be considered by the City Council as part of its decision-making process. They are opinions on the project, not on the DEIR. See Master Response No. 4 for Aesthetics; No. 3 for Parking and No. 4 for Public Services.

17. See Master Response No. 4 for Public Services. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

site but also that part of the city in general. (Fire crews today often take advantage of Halford Ave.'s relatively light traffic.) *There also seems insufficient width for simultaneous parking and emergency vehicle clearance* in portions of the Halford Ave. end of the alley behind Kohl's (yet another reason why we would not be eager to see that alley opened to parking and general traffic).

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18.

Requested Additional Project Approval Conditions

Please require revision of the proposal to address the concerns raised in this document or provide credible, unbiased evidence of why the concerns are not valid. The minutes contain a long list of issues and requirements raised by city staff. All of those seem very reasonable and prudent. I fully support making those requirements for the project. In addition, please add the following:

1. No variances or bonuses of any kind shall be granted for purposes of increasing project density. (EIR page 15) (Extremely limited off-street or other alternate parking is available at this site. On-street parking is impossible on 3 of the 4 lot perimeter sides, providing very limited options for future mitigation if parking need is underestimated.)
2. The project shall not be approved unless qualified city staff successfully complete at least one impartial review whose sole purpose is to consider whether the final proposed project, particularly with respect to its density and impacts on parking, traffic flow, noise and light pollution, is compatible with the existing Casa del Valle and Casa del Rey complexes and the reasonable expectations of the owners and residents of those properties regarding peaceful enjoyment of their homes and the safety of their families, not just the letter of the law. "Complete" in this context shall include appropriate resolution of any concerns raised during that review or otherwise known by the city's review team. The review shall also consider whether it is advisable to put more than one percent of the city's population on this single site.
3. Project traffic flow, both *during* and after construction, shall be shifted away from the two adjacent townhouse complexes to the maximum extent possible, including the addition of the Lawrence Expressway onramp entrance (and exit, if possible) proposed in this document *before* project construction begins.
4. Parking space requirements shall provide for the realistic needs for peak, not just average, parking, including parking needs during holiday shopping seasons, parking needs of visitors and guests of the residents, handicapped parking, etc. No parking space shall count toward the requirements unless there is a reasonable expectation that it would actually be used for its claimed purpose. (A Kohl's customer would not realistically walk around building VI to get to a space that borders Lawrence Expressway.)
5. Restricted access parking spaces or garage levels for residents (EIR page 14) shall not count toward the parking space requirements for retail and office space. (City code 18.74.040 (o)) To avoid unreasonable noise and light pollution impact on residents of the two adjacent townhouse complexes, and in some cases to provide suitable clearance for emergency vehicles, space currently behind 3640-3700 El Camino buildings shall not be used for parking.
6. To avoid unreasonable noise impact on residents of the two adjacent townhouse complexes, the southernmost alley (behind the Kohl's) shall remain closed to parking and traffic other than Kohl's building trash pickup and emergency vehicles.
7. Trash and recycling dumpster locations, collection hours and collection truck paths shall not disturb the peace for residents of the two adjacent townhouse complexes. (Building 6 dumpster locations are quite inconsiderate of Casa del Valle residents.)
8. As per the minutes, the project shall provide for reasonable swimming pool facilities for all residents. (Our townhouse complexes already have trouble with outsiders jumping the fences around our pools. 1225 residents and 250 school age children would be virtually guaranteed to seriously aggravate this problem.)
9. All residents of Casa del Valle HOA and Casa del Rey HOA at the time of any use permit application shall receive the same notice as the minutes currently require for project site residents.
10. The existing ordinance that bans trucks more than 20 feet in length from parking on Halford Ave. between El Camino and Lillick Drive shall remain in full effect throughout the construction and lifetime of the Santa Clara Square site unless otherwise agreed by Casa del Valle HOA and Casa del Rey HOA. Halford Ave. shall not be used for construction staging.
11. The project shall not cause site traffic flow that interferes with the free flow of bus traffic along El Camino. (The El Camino entrance/exit to the site is just past the existing parking pad for the stop for the VTA buses. A significant increase in site traffic may be a problem for the buses, especially during peak traffic hours.)
12. Full speed DSL (high speed internet access via telephone line) service capability shall be provided in the project area and vicinity. (The project site distance from the telephone company central office currently precludes high speed DSL connections. Adjacent Santa Clara residents have had trouble with this for years. New residents should not have to fight this battle. Cable TV and cable modem service is also not mentioned in the EIR but presumably readily available from Comcast.)
13. The speed limit on Halford Ave. between El Camino Real and Lillick Drive shall be reduced to 20 MPH. (due to the project density, related traffic flow, and safety needs of hundreds of children)
14. Project lighting, including sign lighting, shall not annoy residents of the adjacent townhouse complexes.
15. None of the mature pines that border Halford Ave. (EIR page 10) shall be removed or harmed, regardless of replacement ratio, to maintain the limited noise protection they provide from El Camino and Lawrence noise. (The EIR's proposed 2:1 replacement ratio ignores size differences. We can't wait decades for saplings to grow large enough to meaningfully block noise. It should be possible to structure the project such that it is not necessary to remove or harm these trees.)
16. Construction hours and periods shall be limited to those times specified in the minutes. Parking lot sweeping throughout the project lifetime (including ongoing operations shall not be performed between midnight and 7 AM.
17. The project design shall consider energy efficiency. (Forcing air conditioner use due to windows closed to mitigate noise problems is illogical in times of $70 per barrel oil, in addition to *creating* noise problems for adjacent complex residents.)
18. The developer shall provide evidence of sufficient financial backing to complete the project. (There are too many examples of developers going bankrupt, leaving half-built projects for existing neighbors to deal with for years.)
19. The developer shall provide appropriate areas for dog walking so that residents of the adjacent townhouse complexes are less

18. The Requested Additional Project Approval Conditions are noted for the record, and will be considered by the City Council as part of its decision-making process. They are opinions on the project, not on the DEIR. See Master Response No. 1 for Transportation / Traffic; No. 2 for Notification; No. 4 for Aesthetics; and No. 1 for Biological Resources. Parking is typically designed and planned for the average required parking demand and not peak periods, which would result in an over-abundance of paving and parking. Trash and recycling enclosures will be subject to the review and approval of the appropriate agencies, to assure pick-up locations can be adequately and easily serviced. Bus stops will be accommodated along the project frontage in conformance with VTA requirements. The City of Santa Clara does not provide internet access for city residents; the inclusion of full-speed DSL will be dependent upon AT&T, Metrofi and/or Comcast marketing recommendations. The inclusion of energy efficient appliances is standard practice and will be included in the design of each unit.

likely to have their lawns used as pet bathrooms.

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41. September 10, 2006

RECEIVED
SEP 11 2006
PLANNING DIVISION

Mr. Douglas V. Handerson, AICP
City of Santa Clara Planning Department
1500 Warburton Avenue
Santa Clara, CA 95050

Re: Development of Santa Clara Square/Interested Parties

Dear Mr. Handerson:

I would like to express some disappointment that the proposed Santa Clara Square development plan is substantially beyond what the neighborhood can support. I am not sure why such misalignment exists this far along the process. Although some level of development can improve the situation on that block, this plan goes too far and needs to be scaled back.

