
FW: 6/10 CC - GP24-010 Transmittal

From CMOAgendaServices <cmoagendaservices@sanjoseca.gov>
Date Mon 6/2/2025 12:58 PM
To Agendadesk <Agendadesk@sanjoseca.gov>
Cc CMOAgendaServices <cmoagendaservices@sanjoseca.gov>; Powell, Alex <Alex.Powell@sanjoseca.gov>

 1 attachment (738 KB)

Correspondance email 5.15.2025 Redacted.pdf;

Hello Agenda Desk,

Please attach the following Public Comment to item 10.2 for 6/10 CC.

Thank you,
Gina

From: Powell, Alex <Alex.Powell@sanjoseca.gov>
Sent: Monday, June 2, 2025 11:49 AM
To: CMOAgendaServices <cmoagendaservices@sanjoseca.gov>
Cc: Espejo, Gina <Gina.Espejo@sanjoseca.gov>; Blattman, Rachelle <Rachelle.Blattman@sanjoseca.gov>
Subject: RE: 6/10 CC - GP24-010 Transmittal

Hello,
We had a public comment submitted for GP24-010 for the June 10 council meeting. Please find it attached.

Alex Powell | PBCE Chief of Staff
 alex.powell@sanjoseca.gov

From: Powell, Alex
Sent: Thursday, May 29, 2025 9:56 AM
To: Chen, Heidi <Heidi.Chen@sanjoseca.gov>; CMOAgendaServices <cmoagendaservices@sanjoseca.gov>
Cc: Espejo, Gina <Gina.Espejo@sanjoseca.gov>; Blattman, Rachelle <Rachelle.Blattman@sanjoseca.gov>; Cueto, Ruth <ruth.cueto@sanjoseca.gov>; Ghosal, Sanhita <Sanhita.Ghosal@sanjoseca.gov>
Subject: RE: 6/10 CC - GP24-010 Transmittal

Hello,
Please find the PC to CC memo for 6/10 CC item GP24-010 attached.

This memo was approved by Chris Burton on 5/29 and was reviewed by CAO (Aaron Yu).

Also attached is the Planning Commission staff report (memo attachment).

Alex Powell | PBCE Chief of Staff
 alex.powell@sanjoseca.gov

From: Chen, Heidi <Heidi.Chen@sanjoseca.gov>
Sent: Monday, May 19, 2025 3:18 PM
To: CMOAgendaServices <cmoagendaservices@sanjoseca.gov>

Cc: Espejo, Gina <Gina.Espejo@sanjoseca.gov>; Blattman, Rachelle <Rachelle.Blattman@sanjoseca.gov>; Powell, Alex <Alex.Powell@sanjoseca.gov>

Subject: 6/10 CC - GP24-010 Transmittal

Hello,

Please see attached Transmittal Memo for 6/10 CC - GP24-010 approved by Director Chris Burton on 5/19/2025.

Thanks!

Best,

Heidi

Heidi Chen, Administrative Assistant

[Department of Planning, Building and Code Enforcement](#)

City of San José | 200 E. Santa Clara Street 3rd FL | San José, CA 95113

 heidi.chen@sanjoseca.gov

@buildingsanjose: [Facebook](#) [Twitter](#) [Instagram](#)

Maurer, Laura

From: PlanningSupportStaff
Sent: Thursday, May 15, 2025 3:22 PM
To: Maurer, Laura
Subject: Fw: 3630 Kettman Rd GP24-010

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Laura,

Please see attached correspondence that came in this morning.

Planning Support Staff
City of San Jose | PBCE – Planning Division
200 E Santa Clara Street, 3rd Floor Tower | San Jose, CA 95113
E: planningsupportstaff@sanjoseca.gov

From: Ann Doan [REDACTED]
Sent: Thursday, May 15, 2025 8:50 AM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>
Subject: 3630 Kettman Rd GP24-010

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Dear Sir/Madam,

I'm one of the residents that live in the neighborhood of the above address.
I would like to oppose the rezoning of 3630 Kettman Rd.

The San Jose Public Works has identified the area as a landslide and flood zone and it is unsafe to build here.

With increasing the neighborhood would lead to 16 homes and at least 60 cars. Since the average home in our area averages four cars. It will be very unsafe for many of our children.

The San Jose City has previously denied this request multiple times due to lots of concerning factors.

The area is home to many wildlife that shouldn't be displaced. We want to preserve the last green space in our neighborhood.

Thank you!

GP24-010 and Associated Policies Letter to city Council

From Akthem Al-Manaseer [REDACTED]

Date Mon 6/9/2025 4:21 PM

To City Clerk <city.clerk@sanjoseca.gov>

 2 attachments (94 KB)

City Council letter.pdf; ATT00001.htm;

Hello,

I am writing as a concerned resident of San José to formally oppose the proposed development of 3630 Kettmann Road.

I am attaching a letter explaining the concerns to be shared at the City Council Meeting on June 9, 2025 (6 pm). I appreciate your consideration in rejecting this proposed development.

From: Dr. Akthem AL-Manaseer

June 9, 2025

To: The City Council Members
Via the Office of the City Clerk
City of San José
200 E. Santa Clara Street
San José, CA 95113

**Subject: Violation of GP24-010 and Associated Policies
Petition Opposing Proposed Construction for 3630 Kettmann Road, San Jose, CA**

I am writing as a concerned resident of San José. I have been a practicing professor of civil engineering at [REDACTED] for the last 29 years, teaching many engineers in this valley how to design and construct safe structures.

I formally oppose the proposed development for 3630 Kettmann Road, San Jose. I urge the City Council members to deny approval of this construction, as it presents significant risks to the local community and environment and appears to contravene the objectives outlined in General Plan Amendment GP24-010 and related policies.

1. Violation of GP24-010 – Hillside and Open Space Protection

The proposed project seems inconsistent with the principles established in GP24-010, which emphasizes the preservation of hillside lands, protection of natural open spaces, and limitation of urban sprawl into environmentally sensitive areas. Proceeding with this development could undermine the integrity of the General Plan and set a concerning precedent for future hillside developments.

2. Flood Risk Due to Slope Disruption

Construction on this hillside would significantly alter natural drainage patterns. These slopes already channel runoff during rainstorms, and further development would increase impermeable surfaces and erosion risks, heightening flood potential for properties below—especially during heavy winter rainstorms.

3. Seismic Design Category Risk

The property at 3630 Kettmann Road, San José, falls under the severe Seismic Design Category D (seismicmaps.org). This category is designated for lands located in areas expected to experience severe and destructive ground shaking. This category, combined

with the sloped hill and the type of soil, is considered an unsafe and hazardous site for the proposed project's construction.

4. Traffic Congestion and Road Safety

Increased vehicular activity from construction crews and eventual residents would strain local roadways, which are unsuitable for heavy traffic. This poses a safety risk to pedestrians and could further burden emergency response access and daily commuting in our dense neighborhood. We will have a Level of Service F with forced or breakdown flow during peak hours.

5. Disruption to Wildlife Habitat

This hillside is a vital habitat corridor for local wildlife, including Red-tailed Hawks, eagles, owls, and other native species that are seen annually in this area. Disruption from construction and long-term occupation would fragment these ecosystems, contributing to the city's growing loss of biodiversity and contradicting environmental goals outlined in the General Plan. This can violate the Migratory Bird Treaty Act of 1918, which protects these wildlife species, and is further reinforced in 1972. Protection of the nests occupied or not, for at least 10 years of non-occupancy, is essential to respect and refrain from disturbing these birds, even when unoccupied. This ensures the birds have a safe space for future breeding.



6. Privacy and Quality of Life Impact

Structures built on an elevated hill would overlook existing homes, creating direct visibility into private backyards and living spaces. This is a substantial and unjustified invasion of privacy for long-standing residents, negatively affecting our quality of life and property values.

Considering these serious concerns—and in direct reference to GP24-010's mandate to protect San José's hillsides and open spaces—I strongly urge the City Council Members to reject this proposed development. I would be grateful for the opportunity to participate in any upcoming hearings or meetings regarding this project and request that this letter be included in the official public record.

Thank you for your time and attention to this critical matter.

Sincerely,


Dr. Akthem Al-Manaseer, CEng, FASCE, FACI, FCSCE, MstrucE
Charles W. Davidson Professor of Civil and Environmental Engineering 

FW: Opposition about File No. GP24-010 at 3630 Kettmann Road

From City Clerk <city.clerk@sanjoseca.gov>
Date Mon 6/9/2025 3:23 PM
To Agendadesk <Agendadesk@sanjoseca.gov>

From: Lei Chen <[REDACTED]>
Sent: Monday, June 9, 2025 2:57 PM
To: City Clerk <city.clerk@sanjoseca.gov>
Subject: Opposition about File No. GP24-010 at 3630 Kettmann Road

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Dear San Jose City Council / Planning Department,

My name is Lei Chen, and I am a resident of Los Altos Court. I recently received notice regarding the proposed rezoning project at 3630 Kettmann Road and would like to express my opposition to the plan. I am also interested in signing any petitions opposing this project.

