

Topic	Question	Answer
General Plan/MSP Modifications	<i>Is the height and density of the proposed project consistent with the Midtown Specific Plan and General Plan?</i>	As part of the project’s application, we have applied for amendments to the Midtown Specific Plan (MSP) and San Jose General Plan 2020 (GP) that will allow the buildings to be up to 14 stories high (160 feet), while creating a pedestrian friendly environment at street level. The density (100 units to the acre) is the upper range of density allowed in the MSP; however, the MSP will still need to be amended to increase that density and allow for additional units to be built in the future and to meet the overall MSP goals. These amendments, being developed in conjunction with Planning Staff, fulfill the City’s vision for this site to be a high-density, mixed-use, transit oriented development (TOD). Other proposed changes to the MSP are in response to the existing conditions of the MSP area verses the 1992 plan. An example is the revised alignment of the Vasona Light Rail line. The density and height of The Ohlone are consistent with the Envision 2040 General Plan Taskforce vision which promotes density in transit corridors such as the West San Carlos Corridor to meet housing demands over the next 40 years.
	<i>How does the proposed project comply with the TOD standards set in the San Jose General Plan?</i>	The project as planned is designed to be consistent with the 2020 GP under the Special Strategy Areas section which defines TOD (see pages 150-153). The proposed project is also consistent with Transit Corridor Residential Land Use described under the Land Use Diagram Section (pages 160-161). The project site is within 2000 feet of current VTA light rail station at Race Street, is directly next to a potential VTA light rail station, is located along a potential VTA bus rapid transit line and is currently along several regular bus routes. It is also located in a TOD corridor as defined by the GP, and is zoned in the MSP as Transit Mixed Use. The project is also consistent with the City’s Residential Design Guidelines Towards Community TOD Chapter in many respects including density, height, proximity to transit and the inclusion of retail and live/work space. In addition, the pedestrian access to the site and transit facilities are also inline with these guidelines.
	<i>What is the San Jose General Plan and Specific Plan Amendment process?</i>	The GP and MSP are documents that are used as a guideline for City land use planning. As the City continues to grow and land becomes developed, and as City Planning Policies change, these plans sometimes require revision in the form of a revised plan (The San Jose General Plan 2040 Task Force), or as amendments to the current plans. This project submitted an amendment to the 2020 General Plan and to the specific plan concurrent with the PD Zoning application. As it is refined through the PD Zoning process, the language of the General Plan and Midtown Specific Plan will be changed slightly and updated. The project will go before the City Council prior to, or concurrent with the PD Zoning hearing. The City Council will then approve the project, approve the project with conditions or not approve the project. The City Council hears General Plan Amendments only two times a year.

Topic	Question	Answer
Plan/MSP Modifications (continued)	<i>Is this going to be the last housing project?</i>	As the population of San Jose continues to grow, the need for new housing will continue. The General Plan 2040 Task Force is currently addressing this issue and is anticipating the need for over 100,000 new homes to be built in San Jose over the next 30 years.
	<i>Is there a plan to introduce new jobs into Midtown San Jose?</i>	From the City's perspective jobs equal tax revenue to support City services. The City tries to attract and create new jobs in many ways including land use policy, tax incentives, property incentives, the Redevelopment Project Areas, etc. However, the City itself is not responsible for creating new jobs but instead private industry, which is largely dependent on the economy. Midtown San Jose, specifically the Willow Glen Shopping area, West San Carlos Street, and The Alameda are identified business districts and it is our hope that jobs will continue to be attracted to these areas.
Site Design	<i>How wide are the sidewalks and how far are the building setbacks?</i>	Green Republic is reviewing the proposed plan with City agencies including Planning Staff, the Architectural Review Committee and the Redevelopment Agency regarding setbacks and sidewalks. The proposed plan emphasizes pedestrian movement throughout by including elements such as a dedicated pedestrian thoroughfare and a string of public plazas along Sunol Street. By allowing greater height in the proposed buildings, it provides for more open and for circulation on foot or with a bicycle. We intend to meet or exceed City and Midtown Specific Plan Standards for sidewalk width, with a minimum of 15-foot width on West San Carlos and Sunol Streets and Auzerais Avenue.
	<i>How much commercial and/or retail space in the proposed project?</i>	Green Republic has done a significant amount of research and believes that the maximum amount of retail that can be supported at this location is 30,000 square feet. The project will deliver 15,000 square feet of retail space in the first phase of development along the West San Carlos Street. An additional 15,000 square feet of retail space will be delivered in future phases as "live/work" Should retail become more viable in the future, the live/work space can be retrofitted to more traditional retail space. The adjacent "Chiem Property" also provides the opportunity for large scale retail and commercial uses in the future.