1. The plan claims to be within the "character" of the neighborhood. But how could 90' buildings really represent or enhance the surrounding one and two story businesses and residences? The only buildings of such height are clear across town (Great America Parkway and a Santa Clara University dormitory, both appropriate). A much better model of retail co-existing with residential units exists nearby at Flora Vista (Walgreen's and other stores with two stories on top).

2. The adjacent roads are not well suited to the additional traffic. El Camino Real is already quite congested during rush hour, and cars drive through the neighborhood to avoid traffic (Lawrence Southbound to Lillick Drive to Halford, and Lawrence Northbound to Benton to Wood Duck to Halford). Access to this complex should be through the El Camino / Lawrence intersection so that more traffic isn't dumped into the neighborhood. Perhaps the Lillick exit from Lawrence should be closed. It's already a common accident site.

3. The plan states that up to 250 more school age children could become residents. But the local schools at all levels are basically full, so it's not clear where these children would attend school, even if only a fraction of that number exists. Also, with job locations so scattered in the valley, it's not clear that housing density on bus lines is enough to encourage mass transit usage. Finally, the holiday sales events at Kohl's already put parked cars well into the neighborhood, so the minimal accommodations in the plan ought to be reconsidered.

4. Please consider a smaller development plan for Santa Clara Square. Perhaps a 3-level building, with restaurants and shops on the ground level would be better suited to this residential neighborhood, similar to the Walgreen's complex which appears to be successful. Thank you for your attention.

Sincerely,

Colin McCracken
1309 Karmen Court
Santa Clara, CA 95051
(408) 260-7714
ctmccracken@yahoo.com

Responses to Letter No. 41, **Colin McCracken**

1. See Master Response No. 1 for Land Use and Planning and No. 3 for Aesthetics. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

2. See Master Response Nos. 4, 8 and 9 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

3. See Master Response No. 1 for Public Services and Nos. 1 and 2 for Parking. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

4. The comment is acknowledged. No response is required.

42.

From: Keith Stattenfield <keith@stattenfield.org>
To: <DHanderson@ci.santa-clara.ca.us>
Date: Sunday, September 10, 2006 10:55:49 PM
Subject: Santa Clara Square EIR Repsonse

Doug,

Attached is my and my girlfriend's personal responses, as a resident of Santa Clara, to the Santa Clara Square development. I've also sent this response in via USPS; I'd hope you could include it in the materials being discussed by the planning commission this coming Wednesday. I and a few others intend to attend this meeting, so if you have an agenda and location for the meeting I'd appreciate it.

This response is in addition to the other one I sent you from all of the owners in the Casa del Rey HOA.

Thanks!

-Keith
Keith Stattenfield

===

September 10, 2006

Santa Clara Planning Commission
Re: Santa Clara Square Development, File #: PLN2003-04079

Hello,

We are writing as a home owner in Santa Clara about the proposed development on the existing Kohl's site, named "Santa Clara Square" and with file # PLN2003-04079.

We live in a townhouse in the Casa del Rey Homeowner's Association, and our property lies on the southwest edge of this development, directly across Halford Avenue. From our back window we can see part of what is be the Kohl's building, and we are certain that we will be able to see much of the upper parts of the buildings from our back second story balcony.

1. We have several concerns about this development. Although it will be nice to have more shops and possibly restaurants in the neighborhood to frequent, especially ones which can be easily walked to, the development as a whole seems like it will be large and out of place right next to our ordinary-sized houses.

2. Probably our first concern is that the development isn't putting in enough parking spaces for the expected usage, and that in turn that means that much of the on-street parking which is currently near our houses for us and our guests to use will be filled and in use by people shopping and by residents at night. Our complex has a small amount of guest parking, but we do rely on the ability for guests and even ourselves to park on Burnley Avenue occasionally. Creating a

Responses to Letter No. 42, **Loretta Beavers and Keith Stattenfield**

1. See Master Response No. 1 for Land Use and Planning and No. 3 for Aesthetics. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

2. See Master Response No. 1 for Parking. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

shopping center just across the street with a 100+ parking space deficit would likely mean that the parking along Burnley Way adjacent to our homes, which we've relied on for occasional parking needs will no longer be available. We also sympathize with future residents that will be forced to drive deep into the neighborhood to find parking, or be tempted to park illegally in alleys or private parking lots.

3. Our second concern is that this represents a very significant increase in the density for our neighborhood – another 1000-2000 people, all living across the street, with an extra 200-300 children in Laurelwood Elementary, Petersen Middle and Wilcox High School. All of these schools are currently almost full, and none of them could deal with an extra 100 students a year or two from now when construction finishes. Santa Clara, as a city, can clearly handle another 300 children, but our single neighborhood shouldn't be the only one to bear this increase. Similarly, the few nearby parks and open spaces here shouldn't be deluged with 1,500 more people trying to use them. It doesn't appear that this development is adding anything substantial in the way of amenities for the people who will live there. People deserve a safe and pleasant space for themselves or their children to unwind, especially since the larger units could 6 or more people, which is rather crowded.

4. We also are concerned about the traffic, noise and disruption this will bring to what is currently a pretty nice, quiet and peaceful neighborhood. Our master bedroom opens onto Halford Avenue, and frequently we need to keep our windows and sliding doors on the Halford Side of our house open during the summers to get cross ventilation in our house. If the level of traffic along Halford increases to, as we read, 10-15 cars per minute during the day during the peak hours, we may no longer be able to sleep or do much of anything in our house. We're also concerned about the higher level of pedestrian traffic interacting with the increased auto traffic. It is an unsafe combination.

5. One more thing, which isn't really a concern but something you should think about before approving any more residential in this area of Santa Clara, is that the available internet connectivity in this particular area in Santa Clara leaves much to be desired. I'd hate to think of putting more people onto the meager offerings. Comcast Internet services here are sluggish, I'm told because we're at the edge of a service area and more people are using it that it was designed for. SBC / AT&T doesn't provide DSL service in this area at all, given that we're more than 13,000 feet from the nearest telephone central office, and even MetroFi, which claims to cover all of Santa Clara, has no close presence in our area. Internet access at reasonable speeds is increasingly important these days.

6. Wrapping things up, many of my and Loretta's concerns would be alleviated if the size of this development was scaled down a bit, to something more in line with our neighborhood. If you drive up and down El Camino Real, starting at El Camino and Halford – the western edge of Santa Clara, and head east, about the biggest buildings you'll see will be three or perhaps four stories. If you head up Halford a couple blocks, you'll see two and three story apartment buildings; just south of my house and further west is almost all one and

3. See Master Response Nos. 1, 2 and 3 for Public Services. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

4. See Master Response No. 2 for Noise and No. 4 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

5. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

6. The comment is acknowledged. No response is required.

occasional two-story suburbia with single-family ranch homes. Even the buildings in Santana Row, which this feels a bit like to us, aren't eight stories. Nowhere will you see an eight story, 2000 person enclave, and we don't think this is the place to start. Something smaller – three or four floors, with retail on the ground and commercial or residential above, would fit in better, wouldn't be jarring as you suddenly came upon it, and wouldn't overtax the services and neighborhood of our little corner of the city.