The property in question is located right at the intersection where Casey Way meets Kettmann Road. After the sharp turn—especially with cars often parked along the street—drivers must immediately navigate a three-way stop. With the potential addition of at least 32 vehicles from the proposed development, I am deeply concerned about increased traffic congestion and safety risks for both drivers and pedestrians.

Another concern is the environmental impact. The area contains numerous trees, shrubs, and native vegetation that support local wildlife. Development in this space would destroy important natural habitats that many animals rely on for food and shelter.

Thank you for your time and attention to this matter. I respectfully urge the City to reconsider or modify the proposed project to better preserve the safety and livability of our neighborhood.

Best regards,
Lei Chen
[REDACTED]

Sincerely yours ,
Lei Chen



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FW: GP24-010 agenda 10.2

From City Clerk <city.clerk@sanjoseca.gov>
Date Tue 6/10/2025 7:43 AM
To Agendadesk <Agendadesk@sanjoseca.gov>

From: Cheryl R. Guerrero [REDACTED]
Sent: Monday, June 9, 2025 9:34 PM
To: City Clerk <city.clerk@sanjoseca.gov>
Subject: GP24-010 agenda 10.2

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City Clerk's Office,

I am forwarding my email regarding GP24-010.

Regard,
Cheryl Guerrero

Sent from my iPhone

Begin forwarded message:

From: "Cheryl R. Guerrero" <[REDACTED]>
Date: May 13, 2025 at 5:55:24 AM PDT
To: planningsupportstaff@sanjoseca.gov
Subject: GP24-010: 3630 Kettman Rd.

City of San Jose,

I am writing to oppose the rezoning of 3630 Kettman Rd.

- San Jose Public Works has identified the area as a landslide and flood zone and opposes a flood risk for our court
- the location is not zoned for housing nor is it supported by the 2040 General Plan of San Jose
- building 16 homes would increase traffic by at least 50 cars, given the average home has 3-4 cars.
- The San Jose City has previously denied this request multiple times
- The area is home to many wild life that should not be displaced, we want to preserve the last green space in our neighborhood

Regards,
Cheryl Guerrero

FW: GP24-010 agenda 10.2

From City Clerk <city.clerk@sanjoseca.gov>
Date Tue 6/10/2025 7:43 AM
To Agendadesk <Agendadesk@sanjoseca.gov>

From: joseph guerrero <[REDACTED]>
Sent: Monday, June 9, 2025 9:36 PM
To: City Clerk <city.clerk@sanjoseca.gov>
Subject: GP24-010 agenda 10.2

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City Clerk's Office,

I am forwarding you my email regarding GP24-010 agenda 10.2.

Regards,
Joseph Guerrero

[Sent from Yahoo Mail for iPhone](#)

Begin forwarded message:

On Tuesday, May 13, 2025, 11:23 AM, PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov> wrote:

Hello,

Thank you for submitting your comment. This will be sent to Staff for review and posted to the public record.

Thank you,

Planning Support Staff
City of San Jose | PBCE – Planning Division
200 E Santa Clara Street, 3rd Floor Tower | San Jose, CA 95113
E: planningsupportstaff@sanjoseca.gov

From: joseph guerrero [REDACTED]
Sent: Tuesday, May 13, 2025 11:16 AM

To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>

Subject: GP24-010: 3630 Kettman Rd.

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City of San Jose,

I am writing to oppose the rezoning of 3630 Kettman Rd.

- San Jose Public Works has identified the area as a landslide and flood zone and opposes a flood risk for our court
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- The San Jose City has previously denied this request multiple times
- The area is home to many wild life that should not be displaced, we want to preserve the last green space in our neighborhood

Regards,
Joseph Guerrero

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FW: Item Number GP24-010 Agenda 10.2 Follow Up from Comments before the Planning Commission

From City Clerk <city.clerk@sanjoseca.gov>
Date Tue 6/10/2025 7:43 AM
To Agendadesk <Agendadesk@sanjoseca.gov>

From: Kristy Heath <[REDACTED]>
Sent: Monday, June 9, 2025 9:53 PM
To: City Clerk <city.clerk@sanjoseca.gov>
Subject: Fwd: Item Number GP24-010 Agenda 10.2 Follow Up from Comments before the Planning Commission

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Greetings! Please submit for Item Number GP24-010 Agenda 10.2. Thank you!

Begin forwarded message:

From: Kristy Heath <[REDACTED]>
Subject: Agenda Number GP24-010 Comment before the Planning Commission
Date: May 13, 2025 at 9:21:30 PM PDT
To: planningsupportstaff@sanjoseca.gov
Cc: Kristy Heath <[REDACTED]>

Greetings! Thank you for taking the time to read my concerns regarding the property on site address: 3630 Kettman Road (APN676-23-013. After reading the proposal, the Envision San Jose General Plan's policies don't support your General Plan Amendment to change the General Plan to your advantage. The existing Envision San Jose 2040 General Plan of land use allows up to 1 dwelling per 5 acres (1DU/5AC). That is what is currently on the property. The Lower Hillside properties should be maintained largely as open space. This area contains important watersheds, natural habitats and prime percolation soil areas which should be preserved from the encroachment of urban densities and to avoid negative impacts to natural environments and avoid geological hazards. The only reason I can think of for not wanting the protect the watersheds and natural habitats is greed! This site has been deemed as a geo hazard hazard zone and there is a known landslide on this site. What insurance company is going to cover home insurance on a geo hazard hazard? What happens if the home is swallowed in the landslide area or becomes a sinkhole? This area is NOT sustainable for 16 homes! We are also an established neighborhood with high traffic and street parking issues. To add to the burden of increased traffic is simply unreasonable! Everyone drives a car and no one takes public transportation. The building of 16 additional homes would not encourage anyone to take public transportation. Auto dependency and increased vehicle milage will continue under this plan! In conclusion, the existing Envision San Jose 2040 General Plan land use allows up to 1 dwelling per 5 acres (1DU/5AC). That is what is currently on the property and this General Plan should remain in place.

Sincerely,
Kristy Heath
Neighborhood Advocate

FW: Public Comment on H24-046 for Planning Director's Hearing

From City Clerk <city.clerk@sanjoseca.gov>

Date Tue 6/10/2025 7:42 AM

To Agendadesk <Agendadesk@sanjoseca.gov>

 1 attachment (482 KB)

San Jose ChickFilA letter 3 (June11).pdf;

From: Greg Ripa [REDACTED]

Sent: Monday, June 9, 2025 9:18 PM

To: Do, Sylvia <sylvia.do@sanjoseca.gov>; Lee, Jason <Jason.Lee@sanjoseca.gov>

Cc: City Clerk <city.clerk@sanjoseca.gov>; District 6 <district6@sanjoseca.gov>

Subject: Public Comment on H24-046 for Planning Director's Hearing

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Sylvia and Jason,

Please see my attached public comments for project H24-046 (1301 West San Carlos Street and 255- 263 Race Street) to be heard during the Public Hearing portion of the Planning Director's Hearing scheduled for June 11, 2025.

Thank you,
Greg

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To: Sylvia Do, hearing officer for the June 11, 2025 Planning Director's Hearing, other City of San Jose Planning staff, & District 6 Councilmember Michael Mulcahy

From: Greg Ripa, *nearby resident on Lincoln Ave between Park and San Carlos*

Re: File No. H24-046 (1301 W San Carlos)

Date: June 11, 2025

As mentioned in my public comment at the public meeting on the evening of March 27, 2025, I oppose this development project. Why? It is not dense; it is auto oriented; and it does not meet various intents, goals, policies, and standards set forth in the San Jose General Plan, the West San Carlos Urban Village Plan, and the San Jose Citywide Design Standards and Guidelines. Staff recommends approving the site plan of February 21, 2025 and the associated site development permit, and are thus ok with a single use low density development. However, this is misguided and the permit should not be approved due to conflicts with the various plans and policies.

Rebuttal to Site Development Permit findings

(<https://www.sanjoseca.gov/home/showdocument?id=122648>)

Staff analysis is denoted in *italics* and my comments are in regular text.

