

From: [REDACTED] <[REDACTED]>
Sent: Thursday, August 13, 2020 10:30:56 PM
To: District1 <[REDACTED]> District2 <[REDACTED]> District4 <[REDACTED]>
District5 <[REDACTED]> District 6 <[REDACTED]> District7 <[REDACTED]> District8
<[REDACTED]> District9 <[REDACTED]> District 10 <[REDACTED]> District3
<[REDACTED]>
Cc: The Office of Mayor Sam Liccardo <[REDACTED]> Jones, Chappie
<[REDACTED]> Jimenez, Sergio <[REDACTED]> Peralez, Raul
<[REDACTED]> Diep, Lan <[REDACTED]> Carrasco, Magdalena
<[REDACTED]> Davis, Dev <[REDACTED]> Esparza, Maya
<[REDACTED]> Do, Sylvia <[REDACTED]> Davis, Dev <[REDACTED]> Foley,
Pam <[REDACTED]> Khamis, Johnny <[REDACTED]> Do, Sylvia
<[REDACTED]> Davis, Dev <[REDACTED]> Foley, Pam <[REDACTED]> Khamis,
Johnny <[REDACTED]>
Subject: VOTE NO ON THE ANDOIL GAS STATION CAR WASH PLEASE!

[External Email]

Dear Honorable Mayor and Council Members,

I am writing to oppose the car wash at the corner of S. Bascom Ave. and Woodard Road at the Andoil Gas Station in San Jose. My reasons for objecting to this dangerous car wash are:

1.) The car wash would only be about 200 feet from Farnham Elementary School on a very busy street. Children cycle and walk the perimeter of that shopping strip, and Andoil Gas Station.

Unprotected bike lanes run over all of the entrances and exits of that property making it very dangerous for children to avoid cars with slippery wet tires exiting the car wash. (There currently is NO money in the 2020 budget for protected bike lanes.)

2.) The entrance to the car wash and gas pumps would use a shared driveway impeding the Mini Mart, the laundry mat, and the salon businesses. Cars would back up onto S. Bascom Ave. causing serious traffic congestion.

3.) The car wash would be approximately 44 feet from the 16, 4 plexes on Starview Drive creating noise, congestion, odors, and serious exhaust, along with impossible on site parking. **It would also be in violation of the 200 foot setback policy.**

4.) Traffic congestion and weekly unreported accidents happen frequently in this area. We have zero Traffic Enforcement in this area and at the intersection of S. Bascom Ave. and Woodard Road.

In closing, I'm asking that you vote NO on the Condition Use Permit for the car wash at Andoil Gas Station on the corner of S. Bascom Ave. and Woodard Road, and do something to close the loophole in the policy of Drive Through Car Wash Uses in the antiquated policy written in the 1970/1990's, so that this can't come back again.

Thank you for your kind attention to this urgent matter. Please confirm receipt of this email!

Sincerely,

Carl Schroeder

August 17, 2020

VIA E-MAIL

Re: Downtown High-Rise Incentive Program

On August 18, 2020 City Council will consider extending the Downtown High-Rise Incentive Program. We write to express our support for this program and to ask that City Council expand the program to San Jose as a whole; or at a minimum, consider expanding it for projects that incorporate project labor agreements and use local labor and/or meet their inclusionary housing obligations through either on-site or off-site units rather than paying the in-lieu fees.

High-rise developments present a unique opportunity to vastly increase the housing supply and supply of job-producing commercial square footage. The relatively small physical footprint of these developments reduces sprawl and makes the best of use limited and often woefully underutilized land. This in turn helps preserve the residential character of San Jose's neighborhoods, increases efficiency in the delivery of City services, and improves environmental sustainability.

High-density housing and high-rise developments, however, are not just needed or desirable in the Downtown area. As the General Plan recognizes, in order for "San Jose grow into a more prominent and more complete great City...San Jose will increasingly use the General Plan as a tool to insure that land use...decisions are made consistent with the community's long-term vision and goals, to benefit all members of the San Jose community." (San Jose Envision 2040, Chapter 1, p. 14 [emphasis added].)

