

Kathleen Flynn

3725 Starview Drive #4

San Jose, CA. 95124

408-369-8475

Bearkats1@juno.com

October 16, 2017

Re: CP16-035 Conditional Use Permit to allow an Automated Car Wash.

Enclosed, you will find the following documents:

- A statement of reasons Kathleen Flynn is appealing CP16-035 to allow an Automated Car Wash.
- 1 traffic study by Smith Engineering and Management, with a Flash Drive attached containing a copy of all relevant documentation.
- 1 Sound Engineer's Report from Illingworth and Rodkin, Inc.
- Proposed Site Plan A1.1
- Six packets of assorted photos with descriptions attached to the photo packet.
- 1 letter from John Thrappas, owner of the fourplex at 3725 Starview Drive, opposing CP16-035 to allow an automated car wash.
- 3 different signed petitions opposing Conditional Use Permit CP16-035 to allow an automated car wash.

Added reasons that Kathleen Flynn is appealing the CP16-035 Conditional use permit to allow a Gas Station, Convenience Store, and an Automated Car Wash

Response to the City of San Jose Council Policy on the Criteria for the Review of Drive-Through Uses

I. Traffic

- a. Primary ingress and egress to drive-through type use parking lots should be from at least a four-lane major street.

i. RESPONSE: Woodard Road is where the automated car wash exit will be, and it is only a 2 lane road with the intersection less than 300 feet from the exit.

- b. The drive through stacking lane shall be situated so that any overflow from the stacking lane shall not spill out onto public streets or major aisles of any parking lot. Overflow capacity shall be 50 percent of required staking for overflow restricted to the parking lot and 100 percent of required stacking if the overflow is directed to the street.

i. RESPONSE: The entrance to Andoil car wash from South Bascom Avenue will be through a shared driveway next to a strip mall with 4 other businesses, and will create a worse back up onto S. Bascom Ave. than there already is. Many cars park on the street in front of Andoil creating blind spots and impede our view of both cars and pedestrians and bicyclists. The entrance to the shared driveway is less than 300 feet from the intersection.

- c. No ingress and egress points shall conflict with turning movements of street intersections.
- d. No Drive-through use shall be approved with ingress or egress driveways within 300 feet of a signalized intersection operating at a Level of Service D, E, or F, unless a traffic analysis demonstrates, to

the satisfaction of the Director of Public Works, that vehicles entering or leaving said use will not impair the efficiency or operation of the intersection.

i. RESPONSE to C and D: Andoil car wash exit is on Woodard Road near S. Bascom. Traffic on Woodard making a left or right onto S. Bascom will conflict with car wash customers making a left onto Woodard. Andoil's exit onto S. Bascom Ave.'s intersection will interfere with traffic going both ways from S. Bascom Ave. onto Woodard Road if this permit is approved.

I. Traffic

f. No pedestrian crossing of the drive-through lane shall be allowed.

a. RESPONSE: San Jose Greens Residents will cross Woodard (or residents walking up Woodard toward Bascom), walk into the Car Wash proposed exit on Woodard, and walk to the convenience store, or one of the businesses in the strip mall. Also, parents will be and are already using Andoil's driveway, and the proposed parking spaces to drop off and pick up their children, as our photos and videos will show. They will be walking in and out of that car wash exit on Woodard to get their children to and from school.

g. Proposed Drive through uses at or near signalized intersections may compound existing traffic congestion and make it intolerable even if the intersection meets the Transportation LOS Policy. In these situations, proposed drive-through uses should be discouraged.

a. Response: The traffic study for this project was not done while school was in session, and therefore does not give a true picture of this intersection LOS. This property is less than 200 square feet from Farnham Elementary School, and right on the corner of Woodard and S. Bascom. Traffic from this proposed project will have a direct, negative impact on Woodard, Bascom, and on traffic to and from the school.

II. Noise

- c. Use of sound attenuation walls and landscaping shall be encouraged.

a. RESPONSE: Please see the sound report I have submitted.

b. The City's commissioned noise study was done on the ground floor only and did not take into account the effects on upstairs units. The 7 foot buffer wall will not mitigate noise to the upstairs units or to the strip mall directly behind the car wash, or to San Jose Greens residents on Woodard Road.

III. Hours of Operation

- a. No Drive through portion of land use shall operate after the hour of 10:00pm when adjacent to residentially zoned, or General Planned properties.

i. RESPONSE: This does not tell us when the use is allowed to start. They want their hours of operation to begin at 7am, and run until 9pm. They are asking for a Zero setback for the car wash which will be both a private and a public nuisance for tenants who live upstairs whose bedroom windows directly face this car wash as tenants often work 2 to 3 jobs and sleep varied hours.

IV. Emission Control

- a. An east-west orientation of drive-through lanes is discouraged, especially on the south side of main buildings.

i. RESPONSE: Please see the traffic report I submitted. The car wash entrance will be on the South end of this property and will directly affect businesses and customers at the strip mall, as well as my 4-plex and others.

c. Applicants shall take positive steps to protect employees of the drive-through facility from emissions caused by idling cars.

d. Drive-through lanes shall not be located adjacent to patios and other pedestrian use areas, other than walkways.

e. Drive through use stacking lanes are discouraged in close proximity to residential uses, existing or planned.

a. RESPONSE: This proposed project is in direct violation of this policy, due to it being an impediment to pedestrians and its close proximity to pedestrian and residential uses. Andoil is going to allow parents of Farnham School to use their parking spaces; hence, parents will have to walk through this car wash drive through lanes to get to Farnham School and to the strip mall.

V. Urban Design

B. Drive-through lanes shall be buffered from adjacent properties by means of heavy landscaping and sound attenuating uses where appropriate and necessary.

a. RESPONSE: The drive through lanes will not be buffered from adjacent uses and the shared driveway of the strip mall and Andoil will have an adverse effect on strip mall businesses.

VII. Location

a. Drive through uses shall be located 200 feet or more from immediately adjacent or directly opposite residentially used, zoned or General Planned Properties.

a. RESPONSE: The car wash will be zero feet from the residential areas and is way under 200 feet from the strip mall.

- b. Buildings with drive-through facilities shall be located with a minimum separation of 500 feet from any structure containing a drive through facility.

a. RESPONSE: This self-service car wash cannot be exempted because it does not meet the traffic criteria in 1 above.

IX Development Review Process

On and off site circulation, traffic safety, curbside parking, number of proximity of driveways, speed bumps and other site³⁴ development factors shall be considered during the Conditional Use Permit or Planned Development (PD) Rezoning/Permit Process and evaluated on a site-by-site basis.

RESPONSE: These criteria have not and do not meet these requirements. For Example, the car wash exit onto Woodard Road is about 20 feet from the nearest 4-plex driveway directly next to that exit, The buffer wall will also create another blind spot for not only the residents of that 4-plex, but for cars traveling up Woodard road to Bascom. Again, it will impede both pedestrians and drivers from using the shared driveway between the strip mall and Andoil.

Please note: There is a conflict of interest complaint that the City Clerk sent to the City Attorney's Office.

Documents given to Planning at the May 8th community meeting went missing.

Public information requests to Planning have still not been complied with.

Elia Sorcie in Planning refused to meet with me.



October 7, 2017

Mr. Benjamin R Levinson, Esq.
Law Offices of Benjamin R. Levinson
46 N. Second Street, Suite A
Campbell, CA 95032

**Subject: South Bascom and Woodard Gas Station, Convenience Store,
Carwash and Office Project, File No. CP16-035**

P17019

Dear Mr. Levinson:

Per your request, I have reviewed the City of San Jose's (the "City") finding that the above referenced Project is exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines 15302 (Replacement or Reconstruction) and 15332 (Infill Development Project). My review relates to transportation and traffic considerations.

My qualifications to perform this review include registration as a Civil and Traffic Engineer in California and 49 years professional consulting practice in these fields. I have both prepared and reviewed the adequacy of numerous transportation analyses supporting CEQA findings. My professional resume is attached hereto.

Technical findings of my review follow.

**The Proposed Project Does Not Qualify As a Replacement or
Reconstruction Project under CEQA Guidelines §15302**

CEQA Guidelines § 15302 exempts from CEQA review replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. The proposed Project manifestly does not meet this exemption condition for several reasons.

The Project demolishes a 1276 square foot convenience store and adds a 2834 square foot convenience store. This is a 122 percent increase in the floor area of the convenience store and an obvious increase in its capacity. The Project adds a 1080 square foot second story office facility. No office space reportedly exists in the building to be removed. This is clearly a new use and purpose. Moreover, the project adds a 1840 square foot automated carwash. There is no carwash in the existing facility. This is also a new use and purpose. Finally, the Project description fails to note that part of the existing facility demolition includes removal of two enclosed vehicle inspection and service bays, another change in use and purpose. Hence, the Project fails to meet the conditions for exemption under CEQA Guidelines § 15302.

The Proposed Project Does Not Meet the Conditions Qualifying It for Exemption from CEQA under Guidelines § 15332

One of the conditions a project must meet to qualify for exemption from CEQA as an in-fill development project under Guidelines § 15332 is that approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. There has been insufficient traffic analysis to determine that the subject Project would not result in any significant effects relating to traffic.

The sole item of traffic analysis on the Project is a one and one-quarter page memo from Joe Provenzano of the City Public Works Department to Rebecca Bustos of the City Planning Department. Fully a half page of the memo is comprised of letterhead material and summarization of the Project's components. Another quarter-page is comprised of phone contact information and signature block. Less than a half-page of the memo conveys the purported traffic analysis.

The so called "Analysis" part of the memo first opines that the Project would generate an additional 33 trips in the PM peak hour. No reference sources or calculations supporting this assumption are provided, so the estimate is unsubstantiated and the public has no way of knowing whether the estimate is reasonable or not based on the information provided. In point of fact, this estimate is at odds with data contained in the most widely relied-upon trip generation data source, *Trip Generation, 9th Edition* Produced by the Institute of Transportation Engineers. Consider the following.

The land use category most relevant to the analysis is Category 853, Convenience market with gas pumps. This category generates 50.92 trips per thousand square feet of convenience market in the pm peak hour. Therefore, the existing facility would generate 64.97 trips in the PM peak hour; the proposed would generate 144.30, a net gain of 79.33 trips in the PM peak hour.

The office space (trip generation land use category 710) generates 1.49 trips per thousand square feet so the added 1080 feet of office would generate 1.6 PM peak hour trips.

A free-standing automated carwash (land use category 948) generates 14.12 trips per thousand square feet in the PM peak hour so a 1840 square foot carwash would generate 26 peak hour trips. Project proponents might argue that virtually all the users of the carwash will also either buy gas and/or shop at the convenience store. While this may be true, it is also likely true that numbers of drivers will choose to buy gas or shop at *this particular* facility in preference to others conveniently along their routes because they can also get a carwash at this location. Hence the carwash is likely to cause additive overall traffic at the facility.

When these factors are all considered, the Project could cause an increase of 107 gross peak hour trips. While about half of these trips may be attracted from existing passing traffic, the added turning movements that result must still be accounted for in the analysis of the Bascom-Woodard intersection.