Analysis: This site is located within the Urban Village land use designation in the Mixed-Use Residential Character Area, as shown on the urban village plan, and this designation supports commercial uses, as per the description. This project is a commercial use within a commercial designation and a commercial zoning district. While residential uses would be allowed on this 1.09-gross-acre site after parcel aggregation, the designation does not require residential uses, and also supports standalone commercial development on the site. There is no required commercial density in the designation; while staff recognizes Policy LU-1.1 of the West San Carlos Urban Village Plan, which encourages new commercial development to be built with a floor area ratio (FAR) of 0.3 or greater, this is not a requirement within the designation, and therefore, projects are not required to have an FAR over 0.3. Therefore, as this project proposes the construction of a retail building in a commercial designation and zoning district, on a site which does not

require residential uses or have a required minimum FAR, this project is consistent with the Urban Village designation within the Mixed-Use Residential Character Area of the West San Carlos Urban Village Plan.

As noted below is the San Jose General Plan and West San Carlos Urban Village Plan sections, this project does not meet various goals and policies of those plans. City staff fails to discuss the several policies that this project does not meet. This project is not consistent with the Urban Village designation due to its very low FAR of 0.11, which is nowhere near the maximum for Urban Village or even Neighborhood/ Community Commercial of 3.0+. This project is not pedestrian oriented and is thus out of character for an urban village (see more details later).

3. Vision Element 1: A Well-Connected Neighborhood. The West San Carlos Urban Village will be a safe, accessible, and well-connected neighborhood for all people. Improvements to both the sidewalks and streets of the West San Carlos Urban Village are vital in order to create safer environments for all modes of transportation, especially pedestrians. Activating the sidewalk through higher intensity development and good urban design principles plays a large role in the pedestrian experience and the feeling of safety. Improvements to the sidewalk and street should also allow both residents and visitors better access to neighborhood goods and services.

Analysis: The project will provide a 20-foot attached sidewalk on West San Carlos and a 15- foot attached sidewalk on Race Street. The project also includes a property corner radius dedication at the Race and San Carlos corner, an in-lieu contribution for intersection improvements (including the bulb-out shortening the pedestrian distance across both San Carlos and Race, and in-lieu contributions along both San Carlos and Race for Class IV protected bike lanes). The project also must install red curb along project driveways to ensure adequate sight distance and make bus stop improvements as directed by the Valley Transportation Authority (VTA). All of these requirements create safer environments for pedestrians and other modes of transportation, increase the feeling of pedestrian safety, and connect future residents of the Bellarmino Place development to the north of the site to neighborhood goods and services across San Carlos.

I applaud the City for requiring the project to create bulb-outs on the corner of West San Carlos & Race and for widening the sidewalk. However, this alone does not lead to "*Activating the sidewalk through higher intensity development and good urban design principles*". Activating the sidewalk requires a pedestrian focus/ orientation. This site plan is not pedestrian focused or oriented (please see my comments below on San Jose General Plan (SJGP) CD-1.9 and CD-1.11, West San Carlos Urban Village Plan (WSCUVP) ground floor interface, and the pedestrian oriented version of the project). Further, since Chick-Fil-A's are typically closed on Sundays, this closure would also lessen the street activation on every Sunday as compared to a different type of restaurant. Therefore, I feel that this project only partially meets the vision since it does not properly activate the sidewalk.

Ground Floor Interface, Ground Floor Articulation, Guideline 7: Discourage uninterrupted blank walls or façades. Where such blank walls are necessary, apply landscape screens, display boxes/ merchandise displays, light patterns, material variations, or other mitigation measures to enhance visual interest. Analysis: The interior design of the building requires a blank wall on West San Carlos in order to avoid exposing the kitchen to the street. Therefore, the project is conditioned to include a mural as a mitigation to enhance visual interest on West San Carlos.

Here, City staff admits that the site is less pedestrian friendly since they acknowledge the large blank wall along West San Carlos Street. The applicant could have easily flipped their building design to allow for more pedestrian friendliness and more visual interest (see the pedestrian oriented version of the project below) but chose not to so that the site could be auto-oriented. Due to this large wall (with a token mural), this project is not meeting SJGP policies CD1.1, CD1.9, and CD1.11.

Diverse and Innovative Economy Policy IE-6.2: Attract and retain a diverse mix of businesses and industries that can provide jobs for the residents of all skill and education levels to support a thriving community. Analysis: The project provides jobs for residents of all skill and education levels.

This project fails this policy. On the project site were several businesses: a Burger King, a taqueria, and a hair salon. Now, it will be one business if this permit is

approved. The hair salon has moved out and the taqueria expended but even with this, there were two businesses (the Burger King and the taqueria) with one of them being a local small business, and if this permit is approved, there would only be one business, a Chick Fil A. This is not attracting and retaining a “diverse mix of businesses and industries”. It is lessening the mix of business from 2 or 3 businesses to 1 business. This project does not meet this criteria since the existing business(es) also “*provides jobs for residents of all skill and education levels.*”

Fiscal Sustainability Policy FS-3.3: Promote land use policy and implementation actions that increase the ratio of Jobs to Employed Residents to improve our City’s fiscal condition, consistent with economic development and land use goals and policies.

Analysis: The project includes a revenue-generating use and increases the ratio of jobs to employed residents.

The existing and previous buildings (including the now demolished Burger King) total about 7,000sf. This project proposes demolishing everything on site and starting over with a new building of less than 5,200sf. That is a reduction in commercial square footage of over 1,800sf compared to the existing and previous building sizes! Reducing the size of commercial square footage may reduce the amount of total employees on the site. Thus, this project would not “increase the ratio of Jobs to Employed Residents” based on previous and existing uses of the site. If the applicant were to not demolish the existing buildings/ businesses and instead only rebuild on the Burger King portion of the site, then the staff analysis would be true, but as of now, it is not true. This project does not meet this policy.

5. Citywide Design Standards and Guidelines

The project conforms with the following key applicable design standards. Note that any Standard which is covered or otherwise in conflict with the Urban Design Guidelines of the West San Carlos Urban Village Plan cannot be applied to this project.

The project does not conform with other key applicable design rationales and standards in the document: the rationale of Section 4.1.1 discussing the need for ground floors to have “active frontages create engaging streets that are comfortable to use and visually appealing for pedestrians”, Standard S2 in that

same section 4.1.1 discussing the amount of glazing, and Standard S4 in that same section 4.1.1 discussing clear window glazing. This project does not meet any of those rationales and standards; see the Design Standards section below for more details about how the project does not meet those rationales and standards. City staff does not discuss those rationales and standards in the permit findings.

7a. The Site Development Permit, as approved, is consistent with and will further the policies of the General Plan and applicable Specific Plans and area development policies; and Analysis: The permit allows the construction of a commercial building, which is consistent with the Urban Village land use designation, including within the Mixed-Use Character Area of the West San Carlos Urban Village Plan. As the project is a commercial building in a commercial designation with no required minimum commercial density requirement, it is consistent with the General Plan and the West San Carlos Urban Village Plan. It furthers policies of both the General and Urban Village Plans, including policies regarding the retention of commercial lands and pedestrian improvements, as outlined in the General Plan and the West San Carlos Urban Village Plan Conformance section above.

As noted above in my rebuttal and below in the various other sections below, this project and site development permit is NOT consistent with and will not further the policies of the General Plan and applicable Specific Plans and area development policies. For example, it does not place its primary entrances on the street in contradiction to SJGP policy CD 1.9, the entries are not oriented toward the sidewalk in contradiction to SJGP policy CD 1.11, it reduces the amount of previous and existing commercial square footage, it is an auto-oriented/ parking-lot-oriented use in contradiction to the WSCUVP, and it does not maximize transparency between the public sidewalk and the ground floor uses in contradiction to the WSCUVP (since it has a large blank wall). This development permit and project does not further “policies of both the General and Urban Village Plans, including policies regarding the retention of commercial lands and pedestrian improvements” due to the auto-oriented site plan and the reduction in total commercial square footage compared to previous and existing site uses as discussed above and below.

7e. The orientation, location and elevation of the proposed buildings and structures and other uses on the site are compatible with and are aesthetically harmonious with adjacent development or the character of the neighborhood. Analysis: The project is for a commercial use fronting West San Carlos Street, a commercial street. The proposed new buildings and structures are compatible with the nearby residential uses to the side and rear, as they are located at the front of the site, away from the residences. The buildings are compatible with adjacent commercial development because they are of a similar height, design, and use.

As discussed in this section and in other sections, the proposed site plan is auto-oriented and not pedestrian-oriented. Thus, this project is not compatible with the urban village character of the neighborhood. The project is on San Carlos Street but I would not consider it to "front" San Carlos Street; rather, this building "fronts" its own parking lot (due to the amount of glazing and entrances on each respective side of the building). Since the building does not "front" the commercial street in an urban village, this project and site development permit is incompatible and should be rejected. Further, we should be striving for denser development in an urban village, not a development that is compatible with older "adjacent commercial development" that is "of a similar height, design, and use", some of which is not even included in the urban village plan (any development across San Carlos Street on the south side such as Safeway). We do not need more 1 story, single use, parking oriented (not street oriented) buildings in our Urban Villages.

