



Advancing Justice
Housing | Health | Children & Youth

January 10, 2020

San José City Council
200 E. Santa Clara St.
San José, CA 95113

RE: Item 10.3 – Winchester Ranch Mobile Home Park

Dear Mayor, Vice Mayor, and Councilmembers:

The Law Foundation of Silicon Valley writes in conjunction with the Board of Winchester Ranch Senior Homeowners Association in support of Pulte Homes' application before you to convert Winchester Ranch Mobile Home Park. The WRSHOA Board, made up of current residents of the park, was formed six years ago with the goal of keeping the residents of Winchester Ranch housed in the community that some have lived in for decades. For the past three years, the WRSHOA Board, represented by the Law Foundation, has been negotiating an agreement with developer, Pulte Homes. We strongly believe this agreement will keep our community together and serves the best interests of both parties, and thus, support the current application.

The most important part of the agreement is that residents who wish to stay living at Winchester Ranch can stay as Pulte has agreed to set aside units in the future development for residents at the same rents, and with the same protections as if they were remaining in their mobile homes. Because construction will happen in phases, residents will be able to remain in the Park throughout the redevelopment if they choose to. Residents who wish to leave the park will be paid a lump-sum rent differential as well as moving costs. Additionally, all residents will be compensated for the in-place value of their mobile homes. The agreement has procedural protections whereby residents can appeal individual appraisals, as well as the individual relocation packages.

We strongly believe that mobile home parks should be preserved, and that the City Council should scrutinize any decision where a park is closed or converting and residents face displacement. Mobile home parks are an important source of homeownership for low-income families in San Jose, especially for seniors. While we have seen numbers of 35,000 people living in mobile homes in San Jose, we believe the number is much greater and closer to 40,000 - 50,000. Visit any mobile home park in San Jose, and you will feel a sense of community that exists between neighbors at mobile home parks, like our experience at Winchester Ranch.

Our hope is that no mobile home park in San Jose is closed. However, if that happens, we hope that our agreement serves as a model to keep residents housed in their own communities, and within San Jose. Thank you for your consideration.

Sincerely,



David A. Johnson, President
Winchester Ranch Senior Homeowners Association



Nadia Aziz, Directing Attorney
The Law Foundation of Silicon Valley

CC:

San José City Council
Rick Doyle, City Attorney
David Sykes, City Manager

From: Ken Pyle

Sent: Friday, January 10, 2020 4:55 PM

To: Keyon, David <david.keyon@sanjoseca.gov>; The Office of Mayor Sam Liccardo <TheOfficeofMayorSamLiccardo@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; District2 <District2@sanjoseca.gov>; District3 <district3@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; District 6 <district6@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>; City Clerk <city.clerk@sanjoseca.gov>

Cc: J'Carlin; Kirk Vartan; Hoi poon; Barbara Morrey; Gary Cunningham; Steve Kelly

Subject: Re: Item 10.2 on the 1/14/20 Council Agenda: Comments on Draft Environmental Impact Report for the Winchester Ranch Project, PDC15-065, PD15-059, and PT15-069

Honorable Mayor and Council,

Following up on the original email from October 15th, I continue to recommend that the Council deny the application to change the General Plan to allow the Winchester Ranch to the proposed land-use designation.

Simply, this portion of land, although within the boundaries of the Urban Village, was never part of the community process that led to the Urban Village plans for this area. Vice Mayor Jones championed a continuation of the Urban Village planning processes, including the parcel referenced herein, the portion of I-280 over Winchester and the interplay between the Stevens Creek, Santana Row/Valley Fair, and Winchester Urban Villages, but this has not happened.

Additionally, the Urban Village assumptions should be reexamined, based on actual data, particularly around assumptions on things such as Vehicle Miles Traveled, Urban Village density goals, and what policies need to be adjusted to ensure those goals are met.