7. Thank you for taking the time to read and consider our opinions. We look forward to further discussions on this and what we hope is an eventual compromise. We can be reached with questions at the addresses below.

Sincerely,

Loretta Beavers
Stattenfield
1395 Gazdar Court
Court
Santa Clara, CA 95051
CA 95051

246-6376

@stattenfield.org

Keith

1395 Gazdar

Santa Clara,

408

keith

CC: Keith Stattenfield <keith@stattenfield.org>

7. The comment is acknowledged. No response is required.

43.

From: Stan Tsu
To: <DHanderson@ci.santa-clara.ca.us>
Date: Monday, September 11, 2006 12:20:34 PM
Subject: Personal comment on proposed Santa Clara Square development

Stan Tsu

August 10, 2005

To: Douglas V. Handerson, AICP
City of Santa Clara Planning Department
Attn: Santa Clara Square / Interested Parties
1500 Warburton Avenue
Santa Clara, CA 95050

Re: Proposed Santa Clara Square development

Cc: Keith Stattenfield, President, Casa Del Rey Homeowner's Association

Mr. Henderson:

I own a townhome one block south of the proposed Santa Clara Square development on El Camino Real.

1. I concur with the points made by Keith Stattenfield in his letter dated September 9th addressed to you regarding this development on the Kohl's site. There are serious issues this "Manhattan" development brings up that are in conflict with our existing suburban neighborhood.

2. I do not understand why the developers are asking to put up three eight-story 95-foot buildings when the National Building Code for buildings of this height is 50-65 feet and the City of Santa Clara has already told them this.

3. Furthermore, if you drive along El Camino Real, you will note that most developments are single-story and are not multi-function. Putting in the proposed buildings of this scale clearly does not mesh with the neighborhood.

4. In summary, I am against this proposed development as presently configured.

If you have questions about this letter, please feel free to contact me at the above address or phone number, however I ask that my contact information not be released to the general public.

Yours for a better and more unified Santa Clara,

Responses to Letter No. 43, **Stan Tsu**

1. See responses to letter No. 35 from the Casa del Rey Homeowner's Association. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

2. The comment is acknowledged. No response is required.

3. See Master Response No. 1 for Land Use and Planning and No. 3 for Aesthetics. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

4. The comment is acknowledged. No response is required.

Stan Tsu

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

CC: <keith@stattenfield.org>

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44.

(44)

September 10, 2006

Mr. Douglas Handerson, AICP
City of Santa Clara
Planning Department
1500 Warburton Avenue
Santa Clara, CA 95050

Dear Mr. Handerson: Re: Santa Clara Square SCH# 20003122002

For over twenty years, we have lived close to the Santa Clara border (off Henderson and El Camino). The proposed development of the Kohl's site in our neighborhood is alarming. While we understand the land is very valuable and development likely, we are very concerned about the adverse impact the Santa Clara Square project will have on our community and quality of life. Our concerns fall primarily into three general categories: the schools, traffic and the aesthetics and uniformity of our neighborhood.

1. We have extensive experience with Santa Clara schools. Our 19 year old daughter attended Laurelwood, Peterson, and Santa Clara High School. Presently our two sons are enrolled at Laurelwood Elementary School. The S.C.U.S.D. is currently challenged to meet the needs of its student population. To assert that an additional 250 students would only have a "minimal impact" on already overcrowded local schools is shockingly short sighted. Such remarks lead us to question the adequacy and validity of the Draft Environmental Impact Report for this project.

2. Traffic along El Camino Real in Santa Clara during peak commute hours Monday through Friday is a challenge. It becomes even worse when you factor in evening and weekend shoppers. If an additional 1200 residents, plus business owners and shoppers were added to El Camino Real and Lawrence Expressway, there would be even more traffic and congestion. This is another example of a factor minimized in the draft E.I.R.

3. If you travel down El Camino Real in Santa Clara, you will observe mostly single story or two story dwellings. Santa Clara Square will not fit in with the surrounding neighborhood, either in density or scope. If you must bring this project to life on this specific site, please scale it down to a maximum of three stories so that it fits in with the pre-existing community rather than creating even more overcrowding in our schools, a traffic nightmare and a monstrosity we are forced to live with but bitterly resent. We urge you to consider the needs of the local residents and community before those of the developer and landowner.

Sincerely,

Janice Wolf

Janice and Roy Wolf
1360-E Roadrunner Terrace
Sunnyvale, CA 94087

Responses to Letter No. 44, **Janice and Roy Wolf**

1. See Master Response No. 1 for Public Services. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

2. See Master Response Nos. 1 and 6 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

3. See Master Response No. 1 for Land Use and Planning and No. 3 for Aesthetics. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

45.

From: Ivonne zelaya <dije_z@yahoo.com>
To: <Planning@ci.santa-clara.ca.us>
Date: Sunday, September 10, 2006 7:33:04 PM
Subject: Kohls Parking Lot construction

Dear Sir or Madam:

1. Please do not allow the construction of an 8-story building in our neighborhood. I have driven all over El Camino Real -- there is not even a 5 story building anywhere. Eight stories would be devastating for our neighborhood (behind Burger King).

2. I have read the plans and there won't be enough parking spaces. People will attempt to park in our neighborhood (Burnley and Halford).

3. Our neighborhood is going to put up a big fight. We already have to deal with all the Santa Clara residents driving through our neighborhood to take their kids to Peterson. You will have to completely close Burnley if this plan is approved.

4. Please re-consider. We do not need more traffic on El Camino and Halford. It already is a nightmare.

Thank you.

Everett Zelaya
1338 Thunderbird Avenue & Burnley

Get your email and more, right on the new Yahoo.com

Responses to Letter No. 45, **Everett Zelaya**

1. See Master Response No. 1 for Land Use and Planning and No. 3 for Aesthetics. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

2. See Master Response No. 1 for Parking. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

3. See Master Response No. 5 for Transportation / Traffic. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

4. The comment is acknowledged. No response is required.

46.

(46)

Michael RK and Sukanya K Alley
3751 Lillick Drive
Santa Clara
CA 95051

2006
PLANNING DIVISION

Douglas V. Handerson, ACIP
Associate Planner
Planning Department
1500 Warburton Avenue
Santa Clara, CA 95050

11th September 2006

RE: SCH#20003122002

Dear Douglas Handerson

/. We are residents of the Casa Del Valle community and live on Lillick Drive. We are writing to you to register our opposition to the present plan for Santa Clara Square. Although we are not opposed to the square being redeveloped as the space is undeveloped, the present plan will cast a large shadow over our community and also vastly increase the amount of traffic on Lillick Drive and Halford Avenue. This increase in traffic will increase the level of air pollution and also make the Lawrence-Lillick junction much more dangerous.

Yours sincerely,

Responses to Letter No. 46, **Michael R. K. and Sukanya K. Alley**

1. See Master Response No. 1 for Aesthetics; Nos. 2, 4 and 9 for Transportation / Traffic; and No. 1 for Air Quality. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

48.