San Jose General Plan

The San Jose General Plan does not support this development project because this project does not meet the intents and policies set forth in this document.

This project is located within the West San Carlos Urban Village Plan, which is a Local Transit Urban Village. As the general plan states, "Local Transit Urban Villages... are planned for a balanced mix of job and housing growth at relatively high densities with greater emphasis placed upon building complete communities at each Urban Village location while also supporting use of the local transit system." Unfortunately, this project does not support the intent of the urban villages because it is not a relatively high-density use.

City staff does not discuss many of these policies in the Site Development Permit findings.

IE-1.11 Allow interim development of employment lands with alternative employment uses such as small expansions of existing uses or reuse of existing buildings when the interim development would not limit the site's ability to be redeveloped in the future in accordance with the long-term plan for the site.

This site is over 1 acre in size. There are relatively few parcels and aggregations of parcels that meet this size. The Urban Village Plan specifically calls out that residential development shouldn't happen at sizes less than 0.5 acres in size, showing how important large parcels are to the success of the plan. Therefore, we should preserve these large parcel sizes for the best potential uses, not creating new low-density buildings that may stymie future high-density development. [SMR Research Corporation shows](#) that the average lifespan of a chain restaurant is nearly 30 years; thus, approving this permit could stymie the redevelopment of this parcel into a high-density urban village use for nearly three decades! "The West San Carlos Urban Village Plan is part of the first Horizon of the Envision San José 2040 General Plan to facilitate nearterm redevelopment" (WSCUVP Chapter 7). Since approving this permit may limit this site's ability to redevelop for decades, and since this project is not a small expansion of an existing building or re-use of an existing building, this project does not meet this General Plan policy.

FS-3.4 Promote land use policy and implementation actions that improve our City's fiscal sustainability. Maintain or enhance the City's projected total net revenue through amendments made to this General Plan in each Review process. Discourage proposed rezonings or other discretionary land use actions that could significantly diminish revenue to the City or significantly increase its service costs to the City without offsetting increases in revenue.

The existing and previous buildings (including the now demolished Burger King) total about 7,000sf. This project proposes demolishing everything on site and starting over with a new building of less than 5,200sf. That is a reduction in commercial square footage of over 1,800sf! Reducing the size of commercial square footage may reduce the tax benefits of the area due to the reduction in square footage of commercial space. Therefore, this project does not meet this General Plan policy.

FS-4.1 Preserve and enhance employment land acreage and building floor area capacity for various employment activities because they provide revenue, near-term jobs, contribute to our City's long-term achievement of economic development and job growth goals, and provide opportunities for the development of retail to serve individual neighborhoods, larger community areas, and the Bay Area.

As mentioned previously, this project reduces the commercial square footage by over 1,800sf as compared to existing and previous uses. Thus, this project neither preserves nor enhances employment (commercial) land. Less commercial square footage may lead to less commercial jobs. Therefore, this project does not meet this General Plan policy.

FS-4.8 Emphasize mixed-use development for most new development, to achieve service efficiencies from compact development patterns and to maximize job development and commercial opportunities near residential development

This project is located in an Urban Village and is zoned for the Urban Village zoning designation, which is a high-density mixed-use designation. This project proposes a low-density single use development. This land is perfect for high-density mixed-use development due to its zoning, lot size, transit adjacency, etc. Therefore, this project does not meet this General Plan policy.

CD-1.1 Require the highest standards of architectural and site design, and apply strong design controls for all development projects, both public and private, for the enhancement and development of community character and for the proper transition between areas with different types of land uses.

City staff should reject the project for not meeting the pedestrian-oriented intent of the San Jose General Plan, the West San Carlos Urban Village Plan, and the San Jose Citywide Design Standards and Guidelines and for not meeting various policies, objectives, and standards that reinforce that intent. Staff should apply strong design controls to the site plan and reject any plan that is not pedestrian oriented, which would include this project as currently proposed.

CD-1.5 Encourage incorporation of publicly accessible spaces, such as plazas or squares, into new and existing commercial and mixed-use developments.

Staff should ask the applicant to make the outdoor patio a privately owned public space (POPS) so that the public can legally use it at times when the restaurant is closed, such as on Sundays.

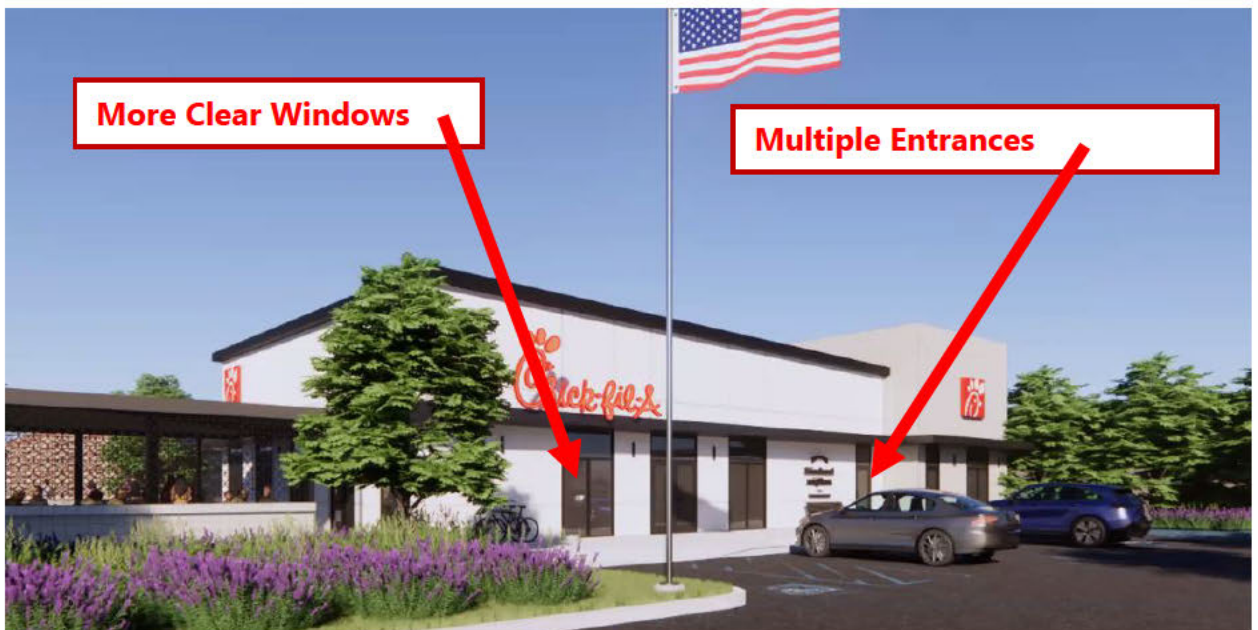
CD-1.9 Give the greatest priority to developing high-quality pedestrian facilities in areas that will most promote transit use and bicycle and pedestrian activity. In pedestrian-oriented areas such as Downtown, Urban Villages, or along Main Streets, place commercial and mixed-use building frontages at or near the street-facing property line with entrances directly to the public sidewalk, provide high-quality pedestrian facilities that promote pedestrian activity, including adequate sidewalk dimensions for both circulation and outdoor activities related to adjacent land uses, a continuous tree canopy, and other pedestrian amenities.

The site is not pedestrian oriented. Only one corner public entrance is located on the corner of Race Street & San Carlos Street whereas two public entrances are located facing the parking lot. There are more transparent windows facing the parking lot and less numerous, and opaque, windows facing San Carlos Street. Landscaping is placed between the building and the sidewalk in this plan, whereas in a pedestrian oriented building, the building would front directly onto the sidewalk and have multiple entrances. There is a large wall along the pedestrian-oriented San Carlos Street and a mural is supposed to be required, but a mural does not make the sidewalk more vibrant, pedestrian oriented, or

pedestrian promoting than more transparent windows and doors. Therefore, this project does not meet this General Plan policy.



Proposed San Carlos Façade showing lack of pedestrian orientation



Proposed northern façade at parking lot showing auto orientation

CD-1.11 To create a more pleasing pedestrian-oriented environment, for new building frontages, include design elements with a human scale, varied and articulated facades using a variety of materials, and entries oriented to public sidewalks or pedestrian pathways. Provide windows or entries along sidewalks and pathways; avoid blank walls that do not enhance the pedestrian experience. Encourage inviting, transparent façades for ground-floor commercial spaces that attract customers by revealing active uses and merchandise displays.

Only one public corner entry opens to the sidewalk. Two additional public entries open to the parking lot. There are more windows along the parking lot side and they are all transparent. There are fewer windows on the San Carlos Street side and they have an opaque film on them. There is a large blank wall (which should be reserved for the parking lot, not the streetscape facing the public sidewalk of the commercial corridor). This façade along San Carlos is not inviting nor is it transparent to reveal what is taking place inside of the building to attract customers by revealing active uses. Therefore, this project does not meet this General Plan policy.