The second part of the purported "Analysis" section indicates that a level of service analysis was performed for the South Bascom – Woodard intersection and reports that the intersection would continue to operate at LOS B and that the Project would cause average delay to increase by 0.2 seconds. No details of this computation are provided for the public's review. There is no information on when "existing" traffic counts were taken. Presumably no added traffic from intervening and concurrent projects or ambient growth is assumed since the delay value for the "background" scenario is reported as the same as the "existing". Presumably the analysis only accounts for an estimated 33 additional Project-generated trips. No information documents how the added movements of traffic presumed to be attracted from existing passers-by are accounted for in the analysis.

The traffic analysis is also deficient in failing to note that the Project site is located less than 200 feet along Woodard Road from Farnham Elementary School and that an uncontrolled mid-block school crosswalk exists at the corner of the school property closest to the Project site. We also note that video evidence compiled by concerned neighbors shows vehicles attempting to exit the site onto Woodard toward S. Bascom during periods of heavy traffic associated with school assembly and dismissal times making hazardous wrong-way movements because of traffic queued in the westbound lanes. This condition has not been considered in the Public Works assessment.

In summary, the analysis relied upon is too vague and incomplete for a finding that the Project would not have significant traffic effects to be made.

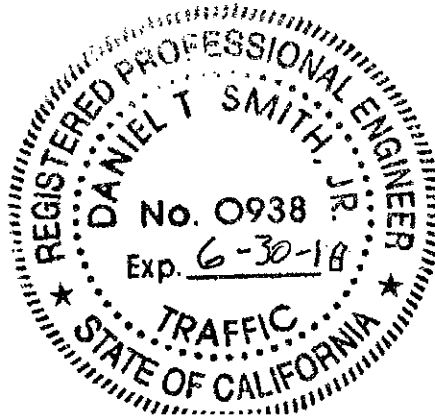
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Conclusion

We are convinced that, based on the information on record, the City cannot properly make the findings that the Project is exempt from CEQA review under the provisions of Guidelines § 15302 or § 15332. Hence, the Project cannot be approved until an adequate CEQA analysis is prepared.

Sincerely,

Smith Engineering & Management
A California Corporation



Daniel T. Smith Jr., P.E.

SMITH ENGINEERING & MANAGEMENT



DANIEL T. SMITH, Jr.
President

EDUCATION

Bachelor of Science, Engineering and Applied Science, Yale University, 1967
Master of Science, Transportation Planning, University of California, Berkeley, 1968

PROFESSIONAL REGISTRATION

California No. 21913 (Civil) Nevada No. 7969 (Civil) Washington No. 29337 (Civil)
California No. 938 (Traffic) Arizona No. 22131 (Civil)

PROFESSIONAL EXPERIENCE

Smith Engineering & Management, 1993 to present, President.
DKS Associates, 1979 to 1993. Founder, Vice President, Principal Transportation Engineer.
De Leuw, Cather & Company, 1968 to 1979. Senior Transportation Planner.
Personal specialties and project experience include:

Litigation Consulting. Provides consultation, investigations and expert witness testimony in highway design, transit design and traffic engineering matters including condemnations involving transportation access issues; traffic accidents involving highway design or traffic engineering factors; land use and development matters involving access and transportation impacts; parking and other traffic and transportation matters.

Urban Corridor Studies/Alternatives Analysis. Principal-in-charge for State Route (SR) 102 Feasibility Study, a 35-mile freeway alignment study north of Sacramento. Consultant on I-280 Interstate Transfer Concept Program, San Francisco, an AA/EIS for completion of I-280, demolition of Embarcadero freeway, substitute light rail and commuter rail projects. Principal-in-charge, SR 238 corridor freeway/expressway design/environmental study, Hayward (Calif.) Project manager, Sacramento Northeast Area multi-modal transportation corridor study. Transportation planner for I-80N West Terminal Study, and Harbor Drive Traffic Study, Portland, Oregon. Project manager for design of surface segment of Woodward Corridor LRT, Detroit, Michigan. Directed staff on I-80 National Strategic Corridor Study (Sacramento-San Francisco), US 101-Soucoma freeway operations study, SR 92 freeway operations study, I-880 freeway operations study, SR 152 alignment studies, Sacramento RTD light rail system study, Tasman Corridor LRT AA/EIS, Fremont-Warna Springs BART extension plan/EIR, SRs 70/99 freeway alternatives study, and Richmond Parkway (SR 93) design study.

Area Transportation Plans. Principal-in charge for transportation element of City of Los Angeles General Plan Framework, shaping nations largest city two decades into 21st century. Project manager for the transportation element of 300-acre Mission Bay development in downtown San Francisco. Mission Bay involves 7 million gsf office/commercial space, 8,500 dwelling units, and community facilities. Transportation features include relocation of commuter rail station; extension of MUNI-Metro LRT; a multi-modal terminal for LRT, commuter rail and local bus; removal of a quarter mile elevated freeway; replacement by new ramps and a boulevard; an internal roadway network overcoming constraints imposed by an internal tidal basin; freeway structures and rail facilities; and concept plans for 20,000 structured parking spaces. Principal-in-charge for circulation plan to accommodate 9 million gsf of office/commercial growth in downtown Bellevue (Wash.). Principal-in-charge for 64 acre, 2 million gsf multi-use complex for FMC adjacent to San Jose International Airport. Project manager for transportation element of Sacramento Capitol Area Plan for the state governmental complex, and for Downtown Sacramento Redevelopment Plan. Project manager for Napa (Calif.) General Plan Circulation Element and Downtown Riverfront Redevelopment Plan, on parking program for downtown Walnut Creek, on downtown transportation plan for San Mateo and redevelopment plan for downtown Mountain View (Calif.), for traffic circulation and safety plans for California cities of Davis, Pleasant Hill and Hayward, and for Salem, Oregon.

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Transportation Centers. Project manager for Daly City Intermodal Study which developed a \$7 million surface bus terminal, traffic access, parking and pedestrian circulation improvements at the Daly City BART station plus development of functional plans for a new BART station at Colma. Project manager for design of multi-modal terminal (commuter rail, light rail, bus) at Mission Bay, San Francisco. In Santa Clarita Long Range Transit Development Program, responsible for plan to relocate system's existing timed-transfer hub and development of three satellite transfer hubs. Performed airport ground transportation system evaluations for San Francisco International, Oakland International, Sea-Tac International, Oakland International, Los Angeles International, and San Diego Lindberg.

Campus Transportation. Campus transportation planning assignments for UC Davis, UC Berkeley, UC Santa Cruz and UC San Francisco Medical Center campuses; San Francisco State University; University of San Francisco; and the University of Alaska and others. Also developed master plans for institutional campuses including medical centers, headquarters complexes and research & development facilities.

Special Event Facilities. Evaluations and design studies for football/baseball stadiums, indoor sports arenas, horse and motor racing facilities, theme parks, fairgrounds and convention centers, ski complexes and destination resorts throughout western United States.

Parking. Parking programs and facilities for large area plans and individual sites including downtowns, special event facilities, university and institutional campuses and other large site developments; numerous parking feasibility and operations studies for parking structures and surface facilities; also, resident preferential parking .

Transportation System Management & Traffic Restraint. Project manager on FHWA program to develop techniques and guidelines for neighborhood street traffic limitation. Project manager for Berkeley, (Calif.), Neighborhood Traffic Study, pioneered application of traffic restraint techniques in the U.S. Developed residential traffic plans for Menlo Park, Santa Monica, Santa Cruz, Mill Valley, Oakland, Palo Alto, Piedmont, San Mateo County, Pasadena, Santa Ana and others. Participated in development of photo/radar speed enforcement device and experimented with speed humps. Co-author of Institute of Transportation Engineers reference publication on neighborhood traffic control.

Bicycle Facilities. Project manager to develop an FHWA manual for bicycle facility design and planning, on bikeway plans for Del Mar, (Calif.), the UC Davis and the City of Davis. Consultant to bikeway plans for Eugene, Oregon, Washington, D.C., Buffalo, New York, and Skokie, Illinois. Consultant to U.S. Bureau of Reclamation for development of hydraulically efficient, bicycle safe drainage inlets. Consultant on FHWA research on effective retrofits of undercrossing and overcrossing structures for bicyclists, pedestrians, and handicapped.

MEMBERSHIPS

Institute of Transportation Engineers Transportation Research Board

PUBLICATIONS AND AWARDS

Residential Street Design and Traffic Control, with W. Homburger *et al.* Prentice Hall, 1989.

Co-recipient, Progressive Architecture Citation, *Mission Bay Master Plan*, with I.M. Pei WRT Associated, 1984.

Residential Traffic Management, State of the Art Report, U.S. Department of Transportation, 1979.

Improving The Residential Street Environment, with Donald Appleyard *et al.*, U.S. Department of Transportation, 1979.

Strategic Concepts in Residential Neighborhood Traffic Control, International Symposium on Traffic Control Systems, Berkeley, California, 1979.

Planning and Design of Bicycle Facilities: Pitfalls and New Directions, Transportation Research Board, Research Record 570, 1976.

Co-recipient, Progressive Architecture Award, *Livable Urban Streets, San Francisco Bay Area and London*, with Donald Appleyard, 1979.

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October 11, 2017

Mr. Ben Levinson,
Law Offices of Benjamin R. Levinson
46 N. Second Street, Suite A
Campbell, California 95008

VIA E-Mail: **ben@benlevinsonlaw.com**

SUBJECT: **Bascom Valero Car Wash at 3702 S. Bascom Ave., San Jose, CA**
Peer Review of the Environmental Noise Analysis

Dear Mr. Levinson:

Illingworth & Rodkin, Inc. (I&R) has completed a review of the Noise Analysis prepared for the Bascom Valero Car Wash completed by Mei Wu Acoustics (MWA) dated December 20, 2016.¹ The study has been reviewed for approach, accuracy, and completeness. Only limited quantitative analyses were completed to confirm predicted noise levels. The following are our specific comments on key issues in the noise analysis:

Carwash Source Noise Levels

The project description within the MWA noise study does not give the type and manufacturer of the proposed carwash equipment, but instead references sound levels from other car wash noise studies which MWA has performed and considers to be representative of the equipment at the proposed car wash. While the use of representative noise levels may give a good indication of the expected sound levels produced by similar carwash equipment, because the equipment has not been identified these sound levels can only be considered an approximation of the equipment sound levels and not the actual levels which may be produced by the equipment.

I&R has also completed many carwash noise studies in which we have analyzed noise from various carwash equipment suppliers. Though we have not conducted a noise study of a carwash which uses the same equipment as referenced in the MWA report, a review of the carwash equipment we have analyzed shows that noise levels at 20 feet from the face of the tunnel exit² ranged from 79.4 dBA to 87.0 dBA. The noise level of the Ryko 3-fan slimline dryer used in the MWA report at this position is 84.2 dBA. Though this tunnel exit noise level falls near the mid-point of noise levels used in our reports, the nearly 8 dBA range in potential noise levels of specific carwash

¹ Mei Wu Acoustics., "Bascom Valero Car Wash Noise Study, MWA Project - 15059," Dec. 20, 2016.

² Noise levels at the carwash exit are used as a reference since sound levels are typically loudest at the wash tunnel exit due to the operation of the blower/dryers.

equipment indicates that the property line levels could be higher or lower than those analyzed in the MWA report and shows the need to base the analysis on the actual equipment which to be installed.

Carwash Noise Levels at Property Line and Adjacent Residences

The MWA noise study states that the project will include an 18 foot long, 10 foot high barrier at the exit of the carwash that “completely blocks the line of sight from the car wash exit to the northernmost residential building” (labeled ‘3’ in Figure 6 of the MWA report), and that a receiver standing at the property line between the carwash and the Residence 3 building will fall in the ‘shadow’ zone of this barrier.