(48)

From: Angelo Margozzi <margozzi@yahoo.com>
To: Douglas Handerson <planning@ci.santa-clara.ca.us>
Date: Monday, September 11, 2006 5:52:09 PM
Subject: Kohl's parking lot project

Dear Mr. Handerson:
As a homeowner of 38 years, living just two blocks away from the proposed 8-story building, I am very concerned about the height of the proposed building, the increased traffic and congestion and the increased use of residential streets as escape avenues.

1. The 8-story building is much taller than any in the area except the old Kaiser hospital. The new Kaiser hospital is a sensible 4-stories. This is safer in an earthquake, and it produces less traffic and congestion. An 8-story building would be an eyesore for all the residences in the area. This is a sharp departure from any graduated height plan the city may have had.

2. The traffic and congestion between Halford and Flora Vista is very bad. This project will make it much worse. Between the streets mentioned above, a distance of 625 yards, there are 5 traffic lights. During peak hours it is currently very tedious to travel those 625 yards. This project will add considerably to the congestion.

3. The increased use of residential streets will increase noise, exhaust pollution, and the hazard to children. The location is very close to three schools.

4. I hope that you will take seriously these concerns, which I am sure, are shared by many other homeowners in the area.

Yours truly,
Angelo Margozzi
1357 Turnstone Way
Sunnyvale, CA 94087-3737

Responses to Letter No. 48, **Angelo Margozzi**

1. See Master Response Nos. 2 and 3 for Aesthetics and No. 1 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

2. See Master Response No. 2 for Transportation / Traffic. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

3. See Master Response No. 2 for Noise; No. 1 for Air Quality; and No. 11 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

4. The comment is acknowledged. No response is required.

49.

From: Lorraine May <misfire-897@comcast.net>
To: Doug Handerson <dhanderson@ci.santa-clara.ca.us>
Date: Monday, September 11, 2006 3:46:49 PM
Subject: Re: Comments on Draft Environmental Impact Report for Santa Clara Square

Mr. Handerson,

Is there a general comment period at planning meetings for residents and concerned citizens at the end of Planning Meetings? It was my understanding that this was so. I would like to comment as well as members of the Casa Del Ray Homeowners association.

/. Also, I would like to add that an exception be made to your 300 foot notification rule. It seems insufficient in this case as large numbers of the homeowners who will be affected by traffic, parking and school capacity issues will be out of the 300 foot area. Could neighbors in the larger area be notified somehow be notified? Perhaps by sending an email to the Birdlandneighbors@yahoogroups.com most people in the surrounding areas will be aware of the meeting.

Thank you so much,

Lorraine May

doug1 wrote:
> On Mon, Sep 11, 2006 at 10:32:40AM -0700, Doug Handerson wrote:
>
>> I wanted to expedite a clarification to you that the City has not yet
>> scheduled any Public Hearings regarding the Santa Clara Square
>> development proposal. There is a September 13, 2006 Planning Commission
>> meeting, but there is nothing on that agenda related to this
>> application. When a Public Hearing is scheduled, property owners within
>> 300 feet will receive a written notice that will be mailed ten days in
>> advance of the Public Hearing. Could you please convey this
>> clarification to your Homeowners Association? Thank you for your
>> input.
>>
>
> Done! Thank you for the clarification.
> One of my neighbors was supposed to drop off some hard copies of various
> letters to your office today. There is one in there from me. It is
> identical to the one you got from me in email this morning.
>
>
>

CC: doug1 <doug1@sonic.net>

Responses to Letter No. 49, **Lorraine May**, September 11, 2006

1. See Master Response No. 1 for Notification; No. 1 for Transportation / Traffic; No. 1 for Parking; and No. 1 for Public Services. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

50.

From: "Eileen McGough" <emcg789@earthlink.net>
To: <Planning@ci.santa-clara.ca.us>
Date: Monday, September 11, 2006 10:44:58 AM
Subject: Impact Report

To:
9/11/06

Mr. Doug Handerson,

1. The City of Santa Clara's plan to rezone the site where Kohl's department store is located will create a congested eyesore on the corner of El Camino Real. I live on Thunderbird Avenue and I'm firmly against 8 story buildings and 1225 new residents and probably 980 cars (all family's have 2 cars in today' world) squashed onto that site. The impact on Lauralwood school is NOT GOOD. The traffic and pollution will be worse. You really don't care about the impact to this entire neighborhood, and it really makes me sick!!!!

2. Our tax dollars pay your salaries.....and don't forget it.

3. Your impact report came to the conclusion you asked for, I'm sure. It is all about more tax revenue for the city. No matter how ugly as long as the city gets more money. This ties in with sustainable development and Agenda 21, too. High density housing.

Eileen McGough
emcg789@earthlink.net
Why Wait? Move to EarthLink.

Responses to Letter No. 50, **Eileen McGough**

1. See Master Response No. 2 for Aesthetics; No. 1 for Public Services; No. 1 for Transportation / Traffic; and No. 1 for Air Quality. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

2. The comment is acknowledged. No response is required.

3. The comment is acknowledged. No response is required.

53.

To Whom This May Concern:

Under a rezoning application currently before the city council, the area surrounding Kohl's department store would be developed as a transit-oriented, mixed-use development including residential, office and retail space, and this would be called "Santa Clara Square" (this proposal shall be referred to herein as *Santa Clara Square*). As written, this is a bad proposal and should be rejected until the concerns outlined in this document are properly addressed. Specifically, issues with: *aesthetics*, *air quality*, *land use and planning*, *noise and privacy*, *traffic* and *home values* will be discussed. I will rely on the Environmental Impact Report (herein "EIR"), the General Plan for the City of Santa Clara, private discussions with a city planner and common sense.

Aesthetics: The EIR identifies what they call "significance criteria" as a measure by which proposed projects are scored. With respect to aesthetics, *Santa Clara Square* would have a significant impact on aesthetics if it:

- "...creates a new source of substantial light or glare that would adversely affect day or nighttime views"
- "...substantially damage scenic resources, not limited to trees"
- "substantially degrade the existing visual character of quality of the site"

The EIR outlines the mitigation plan that *Santa Clara Square* puts forth to address the impact on aesthetics. Specifically, they plan to:

- use downward-directed lights with low elevation standards
- replace approximately 40% of the trees
- sweep and wash streets on a nightly basis
- clear debris and rubbish from all sites visible from a public street

The *Santa Clara Square* mitigation plan fails to address several issues of importance to Casa Del Valle. The plan fails to:

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Responses to Letter No. 53, **John T. Reagan**

The introductory comments on this page are acknowledged. No response is required.

1. - Address the loss of light coming into Casa Del Valle, specifically on the units immediately bordering the proposed project. The plan fails to call for a Sun and Shade Study that could be conducted by the Urban Land Institute[1] that would fairly assess the impacts of loss of light on Casa Del Valle. This is a significant issue for the units bordering Kohl's because this is currently the major source of light coming into the units. If this disappears, the units will be very dark.

2. - Provide assurances that the trees to be replaced are consistent with the landscape of Casa Del Valle or that the replacement trees will do anything to ensure the privacy of the units immediately bordering the proposed project. For instance, Casa Del Valle may request that all of the trees along the border with Kohl's be replaced in a fashion that is consistent with the existing landscape of the community.

3. - Address the loss of view for the units immediately bordering the proposed project. While the current view isn't great, I do have an unobstructed view of blue sky and this is pleasant.