The attached PDF provides more detail and it asks a number of questions that have not been addressed, including:

1. Are the number of residents in the proposed plan additive to the Urban Village plan or does it take away from the approved amount?
2. Where is this change accounted for in the EIR?
3. What policies need to be implemented to increase the number of people that live and work in the
4. WNAC area and specifically within this project?
5. What percentage of the population should be living and working in the area for an Urban Village to be deemed a success?
6. How does the project EIR address the possibility of improving the I-280/Winchester overpass to enhance the connection between the Winchester and Santana Row/Valley Fair Urban Villages?
7. How does the project EIR address the possibility of housing and/or some other development on the State-owned land on the southside of Tisch (e.g. a crosswalk might be necessary, as an example)?
8. What efforts have the City of San Jose made to provide for affordable housing at this location?
9. What efforts have the City of San Jose made to promote housing for groups who are less likely to require transiting the streets during peak times (e.g. local workers, retired individuals, work-from-home individuals)?
10. How could this project be coupled with other projects to help the City of San Jose attain its goals around housing affordability while providing a win-win for everyone?
11. How has the City of San Jose looked at the ground floor activities for this site?
12. How has the City of San Jose looked at the mixed-use needs of Urban Village sites so they may fully integrate into the area?
13. Why hasn't the City of San Jose required a higher density for the apartment building since it is not impacting any existing residential neighbors?

Sincerely,

Ken Pyle

On Tue, Oct 15, 2019 at 4:33 PM Ken Pyle wrote:

Dear Mr. Keyon, et. al.,

The attached letter represents comments from members of the Winchester Neighborhood Action Coalition (WNAC) and the Stevens Creek Advisory Group (SCAG) to the Draft Environmental Impact Report for the Winchester Ranch Project, PDC15-065, PD15-059, and PT15-069.

An underlying assumption in our comments is the legal contract between Pulte Homes (the applicant) and the current residents of the Winchester Ranch Mobile Home Park is completely independent of any general plan and zoning changes requested by Pulte Homes. That is, a delay or change to a General Plan amendment should not change the living or financial situation for any of the current residents.

Recommendations

1. Start the formal process, as championed by Vice Mayor Jones, of considering those portions of the Urban Village that were left out of the Urban Village planning processes, including the parcel referenced herein, the portion of I-280 over Winchester and the interplay between the Stevens Creek, Santana Row/Valley Fair, and Winchester Urban Villages.
2. Re-examine the Urban Village assumptions, based on actual data, particularly about reduction in Vehicles Miles Traveled, Urban Village density goals, and what policies need to be adjusted to ensure those goals are met.
3. Until steps 1 and 2 are completed, deny the proposed change to the General Plan Amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram Designation from Residential Neighborhood to Urban Residential, as this important parcel was not considered in the Urban Village planning process.

Respectfully,

Ken Pyle on behalf of

J' Carlin Black, SCAG member

Gary Cunningham, President of Strawberry Square HOA

Steve Kelly, SCAG member, Santa Clara Planning Commissioner

Barbara Morrey, Treasurer, WNAC

Hoi Poon, SCAG Member

Ken Pyle, Vice President, WNAC

Kirk Vartan, President, WNAC; Co-Chair, SCAG

City of San Jose
Department of Planning, Building and Code Enforcement
200 East Santa Clara Street, 3rd Floor Tower
San Jose, CA 95113-1905
Attention: Mr. David Keyon

via email
October 15th, 2019

Subject: The Winchester Ranch Project (File GP18-014, GPT19-004, PDC18-037, PD19-019, PT19-023)

Dear Mr. Keyon,

This letter provides comments from members of the Winchester Neighborhood Action Coalition (WNAC) and the Stevens Creek Advisory Group (SCAG) to the Draft Environmental Impact Report for the Winchester Ranch Project, PDC15-065, PD15-059, and PT15-069.¹ An underlying assumption in our comments is the legal contract between Pulte Homes (the applicant) and the current residents of the Winchester Ranch Mobile Home Park is completely independent of any general plan and zoning changes requested by Pulte Homes. This was confirmed specifically by Scott Hilk at the March 21, 2019 community meeting at the Cypress Senior Center, and further by the Law Foundation of Silicon Valley on June 27, 2019 in their press release.² That is, a delay or change to a General Plan amendment should not change the living or financial situation for any of the current residents.³

Recommendations

1. **Start the formal process**, as championed by Vice Mayor Jones, of considering those portions of the Urban Village that were left out of the Urban Village planning processes, including the parcel referenced herein, the portion of I-280 over Winchester and the interplay between the Stevens Creek, Santana Row/Valley Fair, and Winchester Urban Villages.
2. **Re-examine the Urban Village assumptions**, based on actual data, particularly about reduction in Vehicles Miles Traveled, Urban Village density goals, and what policies need to be adjusted to ensure those goals are met.
3. **Until steps 1 and 2 are completed, deny the proposed change** to the General Plan Amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram Designation from Residential Neighborhood to Urban Residential, as this important parcel was not considered in the Urban Village planning process.