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Site Design (continued)	<i>How does the parking and circulation plan for The Ohlone must meet the needs of residents, visitors and guests?</i>	We will meet or exceed the City’s parking requirements for retail and residential uses. For the retail, we hope to have one space for every 200 square feet of net retail space. It is our intention to provide one parking space per bedroom for the residential units for a total of approximately 1.7 parking spaces per unit. Parking for visitors will also be provided per the City standards. We are currently exploring car share programs such as “ZipCar” and looking into how to provide electric outlets for plug-in vehicles. Retail parking will be provided at street level, with resident and guest parking provided one-level underground and in the two-levels above the ground wrapped by the residential buildings. This design provides a pedestrian friendly environment throughout the site by shielding the parking and allowing more room for green space and amenities. The circulation plan provides clear access for cars and separate access for bikes and visitors on foot. The project will include significant bike storage onsite. Also, in addition to the parking provided on site, curbside parking will also be created around The Ohlone. This new street parking is not included in the parking calculations provided above.
	<i>Will Earle Avenue be part of the circulation plan for The Ohlone?</i>	This project does not intend to utilize the section of Earle Ave that connects the project site to Lincoln Avenue. The project will add a new street that connects W. San Carlos Street and Auzerais Ave. to aid vehicular circulation throughout the site and provide sufficient fire access.
	<i>Will the retail be built before the housing?</i>	The retail will be build along West San Carlos Street concurrent with the housing in the first phase of the project.
	<i>Will this project extend the Los Gatos Creek Trail?</i>	This project is designed to be a pedestrian, bike friendly TOD. While it will most likely not extend the Los Gatos Creek Trail, we will make it convenient for residents to access the trail through street improvements and bike lanes. As mentioned above, we are also dedicating a park located very close to the trail that will further enhance its usability.
	<i>What is the relative height of other buildings in the area, and will the shadowing effect adjacent properties?</i>	This neighborhood is less than a mile from Downtown San Jose, where heights exceed 200 feet. The KB Homes Del Monte development across the street has heights from 65-70 feet. The majority of the surrounding properties are 15-25 foot industrial buildings. The shadow from the proposed buildings will be studied as a part of the EIR and this project will be designed to minimize the amount of shadows that will be projected onto subsequent phases of the project. The taller buildings have all been designed with the shorter facades facing east and west to minimize the amount of sun that permeates the building therefore minimizing the amount of electricity needed to cool them.