4. - Specify a plan to clear debris and rubbish from all sites visible from adjacent communities. It would be a disaster from the perspective of Casa Del Valle if all debris is piled up in plain view of the residents now bordering Kohl's department store.

Air Quality: With respect to aesthetics, *Santa Clara Square* would have a significant impact on air quality if it:

- "...exposes sensitive receptors to substantial pollutant concentrations"

To be clear, the "sensitive receptors" this criterion refers to is us, the residents of Casa Del Valle. Specifically, it is the young children and the elderly.

The EIR outlines the mitigation plan that *Santa Clara Square* puts forth to address the impact on air quality. Specifically, they plan to:

[1] See http://en.wikipedia.org/wiki/Urban_Land_Institute

1. See Master Response No. 1 for Aesthetics. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

2. See Master Response No. 6 for Aesthetics. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

3. See response to comment No. 1 above.

4. See Master Response No. 5 for Aesthetics. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

- request the creation and implementation of a Construction Air Quality Plan to outline twelve (12) common dust suppression techniques

The *Santa Clara Square* mitigation plan fails to address several issues of importance to Casa Del Valle. The plan is lacking due to its vagueness:

5. - This Construction Air Quality Plan does not currently exist and there are no provisions for Casa Del Valle resident to have any input to what is acceptable once the *Santa Clara Square* rezoning application is approved.

6. - No specifics are provided on which (or how many) of the twelve (12) dust-suppression techniques are to be employed. And there is no provision for any Casa Del Valle input. For instance, what if the plan calls for the cheapest solutions and these result in excessive dust being generated in the vicinity of the adjacent community? Would Casa Del Valle have any recourse under this plan?

Land Use and Planning: With respect to land use and planning, *Santa Clara Square* would have a significant impact on land use if it:

- "...conflicts with any existing applicable land use plan, not limited to the General Plan,..."

The EIR identifies that *Santa Clara Square*:

- proposes a six (6) story residential complex fifty-five feet (55') from the adjacent community
- suggests that this will improve Santa Clara's job-to-housing ratio

Santa Clara Square clearly violates the intent of the General Plan and does not significantly improve the job-to-housing ratio. Specifically:

7. - The General Plan defines Transit-Oriented Mixed-Use as "...total building height should not exceed three (3) stories including parking within fifty feet (50') from

5. See Master Response Nos. 1 and 2 for Air Quality. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

6. The comments are acknowledged. No response is required.

7. See Master Response No. 1 for Land Use and Planning. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

an adjacent single family home". While *technically* not violating the exact wording of the General Plan, it is obvious to even a child that *Santa Clara Square* clearly violates the intent; that is, do not place extremely large developments next to pre-existing homes. Moving the proposed residential building back five feet (5') and doubling the height of the building is unacceptable.

8. - From the numbers in the EIR, the existing job-to-housing ratio is 2.63. With the numbers presented in the EIR, the new ratio would be 2.59. This amounts to a 1.6% improvement in the ratio, clearly not a significant improvement under any arithmetic.

Noise and Privacy: With respect to noise and privacy, *Santa Clara Square* would have a significant impact on noise and privacy if it:

- "...causes substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project"
- "...causes substantial permanent increases in ambient noise levels in the project vicinity above levels existing without the project"

The EIR outlines the mitigation plan that *Santa Clara Square* puts forth to address the impact on noise and privacy. Specifically, they plan to:

- Build the first three (3) floors of the six (6) unit residential complex with no openings on the wall adjacent to the existing community to minimize noise
- Use special grating to minimize tire squeal and others

The *Santa Clara Square* mitigation plan fails to address several issues of importance to Casa Del Valle. The plan is lacking in several regards:

9. - Neither *Santa Clara Square* nor the City of Santa Clara identifies a timetable for the initiation or completion of this project. In fact, if the rezoning application is approved, there is no requirement to ever finish the development. The EIR identifies that the hours of construction would be from 7am to 6pm M-F and 9am to 6pm on Saturday. They also identify that the expected noise levels during

8. The comment is acknowledged. No response is required.

9. See Master Response No. 1 for Project Schedule. The project will comply with the City Code's restrictions on the hours of construction within 300 feet of any residentially-zoned property. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

construction may be up to 20dBA greater than the existing noise levels. If the existing noise levels at the units now bordering Kohl's are approximately 70dBA, this means that noise levels can be expected to be up to 90dBA. As a point of reference, sound experts subjectively quantify 70dBA as "intrusive", 80dBA as "annoying" and 90dBA as "can cause hearing damage with unprotected 8-hour exposure"[2]. Given that there is no timetable associated for the development and 9 to 11 hour workdays, this is unacceptable. This would seriously impact the salability of the homes now bordering Kohl's department store during this uncertain period.

10. - *Santa Clara Square's* proposal to deal with non-fixed noise sources is not acceptable. For instance, what happens when a car alarm goes off in the parking structure at 2am? If the rezoning application is approved, the mitigation plan fails to specify what recourse existing residents will have to combat non-fixed noise sources. The police department will be inundated with phone calls to address non-fixed noise sources such as parking structure noise and there is no easy resolution to this type of complaint due to the transient nature of this noise.

11. - There is no provision in place to restrict the types of office and retail which may be permitted to operate in *Santa Clara Square* adjacent to the existing community. For example, Casa Del Valle would request that certain types of businesses not be allowed to operate because of the potential deleterious effect on home values. Such businesses and restrictions would include: no outdoor sound projection, no adult entertainment, no alcoholic sale adjacent to Casa Del Valle, no business with an outdoor patio facing Casa Del Valle, etc. Also, there is no provision for restricting hours of operation of such businesses. Certainly a bar that is open until 2am would be unacceptable as a business bordering Casa Del Valle.

Traffic: With respect to traffic, *Santa Clara Square* would have a significant impact on traffic if it:

[2] www.segrp.com

10. See Master Response No. 5 for Noise. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

11. See Master Response No. 4 for Land Use and Planning. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

- "...an increase in critical delay of at least 4.0 s and increase the V/C ratio of 0.010 at City intersections projected to operate at level of E or F"
- "...result in inadequate parking"

The EIR reports that:

- traffic analysis using commonly accepted tools at intersections in the vicinity of *Santa Clara Square* has been performed
- *Santa Clara Square* provides for less parking spots than regulations require and this will require them to apply for a variance

With respect to traffic, *Santa Clara Square* will have a significant impact on the existing communities such as Casa Del Valle. Specifically:

12. - *Santa Clara Square* provides no provision for on-ramp metering from El Camino Real to Southbound Lawrence Expressway. This is already a very dangerous on-ramp and this will be the primary southbound exit point from *Santa Clara Square*. Because the traffic analysis focused on "intersections", they failed to address this on-ramp. This is also particularly troublesome to homeowners of Casa Del Valle because the exit on Lillick Avenue from Lawrence Expressway is how many residents return from work. The lack of on-ramp metering is unacceptable.

13. - The traffic mitigation plan for *Santa Clara Square* also fails to identify any restrictions on adjacent side streets to discourage them from being used as "short-cuts". Some consideration should be given to minimize the impact to the local community.