Comments and Assumptions:

The following represent comments and assumptions that are the basis for our recommendations. First, because of the uncertainty surrounding the sale of this property and the potential displacement of this senior residents, this parcel--the biggest opportunity site in the Santana Row/Winchester Urban Village area--was deliberately ignored by the City Staff and the Winchester Advisory Group (WAG) during the two year Urban Village discussion process, even though the Winchester Advisory Group and members of the public asked to discuss this critical piece of property.

¹ Information about the WNAC can be found at <http://www.winchesternac.com/>

² "Landmark Agreement Reached Between Winchester Mobile Home Residents and Pulte Homes," June 27, 2019, <http://www.lawfoundation.org/news/2019/6/26/landmark-agreementnbspreached-between-winchester-mobile-home-residents-and-pultenbsphomes>

³ Granted, delays to amending the General Plan may mean that residents continue living in their current mobile homes for a longer period of time.

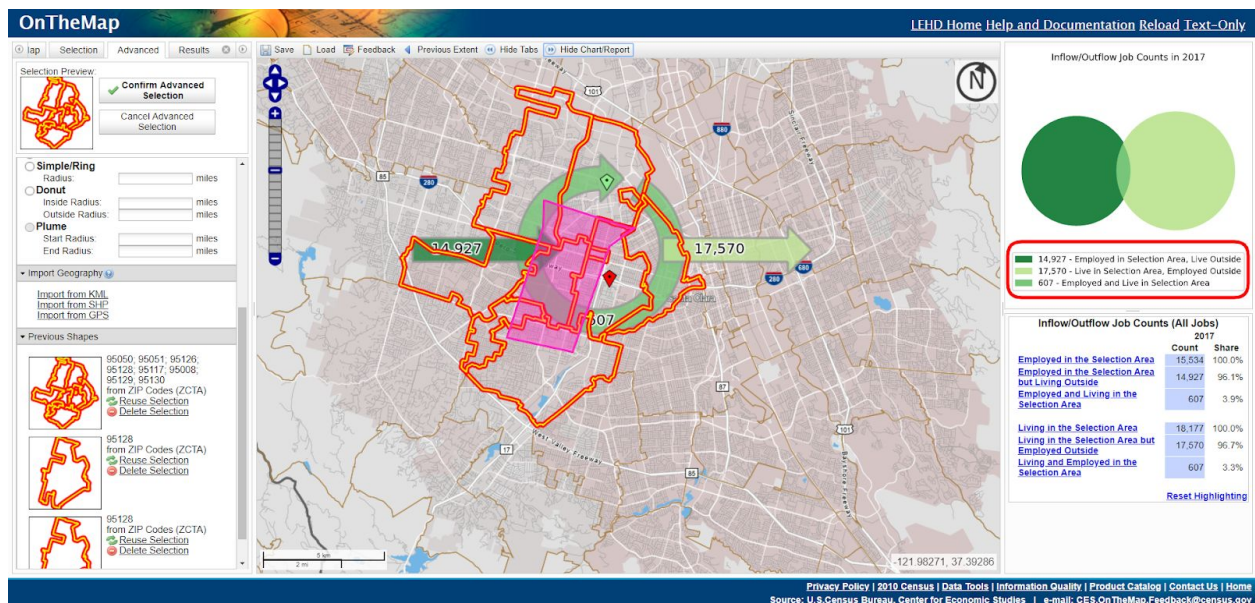
The number of new residences in the proposed plan would amount to almost 25% of the 2,400 residents that were part of the Winchester Urban Village plan.

- I. Are the number of residents in the proposed plan additive to the Urban Village plan or does it take away from the approved amount?
- II. Where is this change accounted for in the EIR?