CD-1.17 Minimize the footprint and visibility of parking areas.

There are a total of about 56 to 58 parking spaces (some are unmarked so it is hard to determine an exact number) on the current project site. This project proposes demolishing everything on site and starting over with a new parking lot of 60 spaces. Thus, this project proposes to increase the amount of parking in a pedestrian oriented area. This project does not minimize the footprint of parking areas; rather, this project maximizes the footprint by increasing the number of spaces. Therefore, this project does not meet this General Plan policy.

CD-2.10 Recognize that finite land area exists for development and that density supports retail vitality and transit ridership. Use land use regulations to require compact, low-impact development that efficiently uses land planned for growth, especially for residential development which tends to have a long life-span.

As discussed previously for policies IE-1.11 and FS-3.4, this project is creating a low-density development where we have a finite amount of high-density development potential such as this relatively large parcel. This project does not use the finite amount of land we have in this Urban Village to its fullest potential

(or even to the half-full potential). Thus, this project does not support the density intended for an Urban Village so does not efficiently use this land. Thus, this project does not meet this General Plan policy.

CD-2.11 Within the Downtown and Urban Village Area Boundaries, consistent with the minimum density requirements of the applicable Land Use / Transportation Diagram designation, avoid the construction of surface parking lots except as an interim use, so that long-term development of the site will result in a cohesive urban form

As discussed in Policy CD-1.17, this project proposes to expand the amount of parking on site as compared to the existing amount of parking. Therefore, this project does not meet the spirit of this policy.

CD-7.1 Support intensive development and uses within Urban Villages

As discussed previously, this project has a smaller building size than the existing uses. It is a low density use at about .11 FAR and does not even come close to the maximum building FARs allowed in an urban village (3.5 at the low end and 10+ at the higher ends). Therefore, this project is not an intensive use, but is a mild use of the land. Therefore, this project does not meet this General Plan policy.

LU-5.3 Encourage new and intensification of existing commercial development, including stand-alone, vertical mixed-use, or integrated horizontal mixed-use projects, consistent with the Land Use / Transportation Diagram.

As mentioned previously, this project reduces the commercial square footage by over 1,800sf. Thus, this project is not an intensification of existing commercial development. Therefore, this project does not meet this General Plan policy.

LU-10.1 Develop land use plans and implementation tools that result in the construction of mixed-use development in appropriate places throughout the City as a means to establish walkable, complete communities.

The West San Carlos Urban Village Plan is the land use plan and implementation tool to support mixed use development on this site. However, the project is proposing a low-density single use development which will not result in the construction of a mixed-use development in this appropriate part of the city. Therefore, this project does not meet this General Plan policy.

LU-10.4 Within identified growth areas, develop residential projects at densities sufficient to support neighborhood retail in walkable, main street type development.

As mentioned previously, the project is proposing a low-density single use development which will not result in the construction of any residential housing units. Thus, a residential project will not be developed at this relatively large Urban Village site. Therefore, this project does not meet this General Plan policy.

LU-10.7 Encourage consolidation of parcels to promote mixed-use and high-density development at locations identified in the Land use / Transportation Diagram.

This project is proposing to consolidate some parcels together, which is actually good! However, it is not being used to promote mixed-use and high-density development, but rather single use and low-density development. Therefore, this project does not meet this General Plan policy.

West San Carlos Urban Village Plan

The West San Carlos Urban Village Plan does not support this development project because this project does not meet the intents, objectives, and policies set forth in this document.

The Village is envisioned as an accessible, well-connected neighborhood and vibrant business district. The Mixed-Use Residential Character Area, where this project is located, is an eastern gateway into the Urban Village.

(Chapter 3) The area is envisioned with higher-density mixed-use and residential development... Development is proposed to range between three and seven stories with residential uses above a mix of active ground floor retail.

This project is proposing a low-density, single story, single use commercial development which will not result in the construction of any residential housing units. As discussed in more detail in the Design Standards section below, the project does not make for an active ground floor experience due to the auto-oriented/ parking-lot-oriented nature of this project, the large blank walls on the primary pedestrian street of San Carlos Street, and the lack of connection between the building and San Carlos Street (due to a lack of additional entrances and landscaping in the way). Therefore, this project does not meet the intent of the Mixed-Use Residential Character Area of the West San Carlos Urban Village Plan.

(Chapter 3) The Urban Village designation in the Mixed-use Residential Character Area is a commercial designation which supports residential development only on parcels meeting a minimum size of 0.5 acres. Residential development along West San Carlos Street or Meridian Avenue should include pedestrian oriented, ground- floor commercial uses that front the street... Before a site meets the aforementioned development criteria, the uses allowed on parcels with a Urban Village land use designation are those uses allowed within the Neighborhood/Community Commercial designation... Neighborhood/Community Commercial Density: FAR up to 3.5 Neighborhood/Community Commercial uses typically have a strong connection to, and provide services and amenities for, the nearby community. These uses should be designed to promote this connection with an appropriate urban form that supports walking, transit use, and public interaction.

As mentioned previously, this is a relatively large site of about 1 acre but the proposed redevelopment is not pedestrian oriented and is not mixed use. Also, since this could be considered a site before it meets the development criteria, would it meet the use criteria of Neighborhood/ Community Commercial which promotes a form that supports walking, transit use, and public interaction? No, this project does not. It is still auto-oriented, not pedestrian oriented (see more information about the auto orientation in the Design Standards section). It is a very low FAR or 0.11, nowhere near the maximum for Urban Village or even Neighborhood/ Community Commercial of 3.0+. Further, as discussed above, the commercial use does not "front" the street but rather "fronts" the parking lot. Therefore, this project does not meet the intent of the Urban Village designation in the Mixed-Use Residential Character Area of the West San Carlos Urban Village Plan.

(Chapter 3) A primary objective of this Plan is to retain the existing amount of commercial space within the West San Carlos Urban Village area and increase commercial activity and employment opportunities as the area redevelops.

As mentioned in the discussion of General Plan Policy FS-3.4, the existing and previous buildings (including the now demolished Burger King) total about 7,000sf and this project proposes demolishing everything on site and starting over with a new building of less than 5,200sf. That is a reduction in commercial square footage of over 1,800sf! Thus, this project does not retain the amount of commercial space and may reduce the commercial activity and employment opportunities. Therefore, this project does not meet this primary objective of the West San Carlos Urban Village Plan.

(Chapter 3) Additionally, since the West San Carlos Urban Village will focus on the pedestrian, new drive through uses are not supported. New auto oriented uses are prohibited.

This project does not focus on the pedestrian due to the proposed large blank walls along San Carlos Street and the auto-oriented/ parking-lot-oriented building (more information in the Design Standards section). Further, the building "fronts" the parking lot and does not "front" the street so this development does not "focus on the pedestrian". Thus, this project does not meet this text.

Policy LU-1.1: Encourage new commercial development to be built at Floor Area Ratios of 0.3 or greater.

The project proposes to build at an FAR of 0.11, which is only about 36% of the minimum FAR of this policy. This project does not meet the minimum FAR size. Therefore, this project does not meet this policy of the West San Carlos Urban Village Plan. City Staff should reject the project based on this and the other SJGP and WSCUVP policies that it does not meet and encourage the applicant to come back with a project with an FAR of at least 0.3.

(Chapter 5) Ground Floor Interface:

2. Maximize use of non-colored, non-reflective glass windows to increase transparency between indoor and outdoor activity along the ground floor

3. Provide shade for glass windows and doors along West San Carlos Street to afford climate protection for pedestrians. Incorporate generously-sized awnings, vertical screens, covered arcades, or walkways into buildings.

7. Discourage uninterrupted blank walls or façades. Where such blank walls are necessary, apply landscape screens, display boxes/ merchandise displays, light patterns, material variations, or other mitigation measures to enhance visual interest.

As discussed above under General Plan Policies CD-1.9 and CD-1.11, the project proposes to maximize the use of opaque glass treatments, rather than transparent treatments as required by this section of the West San Carlos Urban Village Plan. If shading the interior is an issue, incorporation of awnings, screens that hang over the sidewalk, covered arcades, etc. could be used instead. In the plans, the total building frontage length along the primary street (San Carlos) is 81'-8.25" and the total glazing is less than 27', which is about 33% of the active frontage length. Further, there is more glazing and active uses proposed for the secondary street (Race Street) and the parking lot. Further, in the plans, there is a 37'-11.75" blank wall along the primary street, San Carlos Street. Therefore, this project does not meet the three elements described in this section of the West San Carlos Urban Village Plan.

(Chapter 5) Sustainable Elements:

1. Encourage building development that integrates passive and active sustainable design elements and responds to San José's climate.