14. - One of the goals of the Transit-Oriented Mixed Use Developments is to build residential, office and retail complexes near existing transit lines and *Santa Clara Square* aims to do exactly this. And this is admirable. However, it is my personal opinion that people who can afford to buy this type of property are not the kind of people who will be taking the bus to work. These transit lines are largely inconvenient as far as commuting to and from work and as a result, it is my

12. See Master Response Nos. 6, 7 and 9 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

13. See Master Response No. 5 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

14. The comment is acknowledged. No response is required.

opinion that the estimates of how many people will be taking the bus is exaggerated. And as a result, the traffic impact will be worse than they project.

15. - With respect to the significance criteria mentioned above, it is my opinion that this is an unacceptable criterion. The way I interpret that is that as long as this new development doesn't cause an "F" traffic situation to degrade to a "F –" then it's not significant. I stand behind argument that says that the City fix the problems it has before considering additional developments which admittedly will only make the problems worse. None of us would settle for this in our daily lives, why should we have to settle for this from our city government?

16. **Home Values**: None of the information that I have been able to find addresses what is likely to happen to home values of the existing communities if *Santa Clara Square* is approved. A study could be funded by *Santa Clara Square* to assess the likely impact.

17. **Plan Forward**: While I am currently expressing an opinion to reject *Santa Clara Square*, as proposed, let me state that I am in favor of revitalizing the area and that *Santa Clara Square* could be an acceptable solution if the concerns expressed in this document are addressed to the satisfaction of the residents of Casa Del Valle.

John T. Reagan
3635 Brach Way
Santa Clara, CA 95051
johnr@ieee.org
408.983.1256

15. See Master Response No. 1 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

16. See Master Response No. 3 for Land Use and Planning. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

17. The comment is acknowledged. No response is required.

54.

From: "Rudy Siri" <rlsiri@sbcglobal.net>
To: <Planning@ci.santa-clara.ca.us>
Date: Monday, September 11, 2006 8:52:03 AM
Subject: Santa Clara Square Mixed Use Development

Mr. Handerson,

1. I just heard about the Santa Clara Square Mixed Use Development. After reviewing the facts, I have come to the conclusion that the development will severely impact the surrounding community in a very negative way. I wish to express my opposition to this proposal and urge it's rejection.

2. I would have been fair for all of the residents in the surrounding area, both Santa Clara and Sunnyvale to be notified about the development by mail. I was not so notified. I hope that any further action with regard to this development will be made known to the residents of the area by mail.

Sincerely,

Rudy Siri
1058 Castleton Way
Sunnyvale, CA 94087

Responses to Letter No. 54, **Rudy Siri**

1. The comment is acknowledged. No response is required.

2. See Master Response No. 1 for Notification. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

55.

From: gordon wilson <gordonwilson55@yahoo.com>
To: <Planning@ci.santa-clara.ca.us>
Date: Monday, September 11, 2006 8:41:22 AM
Subject: Santa Clara Square development

Hello,
1. I have some concerns about the Santa Clara Square development.
They are the same as those expressed by Lorraine May.
She will be at the Sept 13 meeting.
Please listen to her concerns.

regards,
gordon wilson
1334 Spoonbill Way

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http://mail.yahoo.com

CC: <misfire-897@comcast.net>

Responses to Letter No. 55, **Gordon Wilson**

1. See responses to letter Nos. 26 and 49 from Lorraine May. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

56.

Mr. Douglas V. Handerson, AICP
Associate Planner
City of Santa Clara
Planning Department
1500 Warburton Avenue
Santa Clara, CA 95050

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Dear Mr. Handerson:

I was recently notified of the Draft Environmental Impact Report posted on the city of Santa Clara website for the 3700 El Camino Real (Santa Clara Square) proposed project. I thoroughly reviewed the report and found a few areas that really caused concern and decided to mail my comments.

My areas of concern center on Land Use and Planning, Noise and Traffic. I have made these headings below and placed my concerns under the appropriate heading. I have tried to document the page of the DEIR which contains the information I am referring to.

Land Use and Planning:

1. As noted on page 64 in the Potentially Significant Environmental Impacts section of the DEIR text, no other property in the vicinity has such a high population density. Also noted on page 11 in the Project Description section of the DEIR text, the height of the proposed development of eight stories or 95 feet far exceeds the heights of other buildings in the immediate area. A proposed project should match the population density and building height of the surrounding community in order to be compatible.

Noise:

2. In the Potentially Significant Environmental Impacts section of the DEIR text, almost no analysis work is spent on determining the amount of noise generated by 490 residences and how it affects the homes in the vicinity of the development. On page 72 of the Potentially Significant Environmental Impacts section, only the HVAC units are considered and not the residences. The addition of this many people most certainly will create more noise than today's parking lot.

3. In the Potentially Significant Environmental Impacts section of the DEIR text, no noise analysis work is done on the increased traffic through the neighborhoods immediately south and west of the proposed project. The increased number of trips through the neighborhoods will result in a noisy environment and a decreased quality of life.

Traffic:

4. On page six and seven in the Transportation Impact Analysis Appendix, the residential street traffic section fails to analyze a much shorter route in use by motorists today. People wishing to avoid El Camino Real congestion utilize a route involving Henderson Avenue, Bryant Way, Thunderbird Avenue and Burnley Way. This route would see a dramatic increase in traffic not even considered by the study. The increased traffic will result in more noise, less safety at intersections, and a decreased quality of life.

5. The traffic studies listed in the Transportation Impact Analysis Appendix Table 2 on page 24 which form a basis of the traffic impact analysis are nearly three to four years old. These figures are then used to estimate 2005 traffic listed in Appendix C of the Transportation Impact Analysis. The estimates in Appendix C of the Transportation Impact Analysis fail to incorporate recent developments since 2003 in the calculations. The developments in the vicinity include the new Kaiser Permanente Hospital at Lawrence Expressway and Homestead Road, The increase in traffic due to the Kohl's

Responses to Letter No. 56, **Scott Kidney**

1. See Master Response No. 1 for Land Use and Planning and No. 3 for Aesthetics. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

2. See Master Response No. 1 for Noise. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

3. See Master Response No. 2 for Noise. A just-perceptible increase in noise (3 dB) requires a doubling of traffic volume, which is not going to occur. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

4. See Master Response Nos. 4 and 5 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

5. See response No. 2 to letter No. 51, City of Sunnyvale and Master Response No. 10 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

store which replaced K-Mart, Best Buy on El Camino Real in Sunnyvale, and Pet Smart on El Camino Real in Sunnyvale.

6. • The traffic studies listed in the Transportation Impact Analysis Appendix also fail to consider the increased traffic associated with transportation of the estimated 250 students outlined on page 75 in the Schools section of the Environmental Impacts section of the DEIR text. While not all students will be transported, a significant portion may be, and will cause a rise in the traffic on the streets between the proposed project and the schools listed in the report.

7. • On the last page of the Transportation Impact Analysis Appendix, a diagram of the proposed median on Halford Avenue is drawn. The median is proposed in such a way to promote motorists who wish to avoid El Camino Real congestion to utilize a route involving Henderson Avenue, Bryant Way, Thunderbird Avenue and Burnley Way. To alleviate this concern, the southern Halford Avenue entrance should be limited to Kohl's loading dock traffic only with fixed barriers and the middle Halford Avenue entrance should be eliminated. The entrance traffic for the proposed project should be kept as close to El Camino Real as possible and not brought into the adjacent neighborhoods.