However, the finding that the exit barrier would block the line of sight from the car wash exit to the property line and the northernmost residential building appears to be based on a faulty assumption that the carwash exit noise originates from a point in the center of the carwash exit and not across the width of the tunnel as would be the case with multiple distributed blower/dryer units. Figure 1, following, shows the effective non-noise shielded areas which would result from carwash exit noise propagated from the face of the car wash exit and not a point in the center of the exit. Under this scenario noise from the exit opening would not be blocked by the 18 ft. long, 10 ft. high exit barrier at the either the residential property line or the façade of Residence 3 as shown in Figure 1. Our initial analysis of this condition indicates that the unshielded distance from the exit opening to the property line is 50 feet and the unshielded distance from the exit opening to the façade of Residence 3 is 75 feet. Using the unattenuated RYCO 3-fan slimline dryer source noise levels from the MWA report, car wash operational level at the property line would thus be 69 dBA, while those at the façade of Residence 3 would be 65 dBA³. While the San Jose zoning code limits do not strictly apply at the residential facades, they do apply at the property line, and the property line level would be well in excess of the San Jose zoning code limit of 55 dBA.

We would further note that if the point source level analysis in the MWA report is considered valid, the line of sight from this point of car wash exit noise to the residential property line would not be blocked by the 18 foot long exit wall (see Figure 1). Under this condition the unshielded distance from the exit opening to the property line would also be about 50 feet, resulting property line car wash noise levels of 69 dBA. This level would also be well in excess of the San Jose zoning code limit of 55 dBA.

Additionally, the MWA study found that the combination of an 8 foot CMU trash enclosure wall and an 11 foot long, 10 foot high barrier at the entrance of the carwash would also completely block line of sight from the car wash entrance to the southern residential buildings (labeled ‘1’ and ‘2’ in Figure 6 of the MWA report). The combination of these barriers would block line of sight from the car wash entrance to the property lines of these residents and would be expected to result in the levels as presented in Table 2 of the MWA report. While we find that the combination of these barriers would block line of sight from the car wash entrance to the property line and the first level of these residences, the barriers may not block the line of site from the car wash entrance windows at the upper floors of this homes. The potentially unshielded distance from the entrance opening to the façade of Residence 1 and Residence 2 would, respectively, be 95 and 80 feet,

³ This is based on the attenuation at a rate of 6 dB for every doubling of distance as given in the MWA report.

relatively unclear and considering that noise contours overlaid appear to be derived from the noise contour mapping Illingworth & Rodkin completed for the 2040 General Plan⁵, we completed our own overlay of the General Plan noise contours onto a Goggle Earth underlay to more accurately interpret the site noise exposures. This exhibit is shown in Figure 2.

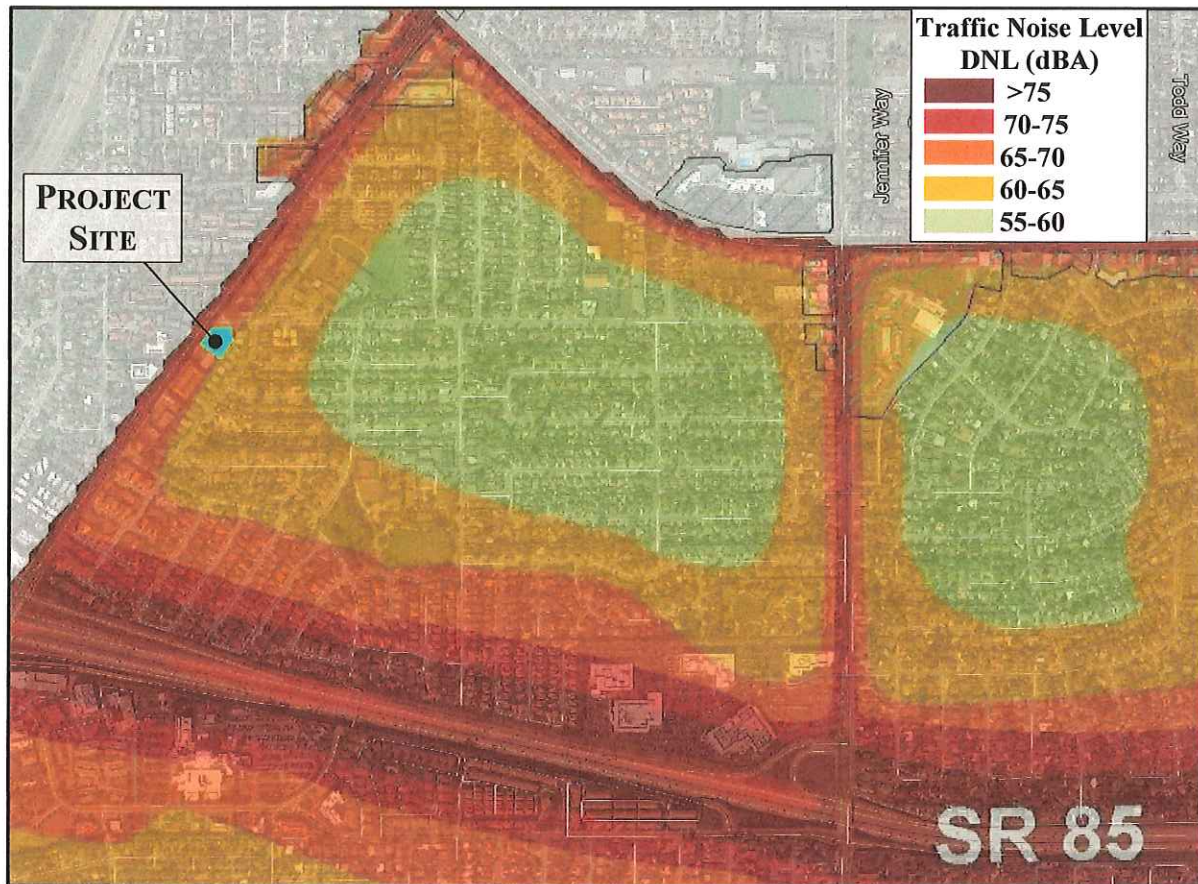


Figure 2: General Plan Noise Contours Relative to Project Site

A review of Figure 2 shows that the site is actually within the 65 to 70 dBA DNL noise contour and not in the 70 to 75 dBA DNL contour as indicated in the MWA report. This would mean that the residential property line to the east representing to beginning of the 65 to 60 dBA DNL contour and not 70 to 65 dBA DNL contour as indicated in the MWA report. We would further note that a DNL level of 65 dBA at the residential property line, which appears to be approximately 235 feet from the centerline of South Bascom Avenue, would be consistent with the existing DNL level

⁵ Illingworth & Rodkin, Inc., "Envision San Jose 2040 General Plan Comprehensive Update Environmental Noise Assessment." Dec. 7, 2010. APPENDIX 7 Noise Study & Maps, Available Online at <http://www.sanjoseca.gov/documentcenter/view/9389>

of 70 dBA at 75 feet⁶ reported for segment of South Bascom Avenue between Campbell and Curtner Avenue in Table 8, page 73 of our Environmental Noise Assessment of the Envision San Jose 2040 General Plan Comprehensive Update⁷.

This finding would indicate that the noise exposure at the residential property line determined through the sole use of the General Plan Noise contours should be 65 dBA DNL not 70 dBA DNL as reported in the MWA report. This 5 dBA difference in ambient DNL noise levels is potentially significant, and shows both the need to be take care when using noise contour maps to establish ambient conditions and to conduct site specific measurements to confirm the actual ambient site conditions.

A further issue with the sole use of the General Plan noise contours is that by not collecting hourly noise data in an ambient noise survey the analysis is limited to the use of this single number metric. When calculating the project increases in DNL level per General Plan policy EC1.2 this is be very important, because without having actual values for hourly noise assumptions as to establish these values. For instance average daytime hourly L_{eq} noise levels of 65 dBA, and nighttime average hourly L_{eq} noise levels of 55 dBA would equate to a DNL level of 65 dBA, however if the average hourly nighttime L_{eq} noise levels dropped to 50 dBA, an average daytime hourly L_{eq} noise levels of 66.5 dBA would equate to a DNL level of 65 dBA. Variations on these average daytime and nighttime levels would also allow for the 65 dBA DNL number to be reached, however without actual site based noise data to show the trends in daytime and nighttime noise levels the analysis of the change in DNL resulting from project noise levels is limited.

It is unclear how MWA used Equation 2 on page 10 of its report to calculate the L_{dn} level increase with the project without making assumptions as to the average hourly noise daytime and nighttime noise levels. The use and results of this portions of the report need to be better explained and reported. The method commonly used for calculating DNL (or L_{dn}) levels is:

$$DNL \text{ or } L_{dn} = 10 * \log \left(\frac{\left\{ 15 * \left[10^{\frac{L_{eqd}}{10}} \right] + 9 * \left[10^{\frac{L_{eqn}+10}{10}} \right] \right\}}{24} \right)$$

Where: L_{eqd} = average daytime hourly L_{eq} noise level, and
 L_{eqn} = average nighttime hourly L_{eq} noise level,

It does appear, however, that the MWA analysis considered that the carwash would be operating continuously for all daytime hours, thus allowing these levels to be added to the average daytime levels, yielding the following equation for calculating the DNL (or L_{dn}) level with the project:

⁶ Traffic noise consists of several localized noise sources on a defined path, and hence, can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. In contrast to point sources, traffic noise levels attenuate 3 dB as the distance from a line source to the receptor doubles. This is expressed mathematically as:

$$L_{p2} = L_{p1} - 10 * \log \left(\frac{d_2}{d_1} \right).$$

⁷ Available Online at <http://www.sanjoseca.gov/documentcenter/view/9389>

$$\text{DNL or Ldn (with the car wash)} = 10 * \log \left(\frac{\left\{ 15 * \left[10^{\frac{10 * \log(10^{\frac{Leqd}{10}} + 10^{\frac{Lcw}{10}})}{10}} \right] + 9 * \left[10^{\frac{Leqn+10}{10}} \right] \right\}}{24} \right)$$

Where: L_{cw} = car wash noise level at a given point.

Using this equation and considering either of the two scenarios presented above whereby a DNL level of 65 dBA be reached (65 dBA daytime/55 dBA nighttime average L_{eq} noise levels and 66.5 dBA daytime/50 dBA nighttime average L_{eq} noise levels) and the property line and residential façade noise levels discussed above we have calculated the expected DNL Levels in these areas with carwash operation. The results of these calculations are presented in Table 1, below.

Table 1: Projected DNL noise levels and increases due to Carwash operation

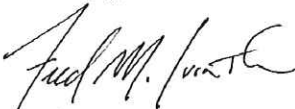
Receiever	DNL without carwash operation	DNL at Property line with Carwash operation	DNL Increase	DNL at Residential façade with Carwash operation	DNL Increase
Residence 1	65 dBA	65.3 dBA	0.3 dBA	65.4 dBA	0.4 dBA
Residence 2	65 dBA	65.1 dBA	0.1 dBA	65.2 dBA	0.2 dBA
Residence 3	65 dBA	69.1 dBA	4.1 dBA	67.1 dBA	2.1 dBA

A review of Table 1 indicates that Residences 1 and 2, which are close to the carwash entry will not be exposed to DNL increases of less than 3 dBA as specified in the San Jose General Plan Goal EC-1.2, however Residence 3 which is exposed to carwash exit noise will be exposed to an increase in DNL levels of greater than 3 dBA, which would be considered a significant noise impact by General Plan Standard. Though the design of noise mitigation is beyond the scope of this review measures to mitigate carwash exit noise may include the installation of doors at the carwash exit and or the installation of a property line noise barrier of sufficient height.