If shading the interior is an issue, incorporation of passive design elements like awnings, screens that hang over the sidewalk, covered arcades, etc. could be used instead of vinyl film on the glazing. Due to the use of opaque vinyl glazing rather than integrated passive design elements, this project does not meet the elements described in this section of the West San Carlos Urban Village Plan.

Design Standards

The San Jose Citywide Design Standards and Guidelines do not support this development project because this project does not meet the standards set forth in this document.

Section 4.1.1. Ground floors with active frontages create engaging streets that are comfortable to use and visually appealing for pedestrians.

As discussed previously, this project does not create an active street frontage and is primarily auto oriented with more (transparent) windows and doors facing the parking lot than facing the street. For example, there are 3 sets of doors (1 public double, 1 public single, and 1 employee single) plus 3 sets of windows (2 in public areas and 1 in employee area) facing the parking lot, whereas there is only 1 set of doors (1 public) plus 3 sets of windows (1 in public area and 2 in employee area). Further, the windows along the primary street (San Carlos) are proposed to have "patterned vinyl film" on them, which I would consider an opaque or semi-opaque building element and may obscure viewing in or out of those windows, whereas the parking lot side is proposed to have transparent (clear) glass without any film. This imbalance, particularly with the number and transparency of the doors and windows, makes the building feel more auto oriented/ parking-lot-oriented than pedestrian oriented. Similarly, it could then be said that the building does not "front" the street but rather "fronts" the parking lot. Therefore, this project does not create an engaging street that is visually appealing so the project does not meet this rationale of creating an active street frontage.

S2. Create transparent façades with windows or clear glazing for at least 70 percent of the active frontage length along primary streets or public open spaces and 50 percent of the active frontage length along secondary streets (see Fig 4.3 and 4.5).

In the plans, the total building frontage length along the primary street (San Carlos Street) is 81'-8.25" and the total glazing is less than 27', which is about 33% of the active frontage length. Therefore, this building plan does not meet this design standard of 70% clear glazing along the active frontage of the primary street (San Carlos Street).

S4. Windows and clear glazing on the ground floor façade must have no opaque or semi-opaque building elements wider than two inches or spaced more closely than five feet between 3 to 10 vertical feet from the sidewalk.

In the plans, the glazing along San Carlos Street is intended to have “patterned vinyl film”, which is considered an opaque or semi-opaque building element wider than 2”. Therefore, this plan does not meet this design standard of no opaque or semi opaque building elements.

Section 4.1.3. Blank walls make places feel uninviting and sometimes unsafe. Minimizing long stretches of unbroken façades and non-active frontages, such as parking garages and service and utility areas, creates an active and safe public realm. Standards S1. Limit continuous blank walls on the ground floor to less than 30 feet along primary street façades and 50 feet along secondary street façades (see Fig. 4.13).

In the plans, there is a 37'-11.75" blank wall along the primary street, San Carlos, so this plan does not meet this design standard. A mural does not make up for not meeting this design standard of limiting continuous blank walls to less than 30' along the primary street (San Carlos Street).

This permit should be rejected for failing to meet all of these design rationales and standards discussed above. Failure to meet this design standards leads to a reduction in high-quality pedestrian facilities that promote pedestrian activity (SJGP CD-1.9), a reduction of commercial building frontages at or near the street-facing property line with entrances directly to the public sidewalk (SJGP CD-1.9), a reduction in inviting and transparent façades for ground-floor commercial spaces that attract customers by revealing active uses and merchandise displays (SJGP CD-1.11), a reduction in pedestrian oriented ground-floor commercial uses that front the street (WSCUVP Ch.3), and a reduction in transparency between indoor and outdoor activity along the ground floor (WSCUVP Ch.5).

Pedestrian Oriented Version the Project

As discussed previously, the current (February 21, 2025) site plan does not meet the various intents, goals, policies, and standards set forth in the San Jose General Plan, the West San Carlos Urban Village Plan, and the San Jose Citywide Design Standards and Guidelines. Thus, the project should be redesigned, ideally with more density, less parking, and retention of the existing business(es). Below is an example diagram showing how the current low-density project could be more pedestrian oriented, rather than its current auto-oriented design.

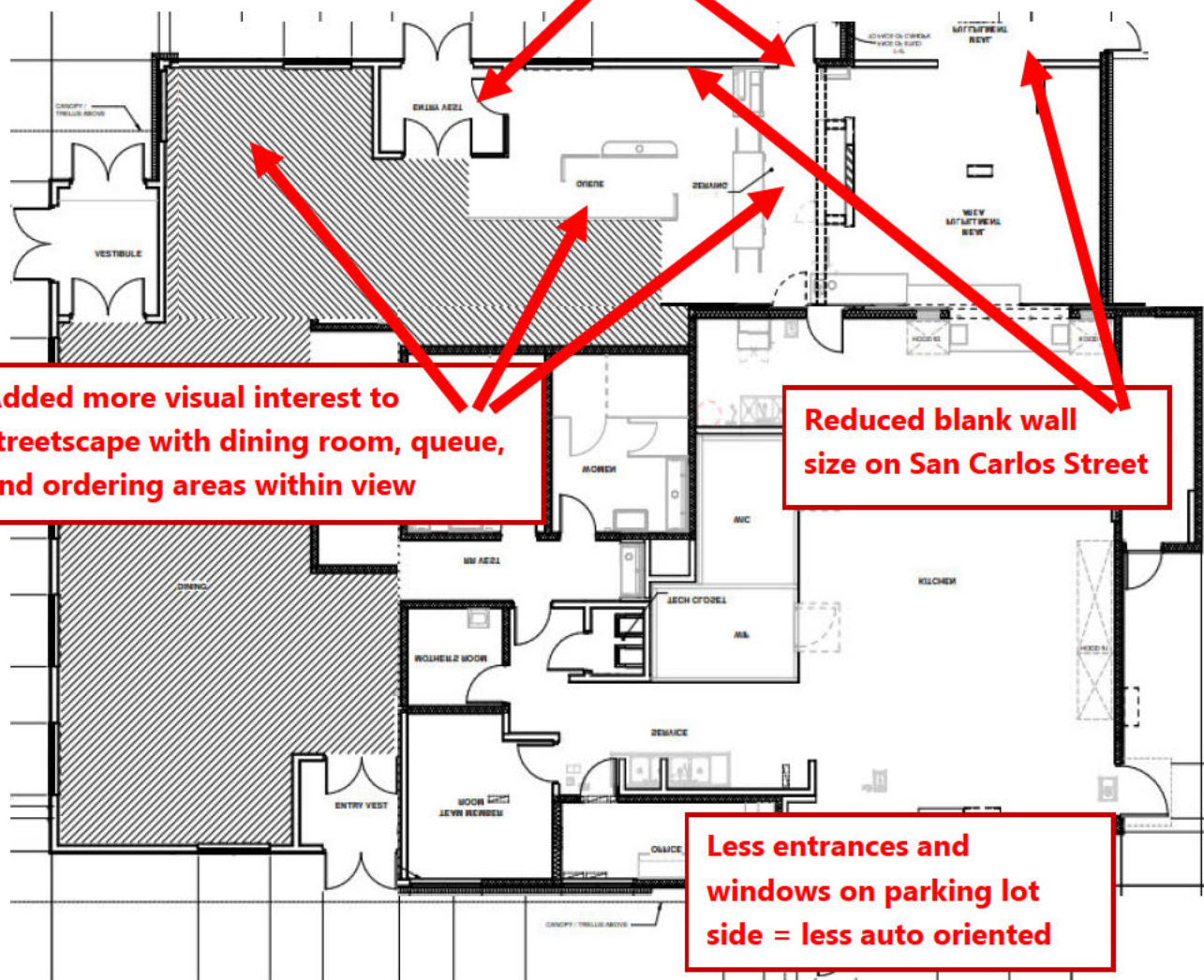
First, the building would need to be flipped so that there are more doors and windows along the San Carlos Street side. This would also have a complementary effect of reducing the length of the blank walls.

Added 2 public entrances to San Carlos

Added more visual interest to streetscape with dining room, queue, and ordering areas within view

Reduced blank wall size on San Carlos Street

Less entrances and windows on parking lot side = less auto oriented



Second, all doors and glazing along San Carlos Street would need to be transparent and not have any "patterned vinyl film". Ideally, the size and number of windows along San Carlos Street would also be increased from even what is shown in the diagram above so that 70% of that frontage is transparent door and window glazing.

Third, all landscaping between the building and the sidewalk would be removed so that all 3 to 4 (or more) building entrances facing the sidewalk are easily accessible and pedestrian oriented.

Fourth, any large blank walls (with or without murals) should face the parking lot, and not the street.