8. • As listed on page seven of the Transportation Impact Analysis Appendix, the parking calculations do not specify the time of year the numbers were collected. Based on the numbers listed, these calculations do not appear to consider the holiday shopping season. As a resident looking out on Kohl's, I have noticed their parking lot has been extremely full and parking has spilled out on to the streets during the holiday season. The proposed project increases retail space, decreases Kohl's number of parking spaces, and fails to adequately calculate holiday parking projections which will most certainly cause substantial, commercial street parking in the neighborhoods.

Lack of Bike Lanes

9. • Halford Avenue current is very bicycle friendly due to its width and its generally single lane of traffic in each direction. The proposed layout of Halford Avenue as depicted on the last page of the Transportation Impact Analysis Appendix will create a dangerous environment for bicyclists with cars backing out of parking spots and the narrow road due to the parking, three lanes of traffic and the median. All attempts should be made to keep Halford Avenue a bicycle friendly street.

10. I feel all of these areas of concern are accurate and require urgent attention. I look forward to your written reply and would not mind giving input on these issues further. Please contact me if you have any further questions.

Best regards,

Scott Kidney 9-09-2006

Scott Kidney, PE
1349 Thunderbird Ave.
Sunnyvale, CA 94087

Cc: Gerri Caruso, Principal Planner, City of Sunnyvale

6. See Master Response No. 1 for Transportation / Traffic. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

7. The proposed median is designed for safe access and circulation to the project. There is no intent to divert traffic into the surrounding neighborhood. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

8. See Master Response No. 1 for Parking. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

9. The comment is acknowledged. No response is required.

10. The comment is acknowledged. No response is required.

57.

From: Tappan Merrick <tapmerrick@yahoo.com>
To: Doug Handerson <dhanderson@ci.santa-clara.ca.us>
Date: Tuesday, September 12, 2006 6:38:16 PM
Subject: 490 unit complex at Lawrence & El Camino

Per your reuqest, I am resending this e-mail as originally drafted. I am now aware that this is not a townhome development, but instead an 8 story condominium project. Most, if not all of my comments still apply. Thank you.

Dear Mr. Douglas Handerson,
I wish to comment on the townhome development planned at the southwest corner of Lawrence Expressway and El Camino Real in Santa Clara (in what one might refer to as the Kohl's' shopping complex).

As far as my "credentials" go, I am a 29 year resident of the Raynor Park/Birdland/Laurelwood neighborhood (bounded by Homestead, Lawrence, El Camino Real and Wolfe), although I do live on the Sunnyvale side of the city limits. I have served in various local youth sports leagues for 19 seasons (including Santa Clara Westside Little league) from coach and officiant to various board positions, including league president. I am currently serving as the chairman of the Save Peterson Field Committee, a neighborhood action group, which was instrumental in getting the Santa Clara Unified School District to reconsider selling 8 acres of Peterson Middle School's 26 acre sports field and instead put out for bid to local youth groups to renovate and maintain. That bidding process is currently underway.

1. Several issues come to mind, which I would like to address. First, though not critical, is the loss of the Taco Bell located there. I had an opportunity to manage that restaurant for 18 months in 1992 and 1993. While I am not sure of it's success in recent years, I do know that at the time I worked there, it was the second busiest Taco Bell in California. It would be too bad to loose it and it's sales taxes to our community.

2. Second, parking appears to be woefully inadequate to accommodate 490 high end units, keep the Kohl's, and build an additional 12 to 15,000 square feet of office and retail office space. Because of the nature of California construction, attics and basements are usually not part of typical construction. Thus, where do residents store their "extra" stuff? Take a look at how many people park in their driveways and on the street and you will soon deduce that it is in their garages. While it really doesn't make financial sense that people save hundreds of dollars of junk in their

Responses to Letter No. 57, **Tappan G. Merrick**

1. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process. The existing Taco Bell restaurant will be given an opportunity to relocate on the site.

2. See Master Response No. 1 for Parking. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

garages while they park their $20,000 to $50,000 vehicles out in the weather, it still is what most people do.

In my particular area, there are 12 two-car garage homes, with 25 drivers, accounting for 31 vehicles (that's right, more cars than drivers), and only six garage spots are actually used to park cars. My family accounts for two of the six garage spots used.

The City of Sunnyvale's City Council has just had complaints from residents of a brand new townhome community on Arques (still not completed) complaining of no parking spots available, including street parking, even though there were supposed to be two garage spots and two guest parking spots for each townhome. These people paid about $700,000 to buy into this "luxury" development. They were told to work it out with their homeowners' association.

My calculations indicate that you need to plan for up to 5 parking spots per homeowner, plus additional parking for Kohl's and the retail/office space still being planned. That's going to mean you will need at least 2,500 parking spots, instead of the 1,600 currently planned.

3. The third issue is school overcrowding. SCUSD believes that this complex will only add some 50 students to their local schools, a number which they feel that they can handle. Peterson Middle School will definitely be able to handle that load, as Alviso students have moved to a new middle school in the north end of the City. Laurelwood, however, already uses 8 portable classrooms, and is overflowing with children. So if 50 kids move in, then there will be some minor problems. The real question comes when all of the young families start having children, just like in the fifties when our neighborhood was first developed. Now, instead of 50 kids, you have 350 more kids going to Laurelwood. You can't reopen Raynor School, because SCUSD doesn't own it. In fact, the current owner, the City of Sunnyvale, is considering selling the three acre building site off for revenue to the City and more housing (probably to be zoned for more townhomes).

4. The fourth issue is public parks usage. Apparently some bozo has decided that people living in this new complex will automatically use the Santa Clara City park located next to the fire station on Benton Avenue, or the City's main park on Kiely. This means crossing a very busy Lawrence Expressway. People will go to, and send their kids to the closest park to them, regardless of city borders. They will also insist that their children not cross Lawrence, but

3. See Master Response No. 1 for Public Services. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

4. See Master Response No. 3 for Public Services. The City of Santa Clara does not have the ability to require a developer to donate money to a private group for sports fields. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

must instead take the safer route to the Sunnyvale parks. That means Patrick Henry, Peterson and Raynor Park, which are all within the City of Sunnyvale's boundaries. Patrick Henry is now closed to all users except for the Sunnyvale Alliance Soccer Club (per contractual agreement with SCUSD). Peterson's field will also be closed to all except whomever wins the bid on that field. Only Raynor Park will be available for public use. Laurelwood School's field has no equipment, backstops or soccer goals, and is fairly unusable for activities. Any complex development the City of Santa Clara is considering should include a financial donation to the winning youth group bid on Peterson Field, to help pay their fair share of future maintenance costs.

Local youth leagues have cooperative agreements to ensure that there is no stacking of teams, or poaching of players between leagues. Pony Baseball, Little League, Pop Warner Football, AYSO Soccer, and CYSA Soccer all have agreements to protect each of their leagues. In absolutely every case, the borders between the Santa Clara and Sunnyvale leagues runs along Lawrence Expressway, and not the haphazard city boundaries.