This concludes Illingworth & Rodkin's peer review of the Noise Analysis prepared for the Bascom Valero Car Wash completed by Mei Wu Acoustics (MWA) dated December 20, 2016.

Please do not hesitate to contact us with any questions or comments.

Sincerely,



Fred M. Svinth, Assoc., AIA
Senior Consultant, Principal
Illingworth & Rodkin, Inc.

Re: CP16-035 Permit Appeal Hearing

Public Work's traffic report and Planning Staff have never addressed the dangers of pedestrians and traffic congestion during school hours on Woodard Road, or S. Bascom Ave.

The following 11 photos are pictures showing the traffic, pedestrian congestion, and the mayhem on Woodard Road and S. Bascom Ave. during Farnham's and St. Francis of Cabrini's pick up and drop off school hours.

As you can see, parents are parking along the fence and in Andoil's back driveway. You can also see parents and their children walking through Andoil's driveway. (I recently met face to face with Sam and Vicki Andary and we discussed this very issue. Sam Andary acknowledged knowing about this situation, and even said that once he expands his business, he will allow parents to park in his added parking spaces which will be behind the car wash, as per the proposed site plan map A1.1.)

Parents and their children then walk across our apartment complex driveway to get to Farnham School and allow their children to run in our drive next to our cars, making it next to impossible to get in or out of our driveway. Parents also park on the red curb outside of our driveway and park in our parking spaces.

There are already two very serious blind spots due to the fence and a large tree when exiting or coming into our driveway. The proposed 7 foot buffer wall will add another blind spot for drivers and pedestrians.

If Andoil Gas Station gets their proposed project approved, then parents will use their added parking spaces to park in and will use my driveway to park in.

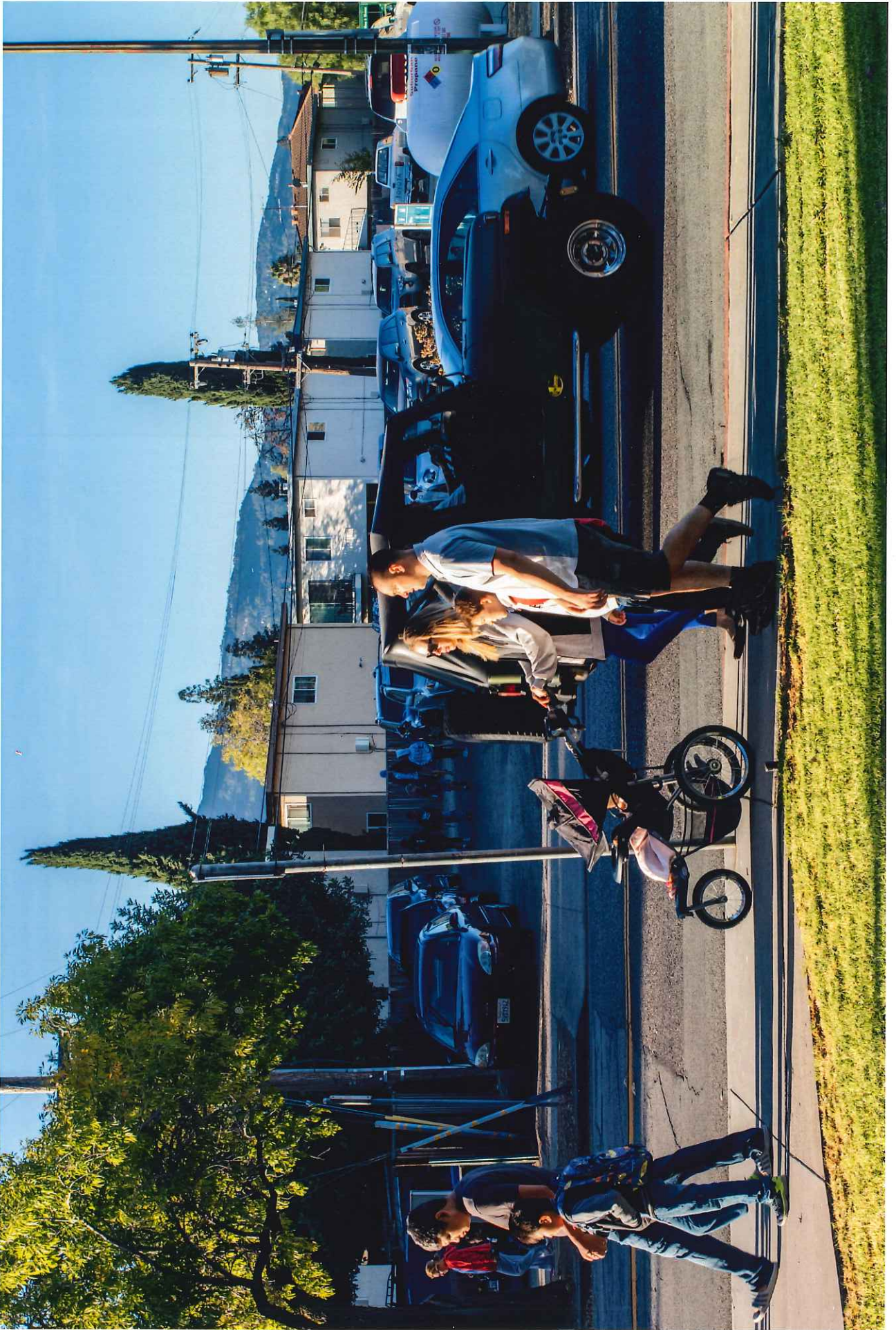
As per the proposed site plan map A1.1, Andoil will be closing off the first driveway onto Woodard Road, at the corner of S. Bascom Ave. so parents, their children, and other pedestrians will have to exit in the path of the carwash lane and driveway exit. **This is expressly forbidden in the City's Code regarding drive through lanes.**