Fifth, the existing businesses/ buildings should be retained and the amount of parking should be minimized.

This shows how much the current site plan does not meet the various intents, goals, policies, and standards set forth in the San Jose General Plan, the West San Carlos Urban Village Plan, and the San Jose Citywide Design Standards and Guidelines due to the current plan's auto-orientation rather than pedestrian orientation as could be done instead (by showing an example above).

Recommendation to Staff

I continually advocated for greater densities and higher building heights in the Urban Village planning process. Thus, I support projects that adhere to the Urban Village Plan, are pedestrian oriented, are mixed use, and are high density. This particular project is none of those things.

We do not need more 1 story, single use, parking oriented (not street oriented) buildings in our Urban Villages. Let's learn from our low-density mistakes of the past and apply the SJGP, WSCUVP, and the Citywide Design Guidelines discussed above; this will result in denying the permit and project.

If a project were proposed that is mixed use, high density (FAR 6.0+), and pedestrian oriented and also happened to have a ChickFilA in it, then I would support that project since it fulfills the intent and vision of the Urban Village plan. Until such a time comes that this project transforms from low density to high density, from single use to mixed use, and from auto oriented to pedestrian oriented, I will oppose this project. Said another way, the greater the density, pedestrian orientation, and mix of uses, the greater I will advocate for a project. But, since this project is at the low end of those spectrums, I will strongly oppose it.

That said, City staff must evaluate the project as proposed. As discussed previously, this proposed project as-is does not meet the various intents, goals, policies, and standards set forth in the San Jose General Plan, the West San Carlos Urban Village Plan, and the San Jose Citywide Design Standards and Guidelines as described above; therefore, staff should "apply strong design controls to the site plan" (SJGP CD1.1) and reject this plan as currently proposed.

Thank you for your consideration!




Greg Ripa

FW: Item no. 10.2 3630 Kettman Rd. immediate opposition

From City Clerk <city.clerk@sanjoseca.gov>

Date Tue 6/10/2025 7:40 AM

To Agendadesk <Agendadesk@sanjoseca.gov>

 6 attachments (7 MB)

GP24-010 signed opposition petition 01.PNG; GP24-010 signed opposition petition 07.jpeg; GP24-010 signed opposition petition 05.PNG; GP24-010 signed opposition petition 04.PNG; GP24-010 signed opposition petition 03.PNG; GP24-010 signed opposition petition 02.PNG;

From: Amanda Rivas [REDACTED]

Sent: Monday, June 9, 2025 9:04 PM

To: City Clerk <city.clerk@sanjoseca.gov>

Subject: Item no. 10.2 3630 Kettman Rd. immediate opposition

[**External Email.** Do not open links or attachments from untrusted sources. [Learn more](#)]

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear City Council Members,

I am writing to express my opposition to the proposal for developing 16 homes at 3630 Kettman Rd in San Jose, CA.

Attached is a petition signed by over 80 residents within a one-mile radius of the proposed development. This demonstrates the community's clear opposition, citing significant concerns about the risks and consequences of moving forward with this project.

Key issues include:

- **Landslide Risk:** The San Jose Public Works division has identified this property as being in a landslide zone, posing safety concerns for future/current residents and the surrounding area.
- **Environmental Impact:** Removing trees would reduce oxygen production, negatively impacting local air quality and the ecosystem.
- **Traffic Congestion:** Increased traffic would strain the existing streets, which are not designed to handle higher volumes.
- **Wildlife Disruption:** The red-tailed hawks residing in this area, protected under California's Bird Migration Law, would be displaced.

For these reasons, I strongly urge the City Council to reconsider this proposal and prioritize the safety and well-being of our community and environment.

Thank you for your attention to this matter.

Sincerely,
Amanda

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Petition Opposing SITE ADDRESS: 3630 Kettman Road (APN: 676-23-013)

Opposition to GP24-010: Preserve 3630 Kettman Lower Hillside Designation

We, the undersigned residents and stakeholders, submit this petition to express our *opposition* to the proposed General Plan Amendment identified as File No.: GP24-010. The amendment seeks to change the Envision San José 2040 General Plan land use/transportation diagram from Lower Hillside to Rural Residential on an approximately 8.29-gross-acre site.

Action Requested:

We kindly urge the appropriate governing bodies to uphold the Lower Hillside designation and reject Planning No.: GP24-010. Maintaining this designation ensures the protection of our shared community values, environmental integrity, and infrastructure sustainability.

We, the undersigned, oppose this amendment and request the governing authorities to *deny* the proposal.

By signing below, you confirm your opposition and commit to preserving the integrity of 3630 Kettman’s Lower Hillside designation. *Please print clearly.*

Name	Address	Signature
Hetal	<div></div>	
Sujay		
Bhawana		
Indra Lakshmi		
BAWA SINGH		
Gill, Anandir		
Daniel Chan		
Gabriella Dueñas-Pi		
Oscar Paniagua		
Cirilo Paniagua		
Lourdes Espaza		
Brisa Rodriguez		

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Name	Address	Signature
Darlan Nguyen	<div></div>	
William Vuong		
Ed Habel		
Chatur Budwal		
Emeka Ibeabuchi		
Tina Nguyen		
Edison Nguyen		
Anh Doan		
CHERYL GUERRERO		
JOSEPH GUERRERO		
Romeo Guerrero		
Josephine Guerra		
Amanda Rodriguez		
Satya Ganka		

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Name	Address	Signature
Rafael Salcedo	<div></div>	
Dilly Bhoat		
Aaron Fran		
Ai Fang		
Vincent Huen		
Simone Mendoza		
Alina Bulste		
Faisal Al-Mawaseer		
Tu Le		
e.szczyglowski		
Kjyrsaran Kaur		
Anya Varui		
Paul Garcia		
Tushar Kapadi		

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Name	Address	Signature
Leichen		
KHANH T T		
Craig Kristolic		
Lana Kristolic		
JOHN PLETSCH		
JOSE FRIEDMAN		
Greg Kulbar		
Karin Kulbar		
Marica Samed		
Katherine Patterson		
Robert Grove		
Roxanne Grove		

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Name	Address	Signature
Gian Khang		

Petition Opposing SITE ADDRESS: 3630 Kettman Road (APN: 676-23-013)

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Name	Address	Signature
Dr. Akthem Al-Manaser	<div></div>	
Marlon Dulgy		
Cresencia Pantiga		
Jesslyn Pantiga		
Paul E. Pina		
Salvador Pantiga		
Patric K. Byrne		
Harsh Dey		
MANIKANAN		
Servando Sandoval		
Moses Rodriguez		
Marina Garduño		
Isabel Garduno		
Emiliano Garduno		

FW: 10.2 Opposition to Proposed Development at 3630 Kettman Rd, San Jose, CA

From City Clerk <city.clerk@sanjoseca.gov>

Date Tue 6/10/2025 7:40 AM

To Agendadesk <Agendadesk@sanjoseca.gov>

 6 attachments (7 MB)

GP24-010 signed opposition petition 07.jpeg; GP24-010 signed opposition petition 05.PNG; GP24-010 signed opposition petition 04.PNG; GP24-010 signed opposition petition 03.PNG; GP24-010 signed opposition petition 01.PNG; GP24-010 signed opposition petition 02.PNG;

From: amanda rodriguez - [REDACTED]

Sent: Monday, June 9, 2025 9:06 PM

To: City Clerk <city.clerk@sanjoseca.gov>

Subject: 10.2 Opposition to Proposed Development at 3630 Kettman Rd, San Jose, CA

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You don't often get email from [REDACTED] [Learn why this is important](#)

Dear City Council Members,

I am writing to express my opposition to the proposal for developing 16 homes at 3630 Kettman Rd in San Jose, CA.

Attached is a petition signed by over 80 residents within a one-mile radius of the proposed development. This demonstrates the community's clear opposition, citing significant concerns about the risks and consequences of moving forward with this project.

Key issues include:

- **Landslide Risk:** The San Jose Public Works division has identified this property as being in a landslide zone, posing safety concerns for future residents and the surrounding area.
- **Environmental Impact:** Removing trees would reduce oxygen production, negatively impacting local air quality and the ecosystem.
- **Traffic Congestion:** Increased traffic would strain the existing streets, which are not designed to handle higher volumes.
- **Wildlife Disruption:** The red-tailed hawks residing in this area, protected under California's Bird Migration Law, would be displaced.

For these reasons, I strongly urge the City Council to reconsider this proposal and prioritize the safety and well-being of our community and environment.

Thank you for your attention to this matter.

Sincerely,
Amanda

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Petition Opposing SITE ADDRESS: 3630 Kettman Road (APN: 676-23-013)

Opposition to GP24-010: Preserve 3630 Kettman Lower Hillside Designation

We, the undersigned residents and stakeholders, submit this petition to express our *opposition* to the proposed General Plan Amendment identified as File No.: **GP24-010**. The amendment seeks to change the Envision San José 2040 General Plan land use/transportation diagram from Lower Hillside to Rural Residential on an approximately 8.29-gross-acre site.