The memo approved by the Council requires that the Winchester Advisory Group weigh-in on these matters,

“Require that the Winchester Advisory Group, in conjunction with the Stevens Creek Advisory Group, reconvene on an as needed basis in order to provide feedback on the Implementation Chapters.”⁴

One of the premises of the Urban Village is that by providing a mix of activities, it will be possible for more people to work, live, play, without having to get in a car, reducing Vehicle Miles Traveled and the impact on the environment. According to OnTheMap census data, in 2017 approximately 14,927 people who worked in the WNAC area came from outside its boundaries, while 17,750 left every day and only about 607 actually lived and worked in the WNAC area (about 4%). If the number of people working and living here does not increase, congestion will get worse.⁵



⁴ See <http://www.sanjoseca.gov/DocumentCenter/View/75695>, page 30, 10.4 bullet 7, This was reaffirmed in an October 18th, 2018 meeting with Vice Mayor Jones by several WNAC members https://docs.google.com/document/d/1d33hInLIJJPCWo0_cFe0o3SK8OMTMASNBSXcWE9m8D0/edit?usp=sharing

⁵ See <https://onthemap.ces.census.gov/>. The number working in the area jumped from 14,700 in 2016 to 15,535 (gain of 835 jobs) in 2017 (latest year information available). At the same time, the number of people working and living in this area dropped from 620 to 607, respectively, reducing the percentage of people working/living in the area from 4.2% to 3.9%.

- III. *What policies need to be implemented to increase the number of people that live and work in the WNAC area and specifically within this project?*
- IV. *What percentage of the population should be living and working in the area for an Urban Village to be deemed a success?*

Another area that was called out in the August 2017 council meeting and approved by the council was the exploration of better pedestrian access and potential use of the air-rights above the freeway to improve the connection between the south and north sides of I-280 at Winchester and potentially create new land that could be used to reduce parking requirements in the Urban Village core and provide new locations for affordable housing.⁶ Specifically it says,

“As the I-280/Winchester overpass is an essential connection between the Winchester and Santana Row/Valley Fair Urban Villages, this Plan ensures that improvements to the pedestrian and bike overcrossing at this overpass are given a high-priority and every consideration is given to a cap or other treatment to this overpass.”

The District 1 council office is coordinating a meeting with Caltrans for the WNAC to explain its vision regarding possible ways to regain the fallow airspace above I-280. A Caltrans representative has suggested that they would be amenable to the idea of giving the City of San Jose air-rights above and next to the freeway for a compatible project.⁷

This is consistent with Caltrans' Best Practices Guide for Freeway Caps and is also consistent with proposed legislation in the form of AB1226, which proposes using freeway air-rights to provide “affordable housing, transitional housing, emergency shelter, feeding program, or wraparound services purposes, or any combination of these purposes.”⁸

- V. *How does the project EIR address the possibility of improving the I-280/Winchester overpass to enhance the connection between the Winchester and Santana Row/Valley Fair Urban Villages?*
- VI. *How does the project EIR address the possibility of housing and/or some other development on the State-owned land on the southside of Tisch (e.g. a crosswalk might be necessary, as an example)?*

Regarding affordable housing, this project does not provide any affordable housing.⁹ In approving the Winchester/Santana Row Urban Village plans, the City Council felt it a priority that affordability be considered (even prioritized) in new projects.

⁶ See Appendix A for an example of a freeway cap in Columbus, Ohio, along with ideas of how a cap might be integrated with this project.

⁷ The WNAC has produced sample letters that the City of San Jose could use to request airrights from Caltrans and the hoped for response letter from Caltrans at <https://docs.google.com/document/d/1AhNNcilutZfEEv4Cvj2mxSlg3z1tVZEGpQhQI-jz8Sk/edit?usp=sharing>

⁸ AB1226 http://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1226

⁹ From what is known of the agreement between the developer and the existing Winchester Ranch residents, their existing space rent will transfer when they move into the proposed apartment buildings. These below market rents are guaranteed to them as long as they live there. Once they move, then the rents revert to market rate, meaning, over the long-term, this is a 100% market-rate project.