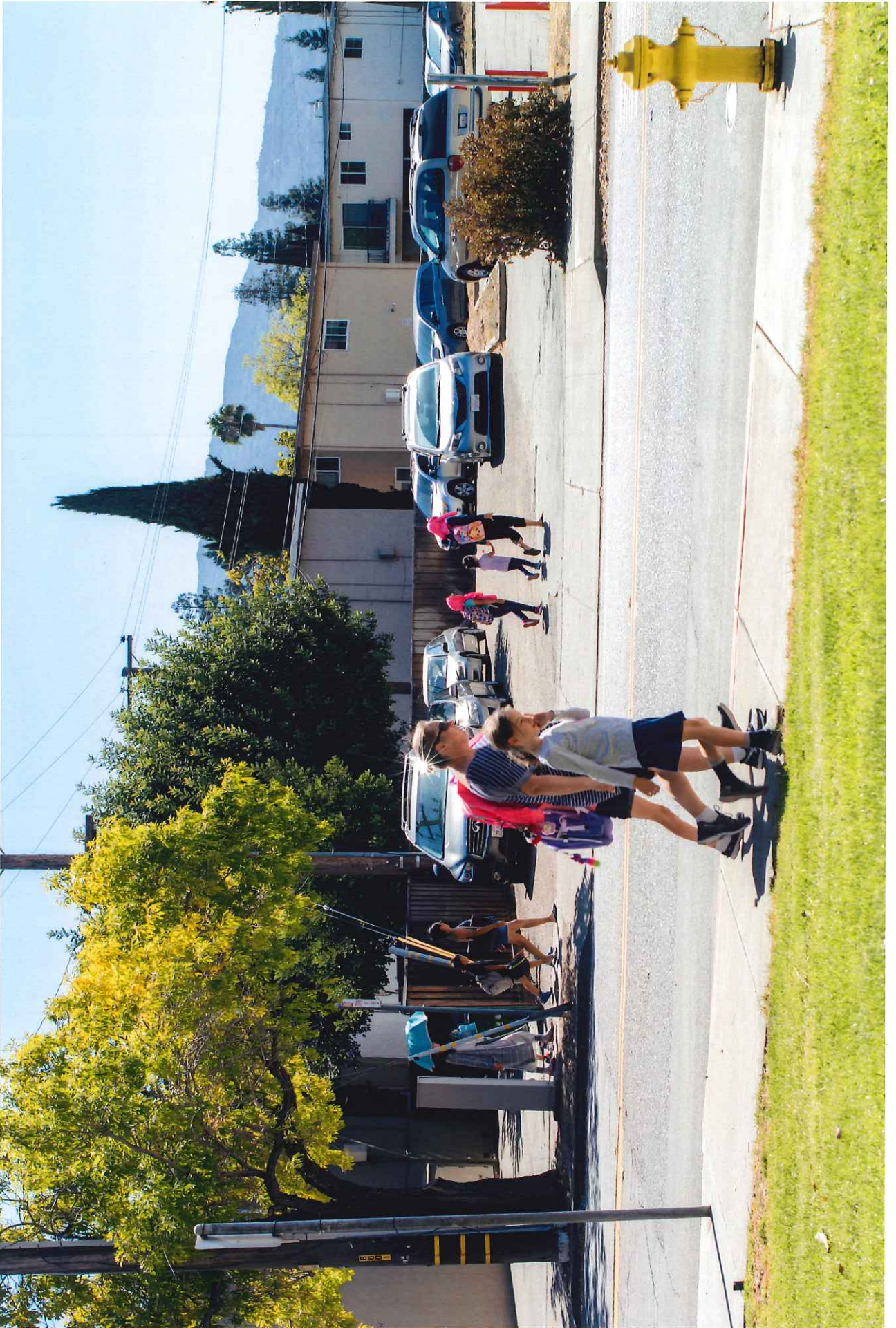
Kathleen Flynn

408-369-8475

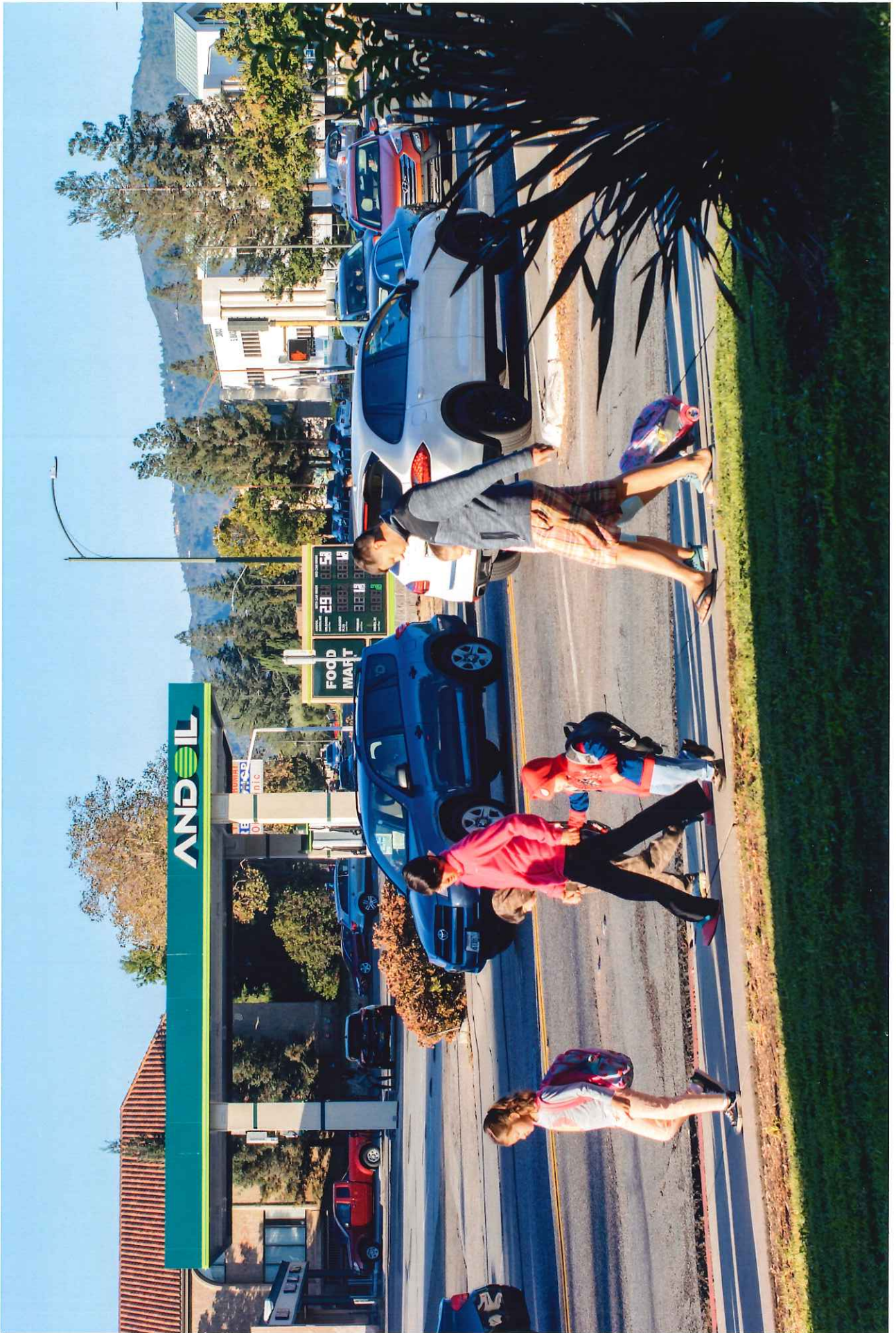














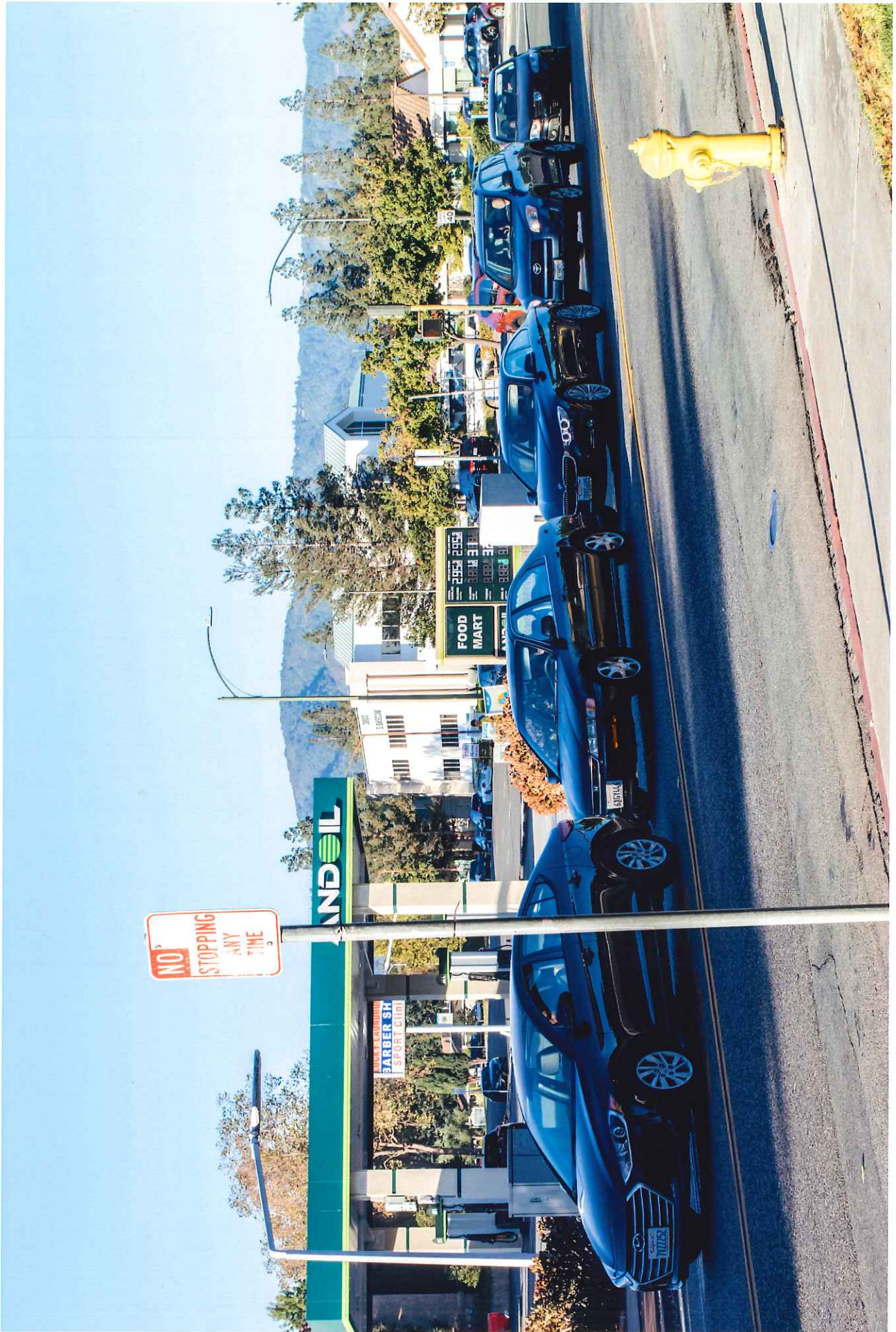




2405
WOODWARD

7YCP866

31U0212



NO STOPPING ANY TIME

AND OIL

FOOD MART

BARBER SH SPORTS CENTER



Re: CP16-035 Permit Appeal Hearing

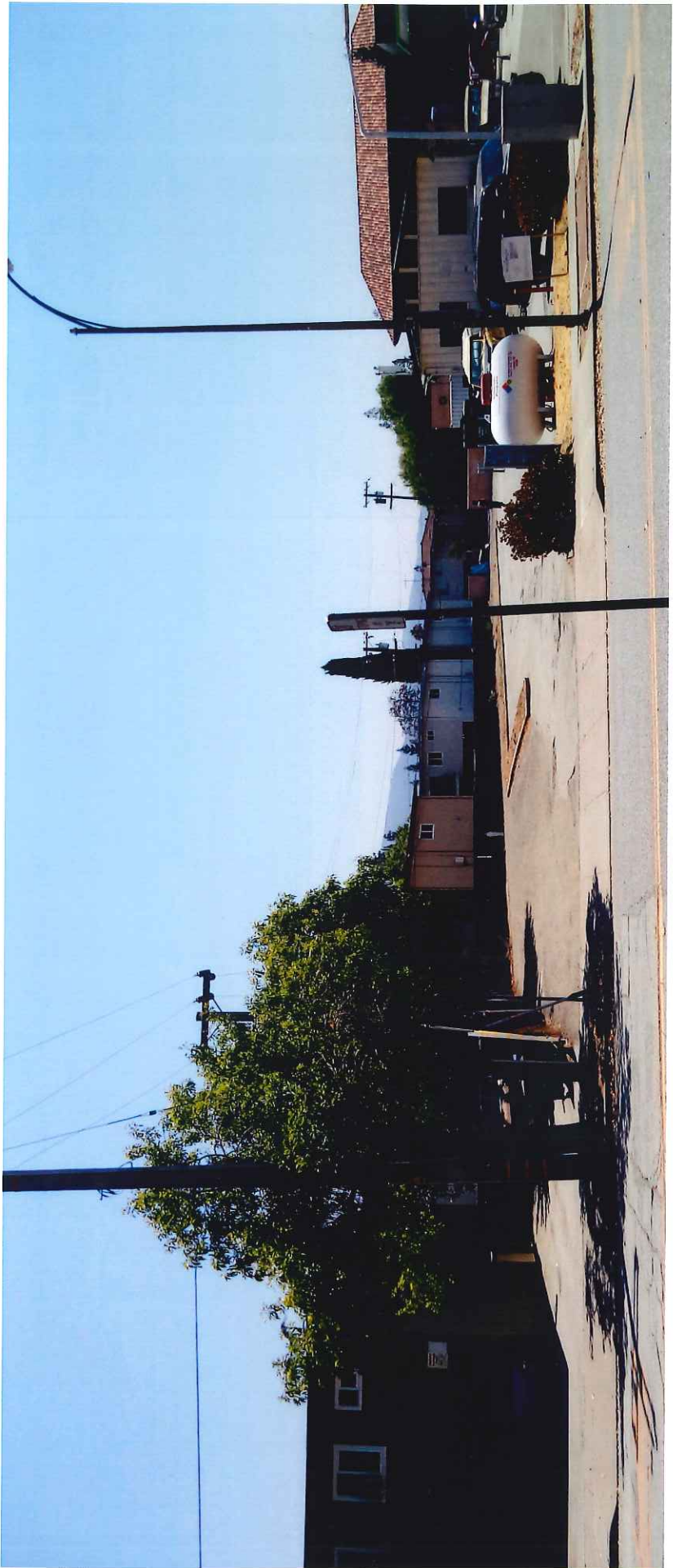
I live directly behind the Andoil Gas Station on Starview Dr. facing Woodard Road.

This is the view of my apartment complex and Andoil where the car wash will be.

The car wash exit will be approximately 20 feet from our driveway making it impossible for us to get out safely while car wash and convenience store customers will be exiting through this driveway.

Kathleen Flynn

408-369-8475





Re: CP16-035 Permit Appeal Hearing

These photos are a view of Andoil Gas Station and the adjacent strip mall's shared driveway from S. Bascom Ave. located on the proposed site plan map, A1.1.

As you can imagine, if the carwash is approved, and Andoil expands their business to almost 6 thousand square feet, the incoming traffic from S. Bascom Ave. will impede the businesses in the strip mall, and will cause a back up onto S. Bascom Ave.

Kathleen Flynn

408-369-8475





Re: CP16-035 Permit Appeal Hearing

This is a view of some of the 4-plexes and Andoil Gas Station's back driveway, where the car wash will be.

Their bedroom windows and patios will be facing Andoil's new parking spaces and the car wash located on the proposed site plan map, A1.1.

Kathleen Flynn

408-369-8475





Re: CP16-035 Permit Appeal Hearing

I live directly behind the Andoil Gas Station on Starview Dr. facing Woodard Road.

This is the view of my bedroom window.

The car wash and its exit will be right under my bedroom windows. The car wash is being exempted from the 200 foot requirement.

