

Are you a resident of Campbell?	What is the nature of the common social or economic interest of your community? You can describe what the common interests of your community are and why or how they are important to you.	Where is your community located? You can define it by neighborhood, streets, address, proximity to a key landmark (such as school or community center), or other boundaries.	What are the geographic definers/boundaries of your neighborhood? Examples of definers/boundaries could be highways, roads, rivers, hills, or parks.	What is the rationale for your community of interest to be used in this redistricting? Please describe how the issues before the City Council have a unique impact on your group.	What do you like about the current district lines? What do you dislike about the current district lines?
Yes	Renting, close to major roads and shopping.	Budd Ave near JD Morgan park.	Between San Tomas Expressway and Winchester Blvd.		
Yes	High school activities, after hour events, downtown weekend activities.	W. Hacienda & Winchester	Rolling Hills Middle School to Winchester & Hamilton.		I don't know where the district lines are & I don't believe most people do. I know I can look them up but like myself I don't believe most people have a need to know.
Yes	The Moreland School District is strong and highly regarded in our area. El Paseo, Westgate and Kirkwood Plaza get lots of activity. The fields at Moreland Middle School and Latimer School get a fair amount of use.	Moreland West, which is about 2/3rds West San Jose and 1/3rd Campbell.	We're sort of nice little, quiet section of our big urban area, bounded by Hamilton Avenue, Campbell Avenue and San Tomas Aquino Road.	Our neighborhood is pretty distant from the "main" parts of Campbell -- downtown, Pruneyard, Campbell Park, Los Gatos Creek, John D. Morgan Park and the Community Center. We've always felt perhaps a bit more West San Jose-ish than Campbell-ish, but I am pretty certain most Campbell residents of our neighborhood do prefer being in Campbell to the larger San Jose. That said, West SJ really differs greatly from downtown SJ and other parts of SJ, so we're sort of unique little region.	I know the legal issues and rationale for district elections, and I think it makes great sense in many cities. But not for Campbell. It's too bad we had to move this way. I think the boundaries for our District 4 are pretty sound. Covers the general area. What we have in common with, say, the Rincon-Winchester neighborhood is just a general sort of high regard for a well-functioning city, but nothing else too ... concrete. Sorry for this weak input, but bottom line is that I believe the current boundaries are fine.
Yes	Middle class working families (both young families with kids and older families with grown children)	Defined by roads (Hamilton, Campbell Ave, San Thomas Aquino Rd)	Defined by roads (Hamilton, Campbell Ave, San Thomas Aquino Rd)	Don't have a rationale	Don't have an option

Attachment: Redistricting COI Worksheet Public Comment Redacted (Redistricting - Balanced District

Yes	<p>PUD development built in 1974-75 consisting of 60 townhomes (2 & 3 bedrooms). Multi cultural and lingual, homes in the \$890-\$950K range. 8 families, mostly couples and some singles. Most homes owned and lived in. About 28% rented</p>	<p>Isolate corner - north west of city. Near Campbell Little League ballpark, 2 large office buildings to south. Across street (east) are duplexes and to the North are apartment/converted condos. We are the only residential area which is next to San Jose City housing/apartments. Rosemary School nearby on Hamilton Avenue. Millich is off of Hamilton Avenue with San Tomas Expressway on our west, Valley Forge Way on North.</p>	<p>San Tomas Expressway (west), Millich (east) Merrimac Drive (south) and Valley Forge (north).</p>	<p>Because of the close proximity to city of San Jose, we have a parking permit program. The City of San Jose instituted a parking permit program that grossly affected our residents use of Campbell City Streets for parking.</p>	<p>We have not felt any effect (positive or negative) from the current district line. We have been able to make our voices heard and the city council and city officials have always been responsive.</p>
Yes	<p>Supportive and involved neighbors, supporting local businesses, enjoying our parks, Community Center, Library and historic properties. Campbell School District.</p>	<p>Downtown Campbell (currently District 3.)</p>	<p>See answers # 4 and 5.</p>	<p>No rationale. Council represents all of Campbell very well.</p>	<p>The current district lines are fine.</p>

Dusty Christopherson

To: Stephen Rose; Rob Eastwood
Cc: Brian Loventhal
Subject: RE: Redistricting

-----Original Message-----

From: Jill Russell [REDACTED]
 Sent: Monday, October 18, 2021 12:38 PM
 To: Redistricting <redistricting@campbellca.gov>
 Subject: Redistricting

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Hello,

I am a homeowner in district 4 with some professional knowledge in these areas. My comments:

1) The redistricting should be for the benefit of the long term residents of Campbell, not to “back into” the agenda of politicians or housing or green activists (and no, I am not a conservative). Long term residents want to keep Campbell low density to the maximum extent possible and to continue to be attractive to families by maintaining low crime and good schools. Higher density almost always increases transiency based on my professional observations. Otherwise, the residents that care about community will move and the city will be left with more and more that don’t care and are not invested in the city. Zone 4 should not be cut off at Latimer. It should extend to Hamilton to the North and stop at San Tomas Expressway. The rest is gerrymandering for political purposes. Obviously, anything that happens between Hamilton and Latimer affects the residential blocks below it. People walk their dogs throughout, drive their cars throughout, parking overflow etc.

2) STOP trying to attract jobs as a region. THIS IS THE PROBLEM. We do not need to continuously grow. Let Texas have them. I have lived here my whole life and the job balance has always leveled out; we have always had pretty good unemployment numbers except during Recessions. If there are not enough jobs, people will move out. Fine. If there are more jobs, people will move in. The job creators must pay for the issues they create. Why should we pay for all the problems they create? We don’t need any more jobs, on a net net basis. There are plenty of jobs, just a mismatch, which is not going away. Train the people that can’t get one (or give them counseling/meds, if that is more in line with what they need) or they can move. (To move is not the end of the world.) Back fill negative net absorption with quality, diverse employers.

3) I sympathize with the attempt to create car free societies as I am a recreation bike rider and it would be nice if we were more like some Scandinavian countries. However, this is not Europe or even New York and ENOUGH VARIETY of services are not close enough in any South Bay city, except perhaps Palo Alto, whereby cars are going to be replaced in any significant margin with walking or bikes. People have too much to do and many do not have the European lifestyle to allow for this, IF they wanted to do it at all. This is silly and utopian and completely impractical given the way the cities are currently designed. To try to shove this down the public’s throat just creates parking problems and opportunities for people (eg. developers, parking lot operators, land owners) to further erode quality of life by piling on unnecessary parking charges, which, as I have explained, are necessary, not a luxury. Anyone who does not have a car in the So Bay is in a very small minority, probably have not been doing it for years on end, do not have children, are too poor to afford one—which makes it more likely they will stay that way, super into bikes, and/or are likely working in some profession that allows for alot of flexibility (or does not have a steady profession). First, design the city with

parking and then, 30 or 40 years later, after all the services are in-place, go back and convert the garages to a higher use. Make the developers put in parking. People are tired of circling parking lots or city streets looking for a parking spot. This will not make people ride a bike to pick up 6 bags of groceries or wait at a city bus stop, with two transfers and a 10 minute walk, to get to work. It means they will shop in other cities, purchase online, or, eventually, move further into the suburbs.

4). If you build any high density housing , put it adjacent to industrial/commercial districts and near the rail. Do not count on the bus systems. Many are located in quiet residential areas and buses SHOULD be on the way out. Buses are very expensive because of the labor, inefficient, slow and basically, lame. It probably would be cheaper to give bus riders Uber tokens based on the number of people I see riding the buses.

I feel better.

Jill Russell