“Onsite Affordable Housing: Add the following action item to each of the UV Plans: a.”“Action Item; *The City should aggressively pursue incentives for developers to include onsite affordable housing for new projects.*”¹⁰

By considering affordable housing at this location, it will help support the workforce needs of retailers at nearby Santana Row and Westfield Valley Fair shopping malls, allowing people to live and work in the same Urban Village furthering the goals of VMT and pollution reduction. Additionally, how can the City work with the developer and possibly Federal Realty to create a pedestrian overpass over Winchester in order to better connect the two sides?

- VII. *What efforts have the City of San Jose made to provide for affordable housing at this location?*
- VIII. *What efforts have the City of San Jose made to promote housing for groups who are less likely to require transiting the streets during peak times (e.g. local workers, retired individuals, work-from-home individuals)?*
- IX. *How could this project be coupled with other projects to help the City of San Jose attain its goals around housing affordability, while providing a win-win for everyone?*¹¹

In looking at the parking ratios, it seems this site is *over parked* as was identified by the City of San Jose in the August 26, 2019 public community meeting.¹² In addition to this added expense to the project and strategy that is not consistent with the Urban Village strategy that allows for reduced parking, none of the parking is underground. This eliminated the ability to have any ground floor activation. Placemaking strategies require a ground floor that can be activated and used by the public. When a three-story parking garage is installed, the result is a lack of vibrancy and use for the public. There are also no community rooms available to the public, not any ground floor neighborhood retail that could support needed services for the residents and surrounding community (e.g., wellness center, maker spaces, gardener support, bike shop, etc.). With the aging population, including the current Mobile Home Park residents, the need for local services is an important element that will carry this site into the future.

- X. *How has the City of San Jose looked at the ground floor activities for this site?*
- XI. *How has the City of San Jose looked at the mixed-use needs of Urban Village sites so they may fully integrate into the area?*

In the Keyser-Marston/ULI presentation for the San Jose Study Session on the Cost of Development on April 26, 2018. One of the main conclusions was the areas in West San Jose, specifically the Santana Row/Valley Fair Urban Village, could support the development of all construction types, including Type-I high-rise construction.

- XII. *Why hasn't the City of San Jose required a higher density for the apartment building since it is not impacting any existing residential neighbors?*

¹⁰ Page 30, 10.4, bullet 9, <http://www.sanjoseca.gov/DocumentCenter/View/75695>

¹¹ For instance, a win-win might be in the form of *shared parking between developments*, such as Santana West, which is a commercial development and this project, which is proposed as residential. Or it might mean reduced parking requirements in exchanged for deed-restricted affordable housing, coupled with Transportation Demand Management programs.

¹² Video transcript: <https://www.facebook.com/kirk.vartan/videos/10219247577521455/>

Summary

Again, the underlying assumption is that the current residents will not be displaced regardless of the outcome of the proposed General Plan Amendment. As the City of San Jose Council stated in its approval of the Winchester/Santana Row Urban Villages, changes to those plans should account for the overall impact to those Urban Villages, increased density for the area known as the second downtown, increased connectivity over I-280 at Winchester, and affordability for future residents.

The current proposed plan is lacking in those areas and should be denied.

Respectfully,

J' Carlin Black, SCAG member
Gary Cunningham, President of Strawberry Square HOA
Steve Kelly, SCAG member, Santa Clara Planning Commissioner
Barbara Morrey, Treasurer, WNAC
Hoi Poon, SCAG Member
Ken Pyle, Vice President, WNAC
Kirk Vartan, President, WNAC; Co-Chair, SCAG

cc: Honorable Mayor Liccardo, San Jose City Council, Rep. Eshoo, Rep. Khanna, County Supervisor Ellenberg, State Senator Beall, State Senator Wieckowski, Assemblymember Chu, Assemblymember Low, Ethan Winston/MTA, Chair Teresa O'Neill/MTA Board, Nick Saleh/Caltrans

Appendix A - Examples of Freeway Caps & How They Might Work at Winchester/I-280

The WNAC has been investigating and socializing the idea in the community and across political jurisdictions about a much more comprehensive approach to traffic management at the I-280/Winchester intersection than simply a new ramp¹³. The solution we are investigating would involve building a cap over I-280 that could serve multiple purposes, including an area for open space, public and private bus transit center, parking decoupled from the commercial areas of Santana Row/Valley Fair/the south side of I-280, along with additional residential and commercial buildings.¹⁴

An example of a freeway cap success story is in Columbus, Ohio, which is summarized in the following infographic. This rather modest effort replaced an ugly freeway chasm with an activated and profitable mainstreet.¹⁵

¹³ It is important to note that the previous effort in the 2000s to add a westbound ramp was met with neighborhood resistance and eventually dropped.