Kathleen Flynn

408-369-8475



Re: CP16-035 Permit Appeal Hearing

Public Work's traffic report and Planning Staff have never addressed the dangers of pedestrians and traffic congestion during school hours on Woodard Road, or S. Bascom Ave.

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Kathleen Flynn

408-369-8475



10-16-17
John Thrappas
P.O. Box 1782
Campbell, Ca. 95008

Re: The proposed carwash at Andoil Gas Station

Dear Honorable Mayor Liccardo, and Esteemed Council Members,

My name is John Thrappas. I own the 4-plex located at 3725 Starview Drive in San Jose. My 4-plex is directly behind the Andoil Gas Station at 3702 S. Bascom Ave., San Jose, Ca. 95124. I am writing to strongly oppose this automated carwash for the following reasons:

- 1.) The increased noise, traffic, and odors coming from the carwash will greatly disturb my tenants. My tenant's bedroom windows directly face Andoil's property. This violates the City's Code governing how close a carwash can be located near a residential area. The measurements conducted by the City were done from property line to property line, not from the carwash to my property itself.
- 2.) The carwash has proposed hours of operation from 7:00am-9:00pm. That is too early and too late to be running a carwash so close to my renter's bedroom windows. My tenants work varied hours and this would interfere with their ability to sleep, and their right to "Quiet Enjoyment" of their unit. (No other carwash runs this early or late, and we already have 5 carwashes within a few minutes' drive of this property, so I don't think we need another one.)
- 3.) My upstairs units will suffer the most given that the 7 foot buffer wall suggested by the City's Planning Department will not protect them from the increased noise, traffic and carwash fumes. Further, if you look at the City's study, the noise blow out from the carwash comes directly around the buffer wall, and onto my driveway which will affect my downstairs tenants as well.
- 4.) I am also concerned that this carwash will lower my property value, make my tenants want to move, and create a lot of difficulty for me to rent out my apartments with a 5 car stackable carwash directly underneath their bedroom windows running 7 days a week, from 7:00am-9:00pm.
- 5.) Woodard and S. Bascom Ave. already have a lot of noise and traffic, and this carwash would only serve to increase this already existing problem.
- 6.) Parents dropping off and picking up their children to Farnham School already use my driveway, my tenant's parking spaces to park in, and park on the red curb outside my property. If this carwash is allowed to be built, it will make this already difficult problem worse, as Andoil will be closing off the parking area that parents are also using.
- 7.) Public safety: Andoil has already been robbed twice, there is drug dealing going on in their parking lot, gang graffiti, fights, homeless people have been living on this property and stealing water from my building, and there have been a lot of very bad car accidents on both S. Bascom Ave., and Woodard Road. I am also concerned about the children walking past this proposed carwash with a buffer wall, closed off driveways, and the blind spots that will be created by all of these walls to house this carwash and the buffer wall.

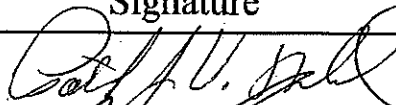
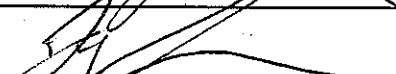



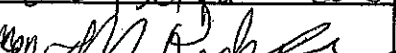
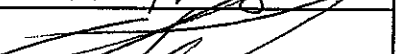
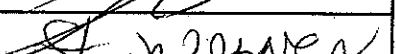

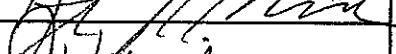


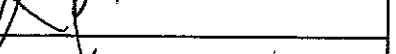

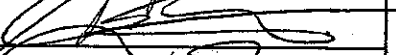
As a property owner, I don't feel that this proposed carwash should have a right to impede my right to do business, to disturb my good, long term tenant's rights, or to create more noise, traffic, crime, and parking problems than there already are. I hope you will vote no on this carwash. Thank you.

Respectfully,

John Thrappas

Petition to Deny the Bascom Andoil Replacement and Car Wash Addition Project

To be presented in the San Jose City Council Chambers, this petition is documented evidence to express residents' disapproval to the construction of the Andoil convenience store, expansion, and car wash addition.

Name	Phone Number or Email	Signature
PAT VAN NULAND	408-540-8583	
Daniel Van Nuland	408 781 0871	
Alicia Avila	408 371 8156	
ALEXANDELLES	408 915 1384	
ANDREW REYNOLDS	408 885 0505	
Mary Rodgers	mrs.rodgers415@yahoo.com	
Aaron Rodgers	720-272-7218	
STEVE WAYBYNEW	STEVE WAYBYNEW@ATTN	
Lisa Mui ph	408-303-3309	
JIAN NELSON	(650) 483-4901	
TROY FULGORI	408-849-2747	
Ryan True	408.340.0760	
CHI NGUYEN	408-483-2790	
CLIFF deBie	408-313-3339	
Tiffany deBie	408-4316057	










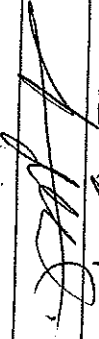
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Name	Phone Number or Email	Signature
Horacio Vilches	408 5408410	Horacio C Vilches
LANCE ROEPE	408-879-9126	Lance Roeppe
Mason Morshberger	775-876-9877	Mason Morshberger
UMA SINGH	Uma.Singh00@hotmail.	Uma Singh
UPASHNA SINGH	upashna.k.singh@gmail.com	Upashna Singh
Urwashi Singh	urwashi.singh00@gmail.com	Urwashi Singh
Navinder Kaur	navinder.sgill@yahoo.com	Navinder Kaur
Karanvir Sandhu	Karanvir.Sandhu88@gmail.com	Karanvir Sandhu
Ashleen Sandhu	ashleen.sandhu23@gmail.com	Ashleen Sandhu
Amar Gomez	(510) 205-9547	Amar Gomez
Ivonne Streater	(805) 340-7101	Ivonne Streater
Thomas Yong	(408) 806-6839	Thomas Yong
Alex Lee	(510) 676-1355	Alex Lee

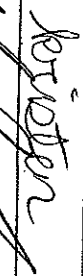





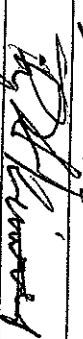

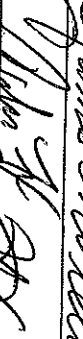

Petition to Deny Andoil a Permit to build a fully automated Car Wash

We the undersigned are homeowners, renters, landlords' business owners, and customers of the businesses adjacent to the Andoil subject property at 3702 S. Bascom Avenue in San Jose. We are opposed to the plan for the construction of a new fully automated car wash and to its hours of operation which are from 7:00am to 9:00pm, 7 days a week. We are opposed for the following reasons: 1) it is a public and private nuisance; 2) the odors of the chemicals used at the car wash and the increased exhaust fumes the added traffic will bring into our neighborhood; 3) the traffic and noise studies that don't take into account traffic when school is in session and noise for second story apartments and 2 story homes, and; 4) the Andoil Car Wash's impact on neighborhood property values. This project will impede our access to the adjacent businesses that we use on a daily basis during construction and when the car wash is operable

Printed Name	Signature	Phone Number
GEORGE KARAS		408-594-1107
Liat Zavorotnikov		408-644-4651
Rehika Nassim		980-285-3448
Damonir Engler		408-593-0742
Mikol Azad		408-371-7090
Ali Behinpour		510-305-3093
Seena Azad		510-701-6194
Saeed Azad		408-202-1217
Egemen Kurdoglu		408-6697538
Veronica Morales		(408) 806-3584











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Printed Name	Signature	Phone Number
Kristen Romero		(669) 300-2590
William Lawrence		408 687 7452
Gilbert Garcia		408 371 6953
Chris Garcia		408 371 6953
Mason Ahrends		(408) 849-1682
Kelth Evans		408-371-1581
Richard Kinsey		408/371-1342
James Williams		408 371-2842
John Foy		408 371 2843
Bernardino		408-373-5975





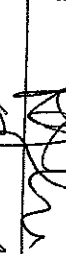





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Printed Name	Signature	Phone Number
Romy Smerchy		408 685 9880
Budde Maitel		408 858 7808
Andy Hsi		832 522 8734
Samoukha Bounce		408-644-2685
DOUG KLANS		408 377 9914
Kamrune		—
Alfonso Lopez		408-806-3704
Louie Harnore		659-260-4460
Harve B. Mallett.		408 218-2939
MIKE CEALANTE		408-898-7928

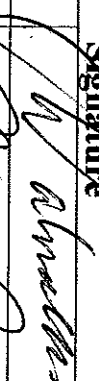





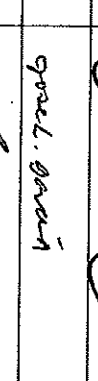
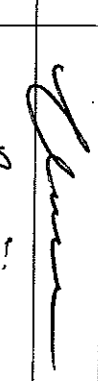


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Printed Name	Signature	Phone Number
Joe Medina		201-744-3477
Shirley Frankenburg		408-656-9445
Denise Sultanian		408-377-3016
Paula Rivera		408-559-0966
Roba Jachigwa		408-204-5313
Beta Kai		408-224-4312
Lynn Sakamoto		408-515-6326
Marc Thomas		408-425-4055
Jacqueline Thomas		408 833-8182
Maite Reyes		408 907-2684


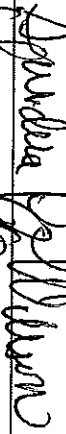








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Printed Name	Signature	Phone Number
Saraomr Wanduelli		973 626 4464
Mibe Dize		408-829-0984
Teresa Lanz		408-891-1007
John DeFries		408-658-0874
Ransen Tomeh		408-482-5242
Oliver Onda		408-371-8156
Vera Garcia		408 594 6515
Jose Garcia		510 944 9909
Michelle West Sharma		408-446-5222
Ravi		408-893-8300



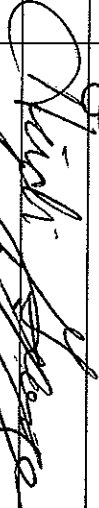







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Printed Name	Signature	Phone Number
Christine Wilson		408-375-5448
Sandra Wilson		408-377-1142
Shirley Brown		(408) 568-2140
Andrew Reynolds		(408) 835-0505
Bruce S. Peters		408-510-1704
Alexis Vega		408 608-6780
María Castillo		(408-) 375-3202
Connor McHenry		408 (822) 1428
Ana Lorenzana		408 849-5337
MURRAY JAYANTH		408 857 1473

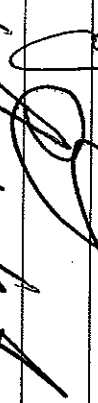




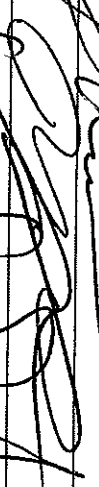
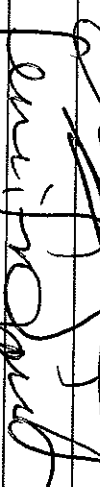
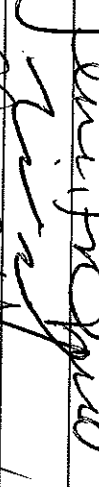