San Jose's General Plan clearly provides for high-rise development throughout the City. Midtown and North San are but a few examples where the City and community has clearly signaled through the planning process a desire for such development. Yet for years, outside of the Downtown, the rest of the City has been excluded from the incentives being offered to make high-rise development financially feasible.

The impact of this policy is not merely theoretical. Since 2010, Republic Urban Properties and The Swenson Companies have had a shovel-ready redevelopment opportunity commonly as "The Ohlone". The Ohlone is a mixed-use, three (3) phase project on eight (8) acres that proposes to deliver approximately 800 units of much needed housing at a density of approximately 125 DUs/AC and approximately 10,000 – 12,000 SF of commercial space.

Republic and Swenson have constructed two phases of the project: "Silver" which delivered 268 Units last year at a project cost of \$102 million and "Patina" which will deliver 269 Units by the end of this year at a project cost

of \$118 million. To our knowledge, these are the only two mid-rise Type V wood-frame over Type I podium projects that have voluntarily entered into union project labor agreements and have not received any public subsidies.

As we look to finish the last phase of the project, “Sunol,” as a 14-story concrete tower, it faces the same challenges as any other high-rise project – extremely high construction costs and City fee exactions. These issues affect the ability to attract capital and to construct what this City so desperately needs – vibrant commercial and residential assets like Sunol that increase the property tax base and help transform San Jose into a world-class City as contemplated by Envision San Jose 2040.

Staff and City Council should strongly consider extending the high-rise incentive program to feasible, shovel-ready projects outside the Downtown area. That the Sunol is actually ready to be built, is not entangled in litigation or issues regarding its conceptual feasibility, and provides prevailing, union wages to its construction workers, illustrates exactly why the incentive program needs to be expanded. Offering incentives to projects that do not get built does nothing to advance the City’s goals and interests.

More importantly, the desire for adequate housing supply and economic vibrancy is a City-wide concern. It is fundamentally unfair and inequitable to only incentivize development in the Downtown area. Consistent with the General Plan’s goal to create a complete City for all residents, it is time to provide the same incentives available to developers in the Downtown area to those in the City as a whole.

Sincerely,



Melanie Griswold

cc: Michael Van Every, CEO Republic Urban Properties
Reyad Katwan, COO Republic Urban Properties

August 24, 2020

I work at Walter L. Bachrodt Elementary School in San José Unified. I am writing in regards to the proposed carwash at the Andoil gas station. The City of San José's mission is "to guide the physical change of San José to create and maintain a safe, healthy, attractive, and vital place to live and work." Allowing a carwash at the Andoil gas station is in directly opposition to this mission and endangers pedestrian traffic safety, a healthy pollution free environment, and compliance with established codes.

The City of San José's Police and Transportation Department has a Traffic Calming Policy which states their objective is "the management of vehicular and pedestrian traffic so that its negative impacts on neighborhoods and **schools** are minimized." Recognizing that pedestrian's do not follow basic safety guidelines and are "the root cause of many traffic accidents" the City created the Street Smarts program to bring education about driver, pedestrian, and bicyclist behaviors to schools and neighborhoods to improve safety on San José streets.

The Streets Smarts program created the Walk n' Roll Program. Its goal is to increase walking and biking to schools, foster a healthy and active lifestyle, and reduce traffic congestion and related air pollution, leading to a safer environment within school zones. Having a carwash so close to an elementary school is contradictory with the mission of the City of San José.

Police Departments are currently under attack for decreased funding. Finding money in the budget to immediately provide the necessary safety engineering items, e.g. curb markings, edgeline striping, traffic signage, and high-visibility crosswalks, is not likely. Already, there is not enough officers for police traffic enforcement. It is noted that many of these engineering safety efforts are currently recognized as a temporary measure.

I would think that the concerns of pedestrian safety and maintaining a healthy pollution free environment in a school zone would be enough reasons to deny a carwash at the Andoil gas station. Factor in the direct violation of the 200 ft. setback to residential areas of the proposed car wash is reason alone to vote no.

I am opposed to the proposed carwash and strongly urge all City Council members to vote no.

Sincerely,

Janet Fish