¹⁴ For additional information on the cap concept, as well as the concept of a “freeway within a freeway”, please see,
<http://winchesternac.com/2016/05/06/put-a-lid-on-it-lets-reunite-the-neighborhoods-on-both-sides-of-i-280/>
<http://winchesternac.com/wp-content/uploads/2016/11/Capping-280-Flyer.pdf>
<http://winchesternac.com/wp-content/uploads/2016/11/Freeway-within-a-Freeway-Flyer-left-column-10-26-16.pdf>

¹⁵ See this Urban Land Institute study for a case-study on this successful freeway cap
<https://casestudies.uli.org/wp-content/uploads/2015/12/C035010.pdf>

Before



Columbus Cap

\$1.9 M Bridges
\$7.5 M Buildings

Profitable after 7 years

Source: Chicago Tribune - <https://goo.gl/mz6bV1>

After



As shown in the following diagram, there is a potential for recovery of approximately 60-acres of land over the I-280 corridor, near Winchester Boulevard. When coupled with the 16 and 13-acres, respectively of the Winchester Ranch and Santana West projects, there is a huge opportunity to transform the Tri-Village Urban Villages.

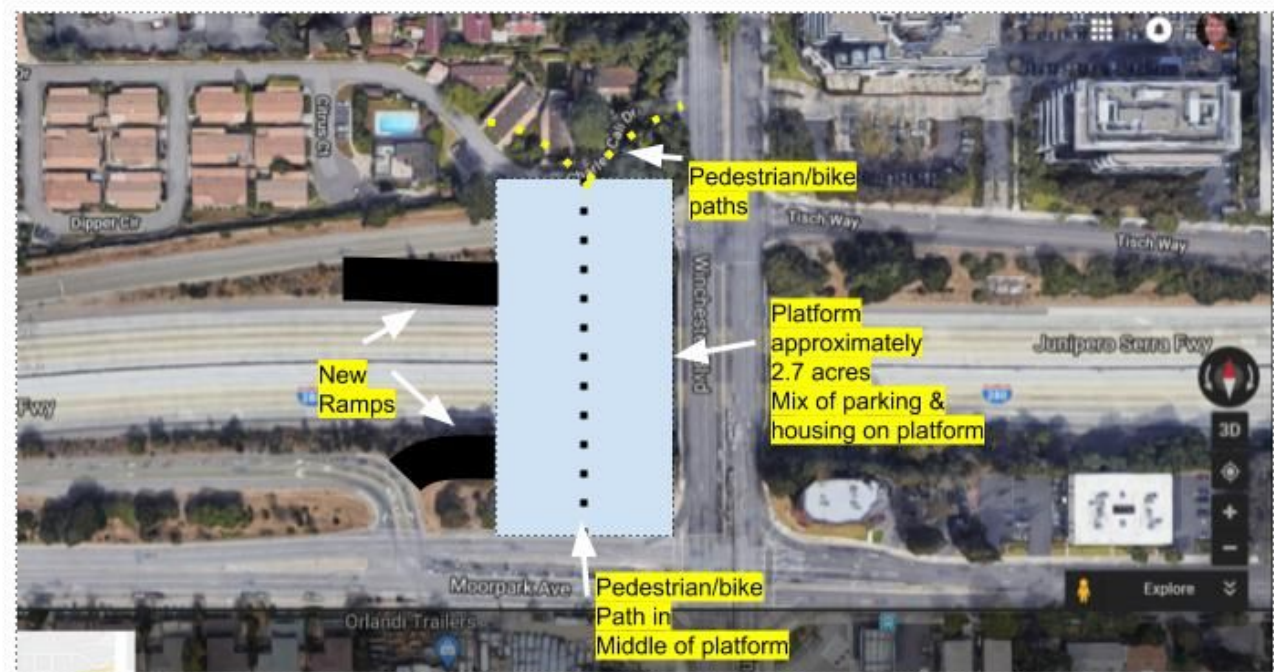
What opportunities exist in the Santana Row/Valley Fair Urban Village (freeway cap, exit ramp inclusion, integration with Winchester Ranch, and Santana West)