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	<i>Why is height desirable to the City?</i>	TOD is based on the theory that higher density development should occur near to transit. Height allows for this to be achieved, while still leaving room for things like open space, pedestrian walkways, and wider roads and sidewalks.
Site Design (continued)	<i>Is the project considering machine stacked parking?</i>	Machine stacked parking is always an option; however, the economic feasibility of this type of parking makes it difficult to achieve; however, it is under consideration.
	<i>How will you keep commuters from parking inside of the development?</i>	The parking for residential portion of the project will be gated and residents will need a “key-card” to access it. The retail portion of the project will have signs designating parking for retail tenants. We are considering limits of 1- hour for this portion.
	<i>What is the proposed size of the the retail stores, and who owns them?</i>	The retail will be owned by the developers. The retail spaces will have a minimum depth of 50-feet, and a floor to ceiling height of 16-feet. The sizes of each retail space will be further refined throughout the process.
	<i>Does the plan propose office space?</i>	Due to the traditionally high vacancy rates for Class A office space in Downtown San Jose, office is not a feasible product type to be developed on this site.
	<i>Will there be plane noise from the flight pattern?</i>	Due to the proximity to the San Jose Airport, there will be some plane noise. This noise will be mitigated through the design and construction of the walls and windows. A full noise assessment report will be studied in the EIR.
	<i>Is low income housing included in this project?</i>	As the project is located in the Burbank/Del Monte SNI and partially located in the West San Carlos Business District (both Redevelopment Project Areas) this project will be required to meet the City’s Inclusionary Housing Requirements. As we are very early in the process, we have not determined how we intend to meet this requirement. Building onsite affordable units is one way being considered to meet the requirement.
Landscaping/ Park Design	<i>When will the park be developed?</i>	To meet the City’s parkland dedication requirements for this project, Green Republic will be dedicating approximately four acres of land for a park located on the Southwest corner of Auzeais Avenue and Sunol Street, directly adjacent to the City owned (KB Homes dedicated) three-acre Del Monte Park. At its completion, the combined parks are envisioned to be seven gross acres and may feature two full-size soccer fields for organized youth and adult activities, along with more passive uses such as tot lots, barbeques and shaded areas. Green Republic’s four acres will be dedicated concurrent with its first phase of development. Negotiations with the Parks, Recreation and Neighborhood Services (PRNS) are underway, as we intend to not only dedicate the four acre park, but also improve it to be delivered with the completion of the first phase.

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Landscaping/ Park Design (continued)	<i>How will the community be involved in the design of the park and selection of plants?</i>	We are working in coordination with City Planning Staff and PRNS to have a process in place for the community to be closely involved with the park's development. We will also be following the recommendations of the Green Print Task Force. Also, a high priority will be put on the use of native, drought resistant plants and trees, as well as being complimentary with respect to amenities in the Del Monte Park.
Planning Process	<i>Will a full Environmental Impact Report (EIR) be performed for this project?</i>	The City of San Jose as the Lead Agency will prepare an EIR for this project that will identify significant project impacts such as traffic, air quality, noise and shade/shadow as well as mitigation measures to reduce those impacts. Green Republic will be required by state law to comply with identified mitigations described in the EIR that are adopted by the City Council.
	<i>How will the City of San Jose manage the EIR process and the project's approval?</i>	The City of San Jose will direct the preparation of the EIR for this project, not the developer. An administrative draft of the EIR will be circulated for 45-days during which time the public is asked to comment on it. Afterwards, a final version will be released that addresses all comments made. The EIR will then be presented to the Planning Commission and City Council for approval. Green Republic will update our website and continue our community outreach as we move through the EIR process.
	<i>Will a cumulative study of all the projects in the area including the proposed high speed rail and stadium site be done?</i>	The EIR will study cumulative impacts of existing and proposed projects that are identified by City Planning Staff in the subject area. Any concerns, questions or comments regarding cumulative impacts can be voiced during the prescribed 45-day EIR comment period or emailed directly to City Planning Staff.