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Printed Name	Signature	Phone Number
Marta Mondaza		(408) 903-07-15
Steven Givewal		(209) 918-3029
Aleidi George		(408) 472-6334
Jared Phillips		(408) 854-4023
Jason Korman		(408) 533-1809
Yasmin Reyes		408 1037-3437
Rita Medina		408 315-9786
Zector Goeres		(408) 821-3569
Esmeralda Nava Avila		(408) 386-7740
Scott Robinson		(408) 603-9669




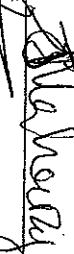






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Printed Name	Signature	Phone Number
Nickelholts		209-870-3874
Martina Matthews		408-252-2246
Palindor Vink		408-252-2746
JACKS HERNANDEZ		408-377-7419
Solomon Aragan		206-775-0573
Scottie McNeil		608-270-1819
Jennifer Spangla		408-509-9077
Violet Suarez		408-6021-8777
Neil Harris		775-901-0733
HONG LOONG		775-901-0733



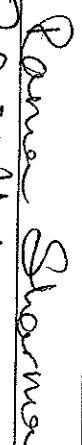



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Printed Name	Signature	Phone Number
Prakash Sharma		510 963 8245
Kumar Sharma		659-279-4293
Roussel Chung		510-589-7736
Tasmin Mgharai		650 886 1136
Kishina Dinesh		510-672-3656
Gurmeet Singh		510-807-3115
Santoshi Sharma		(408) 628-2967
Charlesa Jann		(656) 970-6973
Dimple Chanel		(209) 915-7100
Say Sharma		(408) 927-1269

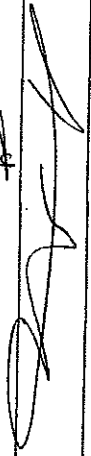




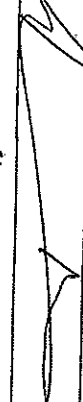




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Printed Name	Signature	Phone Number
ANAND R. VIJAY Sam Sharma		- 462-1021 477-9830
SHINANI SINGH Kshani Singh		(408) 95-8211 HDB) - 293-1383 (916) 539-1361
Ravni Mahway Ranika Shastri		(949) 491-0535 510 315-7206
Manish Shastri		(510) 755-4907
Varsha Sharma		(209) 613-4817
Raksha Sharma		(209) 613-3941

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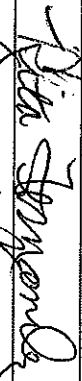

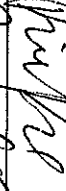
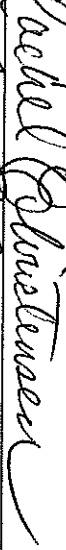




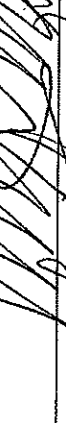
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Printed Name	Signature	Phone Number
Vahid Behinpour		(510) 305-6977
Farida Zandi		(408) 371-7090
Lisa Bennett		(408) 396-2695
Maryam Charafanogha		(408) 592-3645
Mohammad Arasteh		(510) 345-8415
Leda Saedy		(408) 464-7556
Lisa Bennette		(408) 396-2696
Tag Maharrag		(679) 879 3656
Nandani Sharma		(408) 924-7582
Hiren Sharma		(679) 707 2505

AndOil Car Wash petition



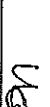







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Printed Name	Signature	Phone Number
MARLE STASATO		408-222-0523
RITA FERNANDEZ		
NALANI KERUWALA		
POOJA PAI		
RACHEL CHRISTENSEN		
RON BLUMSTERN		
DAVID MICHEWYLA		
ROMINA SMOEIKHANI		
MELANY ZARO		408-666-5750
KATHY PAI		408 377 6107


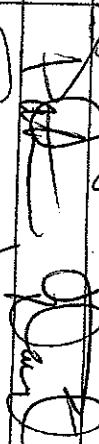

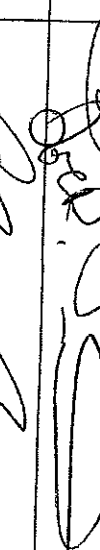






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Printed Name	Signature	Phone Number
PACITA TADG		408 496 6579
Karun Mehtani		408 377-5251
Selvan Hiller		(408) 322 4325
Joi Alston		(510) 557-9701
Mohini Vinod		(707) 332-8288
Ranelle Sanchez		(510) 258-9646
Neel Sharma		()
Amyeet Benipal		(162) 828-86341
MALKIT SINGH		(162) 148-0221
Vandana Prasad		(510) 454-7826











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Printed Name	Signature	Phone Number
Roy Royer		408 591-9003
Patricia Dowl		408-559-0719
Sandra Jones		408-371-0077
Jan Mathews		281 640 2374
Alina Mathews		281 640 2374 781 670 2374
Birmathy Sharma		408-371-2194
MANIRAM SHARMA		—
SHIV Vinod		927-1269
Neel Paande		()
Rodney Smith		





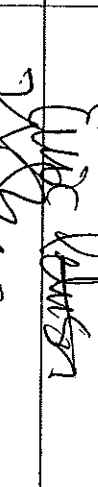
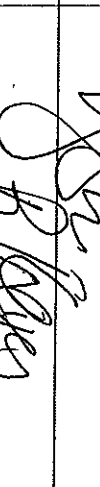



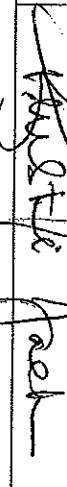
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Printed Name	Signature	Phone Number
Agneta Robinson		408-761-2523
Tina Chen		408-893-8762
Milo Garcia		408-761-2152
Sim Taylor		408-830-7372
Emeralda Rodriguez		(408) 446-3826
Nelson Norstanger		775-876-8877
Don Tharner		408-857-2143
Garrey Clezrap		408-356-8359
Kathleen Flynn		408-349-8475
Edgar Lopez		408-478-5215

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Printed Name	Signature	Phone Number
Krista Reymann		303-475-6408
WEIXING ZHAO		408 329 3904
Bonnie Alverly		(408) 310-6635
DANNY KHAN		408-849-3402
ERIC PETERSON		408-829-1954
Nasmwkye		415 614-9085
Keanna Hayes		408-375-6743
David Jordan		408-377-6004
David Atkalm		408-548-5686
KRISTINE JACKSON		408-712-3994

To persuade the City Council of San Jose to reject the construction of a Car Wash at the Andoil Gas Statik

	Name	From	Comments
1.	Urwashi Singh	Fremont, CA	This community is so peaceful and relatively safe. I would hate for this one convenience store and car wash to ruin it for the neighborhood
2.	Christian Hemingway	Campbell, CA	The traffic and noise studies were done incorrectly - the traffic study was done at a time when Farnham School and private school further down Woodard were not in session, and the noise study did not take into account noise for second story apartments or two story homes. The proposed 7 foot soundwall will provide more of a convenient place for drug dealers to do their business. And Finally, city staff did not notify renters immediately adjacent to this property, the ones who will be most affected.
3.	Wendy Collins	San Jose, CA	
4.	Carl Schroeder	SAN JOSE, CA	This car wash will be 60 feet from my bedroom window! I work nights and get home at 1am, or 4:30am if I work a double shift. I will get 3 hours sleep if I'm lucky with an automated 5 car stackable car wash outside my window. What was the City thinking okaying this stupid project?
5.	Upashna Singh	Fremont, CA	
6.	Rahul kumar	hyderabad, India	
7.	Shay Franco-Clausen	San Jose, CA	
8.	AARON RESENDEZ	San Jose, CA	We need to keep employment and pride in our community
9.	lynn sakamoto	San Jose, CA	
10.	Rose Luo	San Jose, CA	
11.	Heather Allen	San Jose, CA	Near a school and residential area that is already busy. We don't need more traffic near that intersection.
12.	Rona Orenstein	San Jose, CA	
13.	Mark Hancock	Dan Jose, CA	Too much traffic and noise
14.	Rob Chloe Sam Neeson	Highgate, United Kingdom	
15.	Jennifer Cheyer	San Jose, CA	
16.	Noreen Langbehn	San Jose, CA	Would prefer to have less industrial-type business in this family neighborhood, not more. Thank you
17.	John Masciocchi	San Jose, CA	
18.	Kathryn Irby	GULFPORT, MS	

	Name	From	Comments
19.	Sandra Wilson	San Jose, CA	
20.	Jennifer Prince	San Jose, CA	Too much traffic, north 40 is already going to impact even this area with traffic, and I do believe it will increase vagrancy.
21.	Heather Fraiser	Campbell, CA	
22.	Anis daya	san jose, CA	
23.	Emily Glover	San Jose, CA	
24.	Sylvia Ho	los gatos, CA	Skewed traffic and noise studies that were done on purpose! Potential increase to crime rate at this neighborhood.
25.	David Mcconnachie	San Jose, CA	We don't need a car wash in a place so close to a school, and residential area. Increased traffic, pollution, and getting by the 200ft placement rule to within 60ft of residential areas is not ok!
26.	Debbie Sanders	San Jose, CA	The City needs to listen to the neighbors and put their needs first!
27.	Liat Zavodivker	San Jose, CA	The Andoil owner should work with the neighbors in good faith and try to get a reasonable compromise in.
28.	Sin Tan	San Jose, CA	
29.	Jeff Schwartz	SAN JOSE, CA	
30.	Pat Newton	San Jose, CA	Why in the world would we need another car wash. A mile in either direction and you'll find a car wash. It's also horrible for the folks living nearby, too much traffic and noise.
31.	Tony Nodine	San Jose, CA	NO MORE COMMERCIAL BUSINESSES IN OUR NEIGHBORHOOD. THIS CARWASHGIVES NOTHING TONTHE COMMUNITY, YET DEGRADESQUALITY OF LIFE FOR THOSE LIVING NEARBY, INCREASES TRAFFICONGESTOIN TO UNSAFE LEVELS. THIS IS MY NEIGHBORHOOD!!!! WE The neighbors don't want this disturbance.
32.	Michelle Benavides	San Jose, CA	
33.	Elaine Driskell	San Jose, CA	
34.	Lisa S	Campbell, CA	Negative impact on house prices. Too close too housing. Too close to path children take to school.
35.	Susan Rhodes	Camobell, CA	Noise and chemical smell for multi-unit neighbors directly over the fence. Another location in the vicinity would be welcomed. We DO need a quick drive-thru type car wash!!
36.	chak khemici	san jose, CA	
37.	Kimberly Sweatt	San jose, CA	
38.	Joann Henderson	PALM COAST, FL	
39.	Jenny Jung	San Jose, CA	

	Name	From	Comments
40.	Kyla Brittle	San Jose, CA	Too noisy, smelly and will make our neighborhood even more crowded. Our balconies are not private so this will cause even less privacy.
41.	Christine Nichols	San Jose, CA	This car wash is going to create more noise and pollution in our neighborhood. The Bascom/Woodard intersection is a very busy intersection anyway with cars flying in and out onto Woodard. The car wash is going to be a hazard for the school children and for people trying to access their homes in this neighborhood. There's a car wash within a mile of either direction from this location we don't need one right under our noses and shoved down our throats ! Our property values are going to be devalued and it's only going to bring more crime into this neighborhood than there already is. Just go drive behind the gas station now and look at all the drug paraphernalia strewn around it's disgusting !
42.	Steven Johnson	Los Gatos, CA	
43.	Melissa L	San Jose, CA	I think a car wash in this location will create many traffic issues for our neighborhood. I think the operating hours will create a disturbance for many of the residents in our neighborhood and the apartments nearby. Some of those residents work non-traditional work hours and shouldn't have to hear the noise of a car wash. I'm also concerned about the chemicals from the car wash and the impact it may have on the kids at the schools nearby and our children who live in the neighborhood. I feel very strongly that something like this shouldn't be allowed so close to a residential neighborhood. Please don't allow this project to happen!
44.	Amanda Juarez	Campbell, CA	Like my fellow community members and neighbors have already stated, a car wash in that specific spot is of very poor thought. At a minimum, the owner of Andoil and community members should reach a compromise of some sort.
45.	Uma Singh	Fremont, CA	Firstly, this car wash is going to cause an excessive amount of noise in the neighborhood. Secondly, the buffer wall that is going to be a safe haven for local criminals trying to deal drugs, get alcohol, and steal from the convenience store, and the other stores around the area. Thirdly, there is going to be a huge amount of traffic on the two off roads, Woodard and S. Bascom. Plus, elementary school children are going to cross the outlet driveway of the car wash, making it a danger to these kids. There are already reckless drivers in the area, and putting a carwash and a wall will make these and other drivers even more careless. This whole plan is going to be a huge burden on the area, it should not be built.
46.	Jay Vinod	Sacramento, CA	This car wash is going to cause a lot of noise in the back neighborhood, and will obviously bring a lot more traffic and unwanted people into our area.