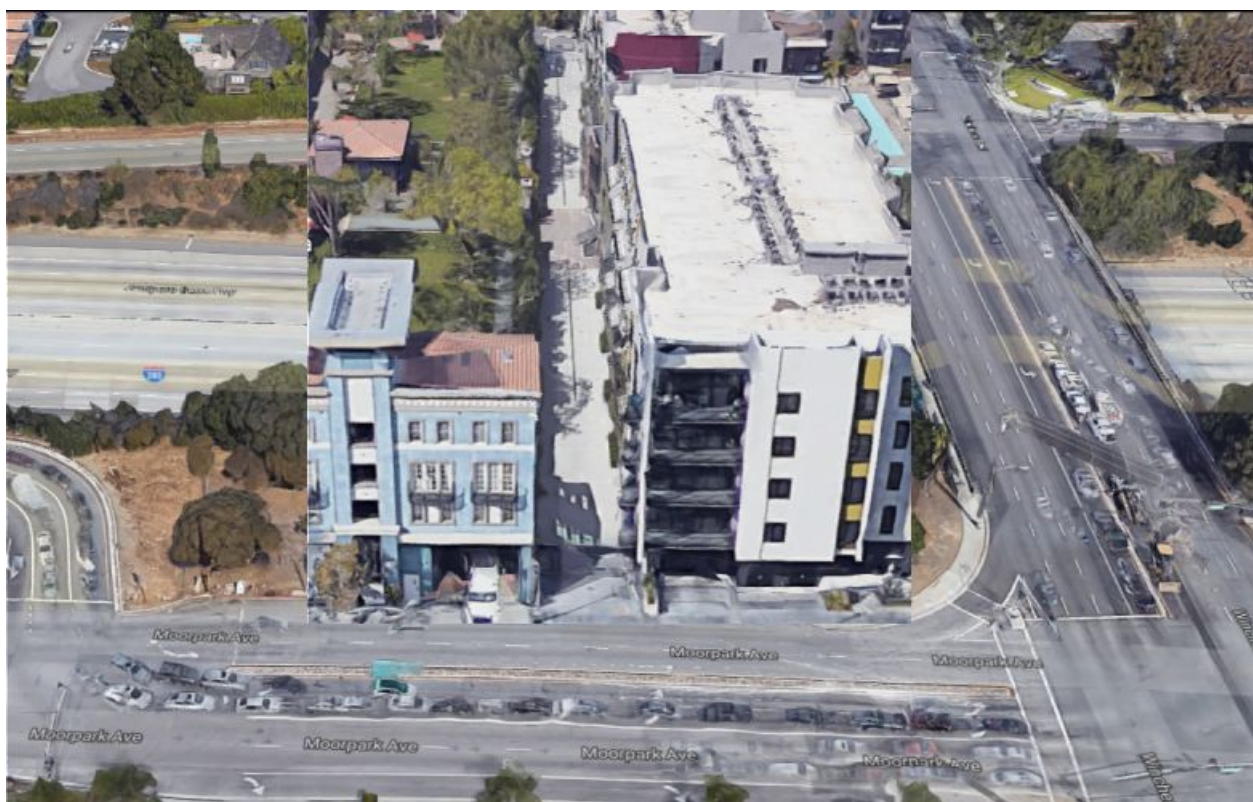
The following image depicts a freeway cap with multiple green and open space segments interspersed between mixed-use buildings (rendering courtesy of Sal Caruso) that would take advantage of the 60-acres above and next to I-280.



Here is another example of how I-280 might be covered in a more modest way and, perhaps, as a phase one of a multiple phase build, with a combination of parking garage/residential units and pedestrian/bike pathway. In this scenario, parking at Winchester Ranch could be potentially placed over the freeway. It also assumes ramps directly into/out of parking. This parking could serve as a hub for shuttles to/from the Winchester/Santana Row shopping centers.



And another view of the 2.7 acres with parking, greenspace, and buildings that provide a mainstreet experience on Winchester over I-280.