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Planning Process (continued)	<b><i>How does the Planned Development Zoning process the City uses to entitle a project work?</i></b>	The process begins when the City receives a Planned Development (PD) Zoning application from the developer. This application is to zone the property for a specific project and it sets a range of density, height, parking, open space and setbacks among many other things. At the time the application is received, a City of San Jose Planner is assigned to the project. The Planner is the developer's main contact at the City, and he/she facilitates the communication with other departments such as Public Works, Environmental Services, Parks, Transportation, etc. As the developer receives feedback from the community, City Planning Staff and City/County/State/Federal agencies, we work with our consultant team to revise our plan to meet the goals of all involved parties. When Planning feels our project has met these goals for zoning, the project goes to the Planning Commission. At this public meeting, the Planning Commission votes on the project and can recommend approval, approval with conditions, or disapproval of the project. After their action, the project goes to the City Council. The City Council will then approve the project, approve the project with conditions or disapprove the project. For a project of this size, the process takes approximately 6-12 months.
	<b><i>What's the earliest the project could be approved and begin construction?</i></b>	Before construction can begin, the project must receive all discretionary approvals from the City Council, as well as apply for and receive building permits. For a project of this size, this process will typically take 18-24 months. This would put us on schedule to begin construction at the end of 2010. However, due to the economy, and state of the financial markets, this date could be pushed back further.
	<b><i>What mechanism in the process will prevent the project from being sold and the plan changed after the project has already been approved?</i></b>	Unless the City owns a property, it cannot control if a property is sold. If the project is sold, the new owner may want to change the plan slightly or drastically. Depending on the extent changes, the new owner may have to go through the entire PD Zoning process again, or possibly just the PD Permit process.
	<b><i>How does this development affect schools, and how is the developer compensating the schools for the additional students?</i></b>	New residential projects create more students. The developer plans to pay the fees associated with new residential development on a per square foot basis to address the increased students that will be added to the local school system.

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VTA	<i>Will the VTA rail station be in place before construction of the Ohlone should be allowed to begin?</i>	The VTA is in the process of studying the transportation needs of the Midtown neighborhood and will determine if a light rail station at this location is appropriate. Green Republic has committed \$1 million to the construction of transit improvements in the area that will help residents and visitors to The Ohlone lessen their dependence on individual vehicles. A similar financial commitment was also made by KB Homes. In addition to light rail, there is also a proposed Bus Rapid Transit Line (BRT) along West San Carlos Street. As a part of our project, we are working with VTA to provide transit passes to future residents.
	<i>Is there adequate funding in place for transit improvements?</i>	Green Republic is working closely with VTA and the City of San Jose to identify transit funds that are available locally, as well as State and Federal options to improve current and future multi-model improvements.
	<i>Where are the closest Light Rail Stations to the project?</i>	VTA has publically stated that a Light Rail Station for the Vasona Light Rail Line could potentially be constructed directly across the street from the project. The closest existing Light Rail Station to the project is the Race Street Station which is located approximately 1,646 feet from the project. The next closest Light Rail Station is the Diridon Station which is located approximately 1,975 feet from the project. The Diridon Station also currently has access to Caltrain and Ace Train. In the future, the Diridon Station may have California High Speed Rail access and BART access. The proximity of these existing stations are in conformance with the City’s definition of TOD.
Sustainability	<i>Will the proposed project should encompass environmentally friendly features?</i>	The project, which will be built in compliance with San Jose’s Green Building Policy, will include several environmentally sustainable features for residents including easy access to recycling, water reuse, solar energy, efficient appliances and fixtures and energy neutral lighting. In addition, the project was designed to take advantage of the position of the sun to reduce the need for increased energy use for heating and cooling throughout the year. And, it will be constructed with sustainable building materials and techniques. It is our goal to make this project a model for green development in San Jose.
	<i>How will the clean-up of this existing brownfield site be properly managed?</i>	The 8.25 acre site is currently being evaluated for soil remediation with the City of San Jose, Santa Clara County Health Department and the State Water Resource Board to determine the level of clean-up necessary to facilitate mixed-use development. Early tests by Green Republic indicate the need to dig out soil that has been contaminated by years of bus and rail operations; however, final conclusions on the remediation will not be concluded until the EIR is adopted. The ongoing testing and the ultimate clean-up process will be monitored by several state and local agencies to ensure it is properly managed and completed.

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Sustainability (continued)	<i>Are local materials economically viable?</i>	As this project will meet San Jose's Green Building Policy, the use of local construction materials is one way to help satisfy its requirements. We will attempt to use these local materials when they are economically feasible.
	<i>Do you avoid "stick framing"?</i>	"Stick framing" is identified in the California Building Code as Type 5 construction. Depending on the type of development: residential (apartments or condos), office, industrial, hotel etc., different construction materials are used so that a project meets building codes. This project may use some Type 5 construction in the lower portions of the buildings. The retail, parking garages and taller buildings will most likely be concrete construction (Type 1).