



Memorandum

TO: Honorable Mayor &
City Council

FROM: Toni J. Taber, CMC
City Clerk

SUBJECT: The Public Record
October 1, 2020 – October 8, 2020

DATE: October 14, 2020

ITEMS FILED FOR THE PUBLIC RECORD

Letters from Boards, Commissions, and Committees

Letters from the Public

1. Letter from Tim Davis, dated October 3, 2020, regarding San Jose Commercial Linkage Fee (Item 8.2).
2. Letter from WNAC, dated October 8, 2020, regarding Comments and recommendations regarding the scoping of the I-280/Winchester Boulevard Interchange Improvements Project.

Toni J. Taber, CMC
City Clerk

Fw: San Jose Commercial Linkage Fee (Item 8.2)

Agendadesk <Agendadesk@sanjoseca.gov>

Mon 10/5/2020 11:00 AM

To: Rules and Open Government Committee Agendas <rulescommitteeagenda@sanjoseca.gov>

Agenda Desk

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From: City Clerk <city.clerk@sanjoseca.gov>
Sent: Monday, October 5, 2020 10:50 AM
To: Agendadesk <Agendadesk@sanjoseca.gov>
Subject: FW: San Jose Commercial Linkage Fee (Item 8.2)

From: Tim Davis [REDACTED]
Sent: Saturday, October 03, 2020 9:30 AM
To: City Clerk <city.clerk@sanjoseca.gov>
Subject: San Jose Commercial Linkage Fee (Item 8.2)

[External Email]

Dear Mayor Liccardo, Vice Mayor Jones, and Councilmembers,

A commercial linkage fee will be critical to providing the funding we need to solve our affordable housing and homelessness crisis - and San Jose must seize this opportunity to enact a robust fee.

Unfortunately, the City staff has recommended a fee that is much too low. Not only is it significantly lower than most of our neighboring cities, it will also only cover a fraction of the additional demand for affordable housing created by these new developments.

I urge you to adopt a significantly higher fee that is commensurate with the fee levels that were outlined in the City's feasibility study.

Far too many of our neighbors are struggling to find safe, stable and affordable housing in our community. We must adopt a robust Commercial Linkage Fee that will help us meet the affordable

housing needs of our residents. The time to act is now.

Thank you!

Tim

Sent from my iPhone

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California Department of Transportation District 4
Office of Environmental Analysis
P.O. Box 23660, MS 8B
Oakland, CA, 94623-0660

October 8th, 2020

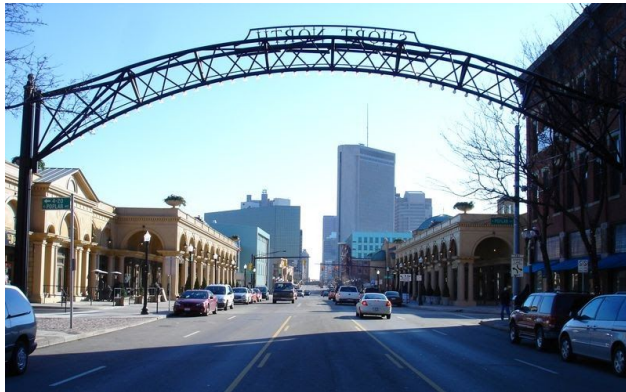
Attention: Mr. Charles Winter

Subject: Comments and recommendations regarding the scoping of the I-280/Winchester Boulevard Interchange Improvements Project

Mr. Winter,

This letter provides WNAC's input on the I-280/Winchester Boulevard Interchange Improvements Project. As background, the WNAC is a neighborhood association of neighborhood associations anchored by Santana Row/Westfield Valley Fair and stretching across parts of Campbell, San Jose and Santa Clara.¹

The WNAC has a subcommittee that has been investigating the possibility and opportunities associated with "capping" I-280 at Winchester. The idea is to reunite the north and south sides of the freeway by covering as much of the freeway as economically and technically possible. This effectively creates new land over otherwise fallow air rights.



This has been done in other parts of the world, such as the Columbus cap, which was designed under similar circumstances as this project.² It effectively created a mini-mainstreet that is much more walkable than when it was a bridge. This project had a positive return on investment and was financed primarily with private money.

We believe that a cap approach is something that should be an integral part of any I-280/Winchester Boulevard Interchange Improvements Project. Simply, a cap allows to create a more walkable neighborhood and has the potential to reduce Vehicle Miles Traveled.

¹ For more information - <http://winchesternac.com/about/>

² See <https://trivillagecap.wordpress.com/2019/10/09/the-columbus-cap-mainstreet-over-a-freeway/>

In that light, our questions are split into two categories; strategic and tactical.