Action Requested:

We kindly urge the appropriate governing bodies to uphold the Lower Hillside designation and reject Planning No.: GP24-010. Maintaining this designation ensures the protection of our shared community values, environmental integrity, and infrastructure sustainability.

We, the undersigned, oppose this amendment and request the governing authorities to *deny* the proposal.

By signing below, you confirm your opposition and commit to preserving the integrity of 3630 Kettman’s Lower Hillside designation. *Please print clearly.*

Name	Address	Signature
Hetal		
Sujay		
Bhawana		
Indra Lakshmi		
BAWA SINGH		
Gill, Anand		
Daniel Chan		
Gabriella Dueñas-P		
Oscar Paniagua		
Cirilo Paniagua		
Lourdes Espaza		
Brisa Rodriguez		

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Name	Address	Signature
Darlan Nguyen	<div></div>	
William Vuong		
Ed Hahol		
Chatur Budwal		
Emeka Ibeabuchi		
Tina Nguyen		
Edison Nguyen		
Anh Doan		
CHERYL GUERRERO		
JOSEPH GUERRERO		
Romeo Guerrero		
Josephine Guerra		
Amanda Rodriguez		
Satya Ganka		

Petition Opposing SITE ADDRESS: 3630 Kettman Road (APN: 676-23-013)

Opposition to GP24-010: Preserve 3630 Kettman Lower Hillside Designation

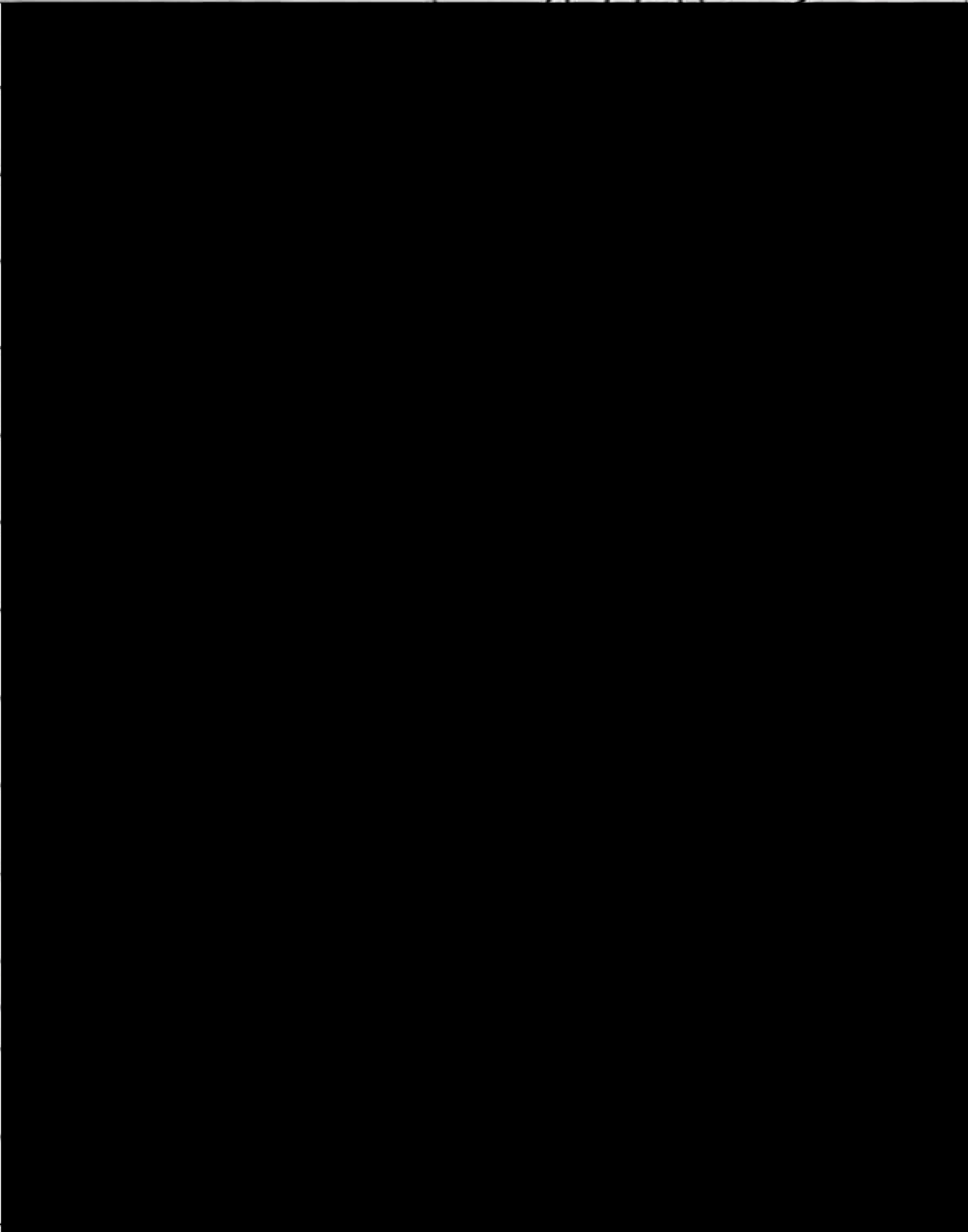

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Name	Address	Signature
Rafael Salcedo		
Dilly Bhoat		
Aaron Fran		
Ai Fang		
Vincent Huen		
Simone Mendoza		
Alina Bulste		
Faisal Al-Mawaseer		
Tu Le		
e.szczyglowski		
Kyrsharan Kaur		
Anya Varui		
Paul Garcia		
Tushar Kapadi		

Petition Opposing SITE ADDRESS: 3630 Kettman Road (APN: 676-23-013)

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Name	Address	Signature
Leichen	<div></div>	
KHANH T T		
Craig Kristolic		
Lana Kristolic		
JOHN PLETSCH		
JOSE FRIEDMAN		
Greg Kulbar		
Karen Kulbar		
Marica Samed		
Katherine Patterson		
Robert Grove		
Roxanne Grove		

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Name	Address	Signature
Gian Khang		

FW: Opposed to: File No. GP23-011 826 N. Winchester Blvd General Plan Amendment Request

From City Clerk <city.clerk@sanjoseca.gov>

Date Tue 6/10/2025 12:26 PM

To Agendadesk <Agendadesk@sanjoseca.gov>

From: Rita Crawford <[REDACTED]>

Sent: Tuesday, June 10, 2025 12:23 PM

To: The Office of Mayor Matt Mahan <mayor@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; District2 <District2@sanjoseca.gov>; District3 <district3@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; District 6 <district6@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>; Cranford, Sandra <Sandra.Cranford@sanjoseca.gov>; City Clerk <city.clerk@sanjoseca.gov>

Cc: Jeff Fisher <[REDACTED]> Igillmor <[REDACTED]>

Subject: Opposed to: File No. GP23-011 826 N. Winchester Blvd General Plan Amendment Request

Importance: High

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Dear Mayor Mahan, City Council Members, and City Staff -

I am Cory neighborhood resident living in the Bascom Gardens Development, near the intersection of Winchester Blvd and Hedding St. I'm writing to you regarding developer VCI's request to amend the General Plan to allow construction of a 17-story tower at 826 Winchester.

My husband and I chose to demolish and rebuild our house, built in 1952, instead of selling and moving out of the area. Before we submitted our design to the Planning Department, we made the effort to look at all the homes in Bascom Gardens and Kaiser Developments – original, remodeled, and new build. We considered what designs were trending in the Cory Neighborhood. We made a commitment that our design would fit into the neighborhood and surrounding homes. Moreover, we made design changes to comply with various comments from the Planning Department.

The Winchester Towers project owner has not taken into consideration what fits into the Cory Neighborhood. They propose a 17-story high-rise tower which is completely inappropriate and out of character for the neighborhood. The owner and developer should not be allowed to continue to push their agenda to re-zone and change the General Plan. They assert that, without the zoning change, they'll lose money. That is neither the neighborhood's nor the city's problem.

This is a huge waste of time, energy, and funds for the City and community, to continue the dialog and explore possibilities when the Planning Department staff has completed a thorough analysis and recommends denial to the General Plan Amendment request.

Please deny the General Plan Amendment request. Please direct any development requests to conform to the existing General Plan, current zoning, and the Covenants, Conditions & Restrictions (CC&Rs) for the Cory Neighborhood.

VCI needs to come up with a new plan.

Please say no to those who would turn the Cory Neighborhood into a Little Manhattan.

Sincerely,
Rita Crawford



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