5. Traffic may dramatically be affected along El Camino, Lawrence, and through the Raynor Park/Birdland/Laurelwood neighborhood. Adding anywhere from 2,000 to 4,000 cars per day along either El Camino Real or Lawrence Expressway will dramatically affect traffic flow during rush hour. Residents getting off Lawrence Expressway from either direction will have to either make a left turn on Halford or a U-turn at El Camino and Halford to get into their complex. Either way, that's going to be much more congested, and there will be many more accidents. Residents hoping to avoid the congestion on Lawrence going south, in particular, will choose to drive through our neighborhood to avoid traffic jams that are created. Which means more speeding, and more accidents in our neighborhood also.

6. Let me suggest a scaled down version of this proposal, instead. Say 300 units, with at least 5 parking spaces per unit. The builder should be required to contribute $500,000 to the youth group winning the bid to develop Peterson Field. Cooperative, planned growth for the entire neighborhood, instead of jamming every nook and cranny of Santa Clara with as much housing as possible. That's the winning solution.

Thank you for your time.

Respectfully submitted,
Tappan G. Merrick

5. See Master Response Nos. 3, 4 and 5 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

6. The comment is acknowledged. No response is required.

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58.

City of Santa Clara
Planning Department
1500 Warburton Avenue
Santa Clara, CA 95050

RECEIVED
SEP 13 2006
PLANNING DIVISION

I'm a resident of Casa Del Valle community and live at 3745 Adriatic Way, Santa Clara, which is located directly along the south side of Kohl's. After reading your Notice of Availability, and having reviewed, the draft of the environmental impact report for the Santa Clara Square proposal, I have concerns in the following areas. Please consider my response below when making your decision on the application before you.

Noise and Privacy:

1. • When K-Mart changed to Kohl's there was significant noise ALL THROUGHOUT the night as they renovated and loaded merchandise into the store for ~1 month. This noise would wake me up often. They also used put trash in the dumpsters throughout the night. Therefore, I already know that work done on this project site will directly affect me. I am located directly behind Kohl's.

2. • I'm very concerned about the noise both during construction and after the project is completed. What kind of retail/restaurants will be there? Ei. Will there be a bar which will hold hours until 2am??? What hours of operation will the retail store hold? I'm also concerned about the construction schedule (overall time to complete the project and daily hours of operation). I'm concerned as the timetable on this project will be much longer, and I want to know that the city and police are monitoring the builders for compliance with the city regulations (since the smaller project at Kohl's wasn't monitored, in my opinion, as stated in the first paragraph above). What is the overall timetable for this project and what are the specific, daily hours of operation?

3. • A very large tree branch, at least 10 feet long, fell into my backyard, hitting my balcony and almost hitting me, in 6/2004. The tree was from the property on Kohl's as I'm on the property line directly behind Kohl's. The Kohl's store manager, Alfredo Montes, told me that Kohl's wasn't responsible for maintaining the trees/property behind them, but gave me the Albert Wong's name at Alpha Investment & Property Management Company as the responsible party. I was simply asking that the tree be examined by an expert to determine the care for that particular tree so it could be either trimmed or possibly removed given its condition. The tree didn't appear to be healthy since a large branch just broke off. I tried to get in touch with Albert Wong from 6/04 to 11/04. I never spoke with Albert as he didn't return any of my calls, but finally spoke with Scott in his office who said the tree would most likely be removed at some point (which I guess is now). I found the map of trees with numbers on them, but am having difficulty specifically identifying that tree to see if it's on the list for removal. Can you help me in identifying the <u>specific</u> tree? It is an amber tree between my property and 3737 Adriatic Way. I do enjoy the trees along the property line as they provide shade and provide a visual block. I do hope the overall wall of trees will be maintained even with the removal of some of the trees.

Lighting:

Responses to Letter No. 58, **Michele Maresca**

1. The comment is acknowledged. No response is required.

2. See Master Response Nos. 1 and 4 for Noise; No. 4 for Land Use and Planning; and No. 1 for Project Schedule. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

3. The comment is acknowledged. See Master Response No. 1 for Biological Resources.

4. I'm concerned that the perimeter lighting at the south end of the site may cause glare on my property or into my bedroom window as the light is 14 feet tall.

5. Parking: I'm concerned that with all the increased housing and retail that the area will become polluted with cars especially those that may park down Halford or even further into the neighborhood toward and onto Lillick.

6. Aesthetics:
I'm concerned about the aesthetics of the area, particularly, related to my property and property value as noted in other areas of this letter.

7. Air Quality:
I'm concerned about air quality especially during construction, as I'm allergic to dust.

Traffic:

8. • I'm concerned about the increased traffic onto Halford especially into the driveway by Kohl's which is very close to my home. One idea may be to block this driveway to keep traffic more north on Halford.

9. • Also behind Kohl's is a space that can be driven down or walked behind. It currently has a metal gate. One idea may be to better block this area off from either foot traffic or as a potential area where vagrants may hang out.

10. • I'm also concerned about the traffic coming off of Lawrence Expressway onto Lillick Drive. I currently hear minimal to no traffic noises while inside my residence and am very concerned that this will change with the proposed project and may decrease my property value.

11. • Are you making Halford into 2 lanes of traffic??? As you turn left onto Halford while traveling down El Camino (toward Sunnyvale), you go from 2 turn lanes on El Camino to one lane/open space on Halford. I also read that you are putting parallel parking on Halford. It doesn't seem that there would be room for Halford to be a 2 lane road and have parallel parking spaces. So is Halford a one or two lane road after your project is complete and is there parking on the street? How close to homes at Casa Del Valle will the parking extend?

Additional Comments:

12. • I'm concerned about increased lighting and reflection toward my home and into my bedroom, which is on the second floor, given the great heights (up to 95 feet) of the proposed buildings.

13. • I read that you are putting double paned windows into the new residences. Given all the construction and new potential for noise, I may need to put double paned windows on my property to decrease the noise within my home (both during and after construction) and to increase my property value to more closely approximate the new homes in my area. This will be a great expense to me, as I am a single, professional who purchased her home ~3 years ago.

Thank you for your time.

Michele Maresca
3745 ADRIATIC WAY
Santa Clara, CA 95051

A-249

4. See Master Response No. 4 for Aesthetics. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

5. See Master Response No. 1 for Parking. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

6. See Master Response No. 2 for Aesthetics and No. 3 for Land Use and Planning. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

7. See Master Response Nos. 1 and 2 for Air Quality. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

8. See Master Response No. 2 for Transportation / Traffic and No. 3 for Parking. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

9. See Master Response No. 5 for Public Services. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

10. See Master Response Nos. 1 and 2 for Noise; No. 3 for Land Use and Planning; and No. 9 for Transportation / Traffic. The comments are noted for the record, and will be considered by the City Council as part of its decision-making process.

11. See the Halford Avenue Conceptual Layout at the end of the transportation impact analysis in Appendix B of the Draft EIR. There is no plan to change the parking on Halford Avenue. The comment is noted for the record, and will be considered by the City Council as part of its decision-making process.

12. See the response for comment No. 4 above.

13. The comment is acknowledged. No response is required.