Strategic Questions



1. **Is the proposed solution solving the most pressing I-280/Winchester traffic problem(s) that need solving in this area?**
 - a. For instance, how does this project compare to other potential traffic relief projects that would address the northbound or southbound traffic flow onto I-280 or the northbound exit from I-280?
 - b. Could addressing these issues provide a greater return on investment than what is proposed?³
 - c. Would expanding the scope to include options for San Tomas Expressway and the Saratoga off-ramp provide even bigger relief for Winchester/I-280?
2. **What is the cost/benefit of this project?**
 - a. That is, will the benefits (time saved in cars, VMT reduction, etc.) be greater than the costs (economic, environmental of construction, VMT increase, the reduction in park land, etc.)?
 - b. If it isn't greater than zero, then why do the project?
 - c. What are the total costs of the project by area (e.g., outreach, design, consultants, construction, etc.). Please break out each section to show costs of each element.
 - d. How is this project being funded?

³ For the purposes of this document, Return on Investment (ROI) includes the measure of both direct economic benefits, as well as gains in environmental improvements, such as a reduction in Greenhouse Gas Emissions.

- e. What is required for this project to begin, specifically what funding and how much is required?
- f. How much funding has been secured, from where, and what is the gap?
- g. How much money has been spent to date on this project, what has it been used for, and where did the money come from?

3. Please define ALL assumptions for why this project is needed.

- a. Please detail what will happen if “no project” is done and current infrastructure stays in place?
- b. Please cite the experts that are predicting the traffic patterns, what models they are using, and their assumptions for the various kinds of growth being predicted, including traffic patterns and why they believe it will happen that way. We would all like to understand the base assumptions so we can determine if they are consistent with our understanding of growth.
- c. Can you utilize current data/traffic analysis (say from March 2019 to February 2020)? Charts we have seen are dated (at least five years old).
- d. How are new residential and commercial projects impacting the assumptions of this project? Please define ALL known (and unconstructed) projects that are impacting the analysis, the assumptions of those projects (e.g., traffic and person loads), what additional assumptions are being made for these three Urban Villages in the area, and how the new expansions of Westfield and Santana Row will impact these assumptions.
- e. How are new technologies and/or related initiatives being considered as a way to meet the goals of this project? For instance, how is the potential impact of the Airport-Diridon-Stevens Creek connector on this project being considered?⁴
- f. And how does this fit in with the Cross-city working group’s efforts to improve transportation on Stevens Creek Boulevard and, potentially, on I-280?⁵

Tactical Questions

Assuming the I-280/Winchester Boulevard Interchange improvements provides a positive ROI, then these are suggestions and questions related to what is proposed.

- 1. **Has anyone looked at the impact of the extra southbound traffic on Winchester (40% increase potentially on the bridge)?** This could create new back-ups on Winchester, north of Tisch.

⁴ See

http://www.sjdistrict1.com/uploads/1/2/9/0/129028071/airport_stevens_creek_corridor_connector_memorandum_082520.pdf

⁵ See

http://www.sjdistrict1.com/uploads/1/2/9/0/129028071/stevens_creek_corridor_7.20.2020_draft_minutes.pdf

2. **Regarding the bike/pedestrian bridge,**
 - a. Please see if it can terminate closer to Santana Row (e.g. towards the Northwest corner of Santana Park). The current plan would have people walk approximately 1,200 extra feet, which could discourage walking.
 - b. If it is not possible to terminate the pedestrian/bike bridge closer to Santana Row, then, at a minimum, add a staircase at a point that is closest to Santana Row.
 - c. Consider adding a crosswalk at Tisch and Winchester on the north side of Tisch. There is going to be an increase in foot traffic once the 600+ homes are built at the Winchester Ranch property.
3. **What are the impacts to the park (lost space) and how is it being replaced?**
4. **What are the issues with a right turn onto Hatton from Tisch (westbound)?**
5. **What are the issues with a left turn onto Hatton from Tisch (eastbound)?**

Summary:

We appreciate VTA's efforts thus far in coming up with a plan that has the least potential impact on the surrounding neighborhood. We would still like to see how it fits into the bigger picture and understand if there are other options that could provide an even larger positive impact. We believe that capping the freeway should seriously be investigated, as the Columbus example shows, it is possible to create such a structure that provides a positive return on investment, while improving the area over and near the freeway.

On behalf of the WNAC,

Kirk Vartan,
President, WNAC

The Winchester Neighborhood Action Coalition (WNAC) is a group of neighborhood associations, bounded by Pruneridge Ave to the North, I-880/17 to the East, San Tomas Expressway to the West, and Hamilton Ave to the South. It includes parts of San Jose, Santa Clara, and Campbell.

cc:

San Jose: Mayor, Council, City Manager, City Clerk
Santa Clara: Mayor, Council, City Manager, City Clerk
Campbell: Mayor, Council, City Manager, City Clerk
Cupertino: Mayor, Council, City Manager, City Clerk
County Supervisor: Ellenberg - District 4
Assemblymember: Low (D-28), Chu (D-25)
Senator: Beall (D-15), Wieckowski (D-10)