Similar to the way the Columbus cap wraps around the freeway frontage, additional buildings could be built on the frontage between the freeway and Tisch, as there is approximately 70 to 80 feet between Tisch and the start of the freeway. This could give Tisch a mainstreet feel without even having to construct a platform over the freeway.



And on the other side of the buildings, for example, an extension of the bridge could create a walkable/bikeable park.



This is better illustrated with a real-world example from Scottsdale, where the cap gradually rises to match the slope of the underlying street.



View from the park looking towards the street (not the terrace that matches the slope of the road).



And, the view from the street of the Scottsdale's park cap.

From: J'Carlin

Sent: Sunday, January 12, 2020 9:02 PM

To: District4 <District4@sanjoseca.gov>; City Clerk <city.clerk@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; Keyon, David <david.keyon@sanjoseca.gov>; District 6 <district6@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; District3 <district3@sanjoseca.gov>; District2 <District2@sanjoseca.gov>; The Office of Mayor Sam Liccardo

Cc: Barbara Morrey; Gary Cunningham; Hoi poon; Ken Pyle; Kirk Vartan

Subject: Re: Item 10.2 on the 1/14/20 Council Agenda: Comments on Draft Environmental Impact Report for the Winchester Ranch Project, PDC15-065, PD15-059, and PT15-069

[External Email]

Honorable Mayor and Council,

Following up on the original email from October 15th, I continue to recommend that the Council deny the application to change the General Plan to allow the Winchester Ranch the proposed land-use designation.

As proposed, this project is a 20th Century development on a critical parcel of the 2040 Urban Village plan that is an important transition from Santana Row, the Winchester Urban Village, and any development over I-280 to the growing Stevens Creek Urban Village. It has no benefit at all to the surrounding Urban Villages or to the city.

- The park space has no access from the city except on foot, or from a non-existing bicycle route that dead ends at the San Tomas Expressway.
- The main access on Olsen Dr. will be heavily impacted by Santana West, already in construction, which is not reflected in the EIR.
- There is no ground floor retail to service neighborhoods to the West or the commercial tenants of Santana West.
- There will be no affordable units once the mobile home legacies die or move.
- The residential density is far less than needed in this highly urbanized area of the city.

Keeping the Winchester Ranch under the Urban Village planning process is critical not only to the Winchester and Stevens Creek Urban Villages, but ultimately to the success of The Envision San José 2040 General Plan. If a developer is permitted to request a land-use designation opting out of a 2040 Urban Village at will, and this request will set a disastrous precedent, The Envision San José 2040 General Plan will be worthless. As one who has spent countless volunteer hours at community meetings and planning sessions to make The Envision San José 2040 General Plan successful, I urge the Council to deny this application.

Sincerely,

Carlin Black, SCAG, 280 CapCom, and others.

From: Alex Shoor
Sent: Friday, November 29, 2019 8:11 PM
To: engagement@catalyzesv.org <engagement@catalyzesv.org>
Subject: Catalyze SV's Report on 9/21/19 Community Visioning Workshop

[External Email]

Committed

to engaging the community more in the development process, [Catalyze SV](#) hosts Community Visioning Workshops in Silicon Valley about major development sites. These workshops - a new model for a successful public meeting - offer community members a distinct opportunity to discuss their values & vision for development.

On Saturday, September 21, 2019, Catalyze SV hosted a two-hour Community Visioning Workshop about the 16-acre site at 555 S. Winchester Blvd in San Jose. Currently a mobile home park site occupied by seniors, when this land is redeveloped, the developer has agreed to provide new, replacement housing on-site for the park residents. Catalyze SV fully supports this agreement and wishes to see it protected. Yet beyond this, we wanted to ask the community: what do you envision for this site?

Attached & linked below is Catalyze SV's Report from the Workshop. It includes:

1. [Our presentation](#) to the community at the start of the workshop.
2. The [key themes & minutes](#) from what 50 community members who attended the workshop said about this site.

As the [San Jose Planning Commission votes on this proposal on December 4](#) at 6:30 pm (Item 8) and then the City Council on January 14 at 6 pm, we invite city leaders, the developer, & community members to consider the in-depth information and insight contained in this report from the 11/21 Workshop.

Thank you for taking a peek!

Gratefully,
Catalyze SV's Board of Directors & staff

Alex Shoor
Executive Director
Catalyze SV