	Name	From	Comments
47.	Selena Diamond	Fremont, CA	I live in the neighborhood behind this proposed project, and I am very upset that I didn't receive a letter from the Applicant that this project was being decided. Everyone within a 1,000 feet radius was supposed to receive one, and if I would have gotten it, I would have went to the 2 community and city meetings to protest it. This car wash is only going to bring noise and more people into this area, crowding the streets.
48.	Jill Brown	San Jose, CA	We don't need more traffic in this area. To congested as it is plus there is Classic Car Wash on Hamilton.
49.	Alicia Avila	San Jose, CA	Morning traffic is already horrible in this area... We have TWO schools and MANY kids walking to get to and from school why add another hurdle for them.
50.	Emily Gatt	Fremont, CA	
51.	Racheal Sankar	San Jose, CA	We live in this area and do not want the additional traffic!
52.	Connie Diesner	Campbell, CA	I live on the Campbell side of Bascom Ave. Andoil is on the San Jose side of Bascom. The number of accidents on this intersection are probably not recorded in San Jose because 1/2 of them are on the Campbell side of Bascom. The intersection of Bascom & Woodard is a hazard to pedestrians, including children walking to school, a short block away. Children's lives are more important than a car wash, which would increase the danger.
53.	Anna Martinez	San Jose, CA	Shame on SJ Planning Department for doing the site assessment when school isn't in session. There are multiple homes that would be adversely impacted by he traffic, noise, and environmental hazards created by this business. Also, the area has at least four car washes within miles. The owners are not responsible about managing/ eradicating the illegal activity on its current site.
54.	Natsha Nema	San Jose, CA	
55.	Veena Khatri	Dublin, CA	
56.	Vandana Prasad	Newark, CA	
57.	David Schleicher	San Jose, CA	The location is too close to a school, houses, and a major thoroughfare used by school parents for multiple schools. The resulting traffic will be a disaster!
58.	Ashika Prasad	San Francisco, CA	
59.	Vijayta Maharaj	Vallejo, CA	Supporting family members
60.	Sandhya Thakur	Hayward, CA	
61.	Wafaa Elshawarbi	Hayward, CA	We don't NEED another car wash. Build it somewhere else that doesn't effect thousands of people's lives everyday.
62.	Amneet Kaur	San Jose, CA	
63.	Dylan Romano	San Jose, CA	
64.	Balmik J Maharaj	Granada Hills, CA	Supporting family member

	Name	From	Comments
65.	Rachel Kimura	Fremont, CA	This business is unwanted by the residents of the surrounding area and would negatively impact pre-existing stores. Therefore, it shouldn't be allowed to move in.
66.	GLORIA QUIROZ	SAN JOSE, CA	To protect the environment, residence & children.
67.	ANGELA BAKOUROS	San jose, CA	
68.	Harleen Kaur	SAN Jose, CA	
69.	Kathy Nguyen	SAN JOSE, CA	
70.	ashley huynh	san jose, CA	
71.	Johan Mendez	Oxnard, CA	
72.	Eric Nguyen	San jose, CA	This is my friends uncle
73.	Laura Ma	San Jose, CA	This has a negative impact on residents next to the carwash, little kids going to school across the street, traffic, and general security to the area.
74.	Kaajal Lal	Antioch, CA	Keep family business going. And for peace
75.	Geetanjali Shankar-Saldana	Vallejo, CA	
76.	Nishi Chand	Sacfa, CA	
77.	Jasmine Sandhu	Dublin, CA	
78.	Rohini Sharma	Modesto, CA	
79.	Kathy Virgilio	Campbell, CA	
80.	Barbara Wilkie	Campbell, CA	The car wash will produce hazardous chemicals which will be inflicted on the students and staff of the school that is very close to this business, as well as to the children and families who live behind and near this business. Even though I do not reside in San Jose, the school that is very close to this business is the boundary school for the children who live on my street and in my neighborhood. The street adjacent to this business is packed with cars bringing students to the school, as well as children walking to school. Also, the chemicals created by this proposed carwash will be hazardous to the health of the children who attend the school and live in the neighborhood surrounding this business and school.
81.	Kris Nill-Snow	San Leandro, CA	
82.	Erin Wilkie	Campbell, CA	
83.	Katherine Brown	San Jose, CA	I live here and will be impacted by traffic.
84.	Shanta Franco-Clausen	San Jose, CA	
85.	Leland Dyer	San Jose, CA	There is already too much traffic in the area. The last thing we need is more of itnd more car washers are not needed here.

	Name	From	Comments
86.	Beverly Merrel	San Jose, CA	I work for cambrian school district, and this is not in the best interested of our students and families walking to school. Traffic is congested enough.
87.	Alison Donahue	San jose, CA	
88.	Yoshika Ramanujam	San Jose, CA	
89.	Desiree Mashburn	San Jose, CA	For the safety of the children who attend these schools. I have a 20 year old and 13 year old who both attended Farnham Elementary from K-5.
90.	Katharina Voigt	Campbell, CA	Keep our kids safe
91.	J.T. Averde	San Jose, CA	
92.	stephanie haase	campbell, CA	
93.	Salina Chavez	Campbell, CA	
94.	Elizabeth Arce	San Jose, CA	Safety of schoolchildren; control traffic in residential areas
95.	Malia Delvecchio	San Jose, CA	We need to limit traffic at this corner for the safety of the children at Farnham elementary. Putting this car wash there creates too many blindspots putting children and their families walking at risk.
96.	Karen Horvath	Campbell, CA	We have so much traffic already. The owners of Andoil and the surrounding businesses already do not keep up a safe area. With even more traffic, this will be even worse for the kids in the area and the numerous people who enjoy walking their dogs and for their own exercise. We have plenty of car washes. I for one will never use it.
97.	Nina Le	Campbell, CA	For the safety of my children. They go to Farnham Elementary.
98.	John Whang	San Jose, CA	
99.	Rigo Cervantes	San José, CA	
100.	Maryjay Lee	Campbell, CA	At 7:40 in the morning, it's time for the children to start to go to school. The road ahead of school will be lengthened by those who want to car wash before get to work, and I am sure one day an accident will be happened even there are volunteers to assist with schooling.
101.	Kyeong Tae Lee	Los Gatos, CA	Children's safety
102.	David Shearer	San Jose, CA	Traffic issue, noise issue
103.	Son Nguyen	San Jose, CA	
104.	Eileen Mai	San Jose, CA	
105.	Blake Miller	San Jose, CA	
106.	Ray Luna	San jose, CA	
107.	Ningjing Gao	San jose, CA	

	Name	From	Comments
108.	Camille Johnson	San Jose, CA	I am concerned about the children walking to and from school. That intersection is already congested and hazardous. More accidents are likely to occur.
109.	Ricardo Gonzalez	San Jose, CA	I have children in Farnham School, this is a big safety issue for walking children.
110.	Donna Santilli	San Jose, CA	The safety implications of a car wash whose exit directs cars onto a residential street where two elementary schools are located is beyond comprehension. This proposal along with the inevitable redevelopment of the Cambrian Park Plaza at Camden / Woodard / Union will have multiple adverse effects on this neighborhood where many residents are raising families, enjoying the sense of community we share and feel safe. I implore you NOT to approve the proposal for the car wash at Bascom & Woodard.
111.	Nash Borana	SAN JOSE, CA	
112.	Manju Reddy	San jose, CA	For the safety of kids
113.	Linda Suk	San Jose, CA	Safety first for community!!!
114.	Michelle Grillo	Norwich, CT	
115.	Norman Jung	Campbell, CA	
116.	nancy lyon	Fremont, CA	
117.	STEVE BELOCHI	San Jose, CA	Excess Noise to home owners, & risk to school children. Solve traffic and noise proble!
118.	Erin Cozzi	San Jose, CA	
119.	carie Miller	San jose, CA	
120.	Srini Dodda	San Jose, CA	Safety and traffic
121.	Charissa DeFrancesco	Campbell, CA	Traffic, noise, crime, safety of the many kids who walk to and from school. Terrible for the neighborhood.
122.	Nancy Rowe	Campbell, CA	I live too close to this proposed site.
123.	Joseph Juarez	Campbell, CA	
124.	Teresa Lanz	San Jose, CA	The proposed car wash is too close to too many residential apartments. Promoting business should not come at the expense of residents, who will have to suffer through the increased noise and pollution. The cars hurriedly leaving the gas station already present a serious safety hazard, and the car wash will make it that much more dangerous for the local schoolkids.
125.	James Livhau	Campbell, CA	I live across the street from the proposed site and am greatly concerned with the increase in traffic and how it stands to negatively impact the safety of Farnham Elementary school children and residents in the surrounding area. I have lived here for 13 years and have seen how Bascom ave has become more and more dangerous because of speeding and car accidents. The addition of a car wash will have a negative impact on my families quality of life.

	Name	From	Comments
126.	Doris Korn Walker	San Jose, CA	Very disruptive to the neighborhood
127.	Jackie Pitmsn	San Jose, CA	
128.	Elizabeth Meras	San jose, CA	
129.	weixing zhao	campbell, CA	
130.	Carly Slaughter	San Jose, CA	
131.	Helen Chong	San jose, CA	I have three kids here on Woodard, plus the high traffic can greatly endanger the safety of all the children at Farnham school.
132.	Alison Walton	Los Gatos, CA	We are overbuilding in this area. There is an excessive amount of traffic and I think we need to be respectful of the surrounding residents.
133.	phuong duong	San Jose, CA	safety of young children
134.	Amanda Nieves	campbell, CA	Safety of children and disruption on school and overall community
135.	VALERIE SIMMONS	SACRAMENTO, CA	
136.	Linda Carrico	west sacramento, CA	dangerous for my grandchildren
137.	Miguel Nieves perez	campbell, CA	Danger to community and children's safety
138.	Sandra Waters	San Jose, CA	
139.	Vidyani Jilledumudi	Los Gatos, CA	Danger to children
140.	Jessica Berger	San jose, Turks And Caicos Islands	
141.	Lora Copeland	San jose, CA	Dangerous for school kids