

## Diridon Station Area

# COMMUNITY MEETINGS SUMMARY

*November 18, 2019, 6:00 pm - 8:00 pm  
Leininger Community Center  
1300 Senter Road, San José*

*December 7, 2019, 10:00 am -12:00 pm  
Gardner Community Center  
520 W Virginia St, San José*

## MEETINGS OVERVIEW

On November 18, 2019 and December 7, 2019, the City of San José community engagement team hosted two community meetings to share information and receive feedback on the Diridon Station Area projects. Approximately 100 community members attended the meetings (40 at the meeting on November 18<sup>th</sup> and 60 on December 7<sup>th</sup>).

The objectives of the meeting were to:

- Enhance understanding of the planning efforts and decision-making processes for the major Diridon Station Area projects occurring over the next year
- Gather feedback on the initial concepts under consideration, such as:
  - Google's Downtown West Mixed-Use Plan proposal
  - Staff-recommended layout for the Diridon Integrated Station Concept Plan
  - Plans for City-initiated amendments to the Diridon Station Area Plan

The meetings offered light refreshments, an activity table for children, and live interpretation services in Spanish and Vietnamese. After a brief period to allow participants to sign in, grab refreshments and get settled, Dave Javid (Principal with Plan to Place, City's consultant) welcomed the meeting participants and handed it off to Lori Severino (Diridon Program Manager, City Manager's Office, City of San José). Lori provided a presentation on the major projects in the Diridon Station Area and an overview of the planning processes of the overall community engagement strategy. Following the presentation was a break-out session for meeting attendees to review information provided on handouts and boards and talk with project staff. At each table, staff wrote down comments and questions on flip charts. Attendees could also write their own comments on post-its. The tables included the following topics:

- Diridon Station Area Plan, including General Information and Process comments
- Google's Downtown West Mixed-Use Plan
- Diridon Integrated Station Concept Plan

- Transportation and Parking
- Parks, Trails, and Open Space
- Housing and Displacement Prevention

The information provided on handouts and boards at the Community Meetings is available on the project website under “Latest Resources”: <https://www.diridonsj.org/resources>. The materials are available for translation into other languages using the translate tool at the bottom of the page. Some of the materials are also available as PDFs in Spanish.

## SUMMARY OF FEEDBACK

The following is a summary of the comments provided during the break-out discussions. The comments are categorized by the most relevant topic for the purposes of this summary.

### General Information and Process

The packet of handouts provided to all participants included information about the projects that are currently going on with the Downtown, the relationships between projects, a map of the Diridon area and Downtown context, and timelines for project work and community engagement. Comments and questions about the general process or area included the following:

- Add approved development projects on maps for context (footprint and FAR)
- When is “D” on the map (777 Park Affordable Housing) slated to open?
- Delmas Park residents are underrepresented on SAAG (x2)
- Will any of the community outreach programs benefit the Gardner Community Center in order to alleviate some of the senior displacements in the area?
- We need more police officers and more code enforcement inspectors.
- It is not clear how this project is designed for the future expected climate in San José, which is supposed to significantly hotter.
- Excited about the revitalization of San José and more density around the station.

### Google’s Downtown West Mixed-Use Plan

This table included boards that provided information about how the Google Project fits into the Diridon Station Area Plan, an outline of the “Downtown West” proposal, and the review process. The discussion prompts for this topic included:

- *What do you like most about the proposal?*
- *What still needs work?*
- *What additional information would you like?*

### Comments organized by subcategory:

- Housing:
  - Let’s get to 5,000 homes
  - Housing options for low-income categories, for police, fire, etc.
- Parks, Open Space, and Trails:
  - I like the proposed open space plan and related amenities—every city needs open space to be part of development.
  - Outdoor activities—how can the design use the weather?

- Consider security along open spaces/parks/creeks in order to maintain the openness. These places have overlapping agency jurisdiction and it could easily become a game of “not it” when dealing with trash and homelessness.
- The primary civic plaza should have a bold, signature landmark that accents the space, something that rises as a landmark, a draw unto itself, and serves as a magnet for travelers to experience it.
- Land Use and Design:
  - What it looks like outside Diridon Station—is Google building the 1<sup>st</sup> thing tourists will see? Or will it be a phenomenal and beautiful gateway to San José?
  - Please consider spaces for incubator/RD/small businesses. Perhaps network with Silicon Valley Small Business Development Center. Not every worker is going to be a tech worker.
  - Are there ways to leverage Google’s infrastructure to bring other innovative small businesses into the area? Incubator/R&D may not be Class A office space, but offers space where one can have small R&D operations/equipment.
  - Strongly support the idea of putting a European-style market in the area (existing Kearney building?). Include produce sellers, meat market, etc.
  - Street corners designed in such a way as to showcase a café culture, which encourages a strolling or walking culture.
- General:
  - Applaud the attempt to keep historical buildings
  - It’s all great.
  - I like that San José is becoming a real city with a center, public transportation, alternatives to and suburban single-family neighborhoods.
  - Need a community benefits agreement with Google and the process of making the CBA must be transparent
  - Improve Gardner before Google arrives.
  - Concern that Google is calling all the shots

**Questions:**

- How realistic is Google’s proposal of 50/50 program target of offices to other uses?
- Would like to see renderings
- When will we see building massing and heights?
- Will parks be open to the public?
- What is the plan for parking? Will parking be open to the public, or only those using the office space?
- What will happen to the existing businesses?
- Where will the industrial buildings go?
- Will the water building stay?
- Can the public also buy housing units?

**Diridon Station Area Plan**

This table provided an overview of the types of changes to the 2014 Diridon Station Area Plan (DSAP) that staff is beginning to consider. Discussion prompts for this topic included:

- *What opportunities are you most excited about?*
- *What other changes should we consider?*

**Comments organized by subcategory:**

- Housing:
  - Opportunity to increase heights and plan to maximize housing as best use (x3)

- Get to 10,000 homes in the DSA
- House un-housed people.
- Land Use:
  - Activate 24/7, with eyes on the street. Recognize the balance needed and be bold in planning—not just office uses.
  - Land use for community uses (e.g. libraries)
  - Viability in preserving some industrial (north DSAP)
    - Mix of uses with office/R&D—e.g. Greenfield Labs
    - Small scale—e.g. approved FDA kitchen
    - Silicon small business center
    - Write zoning to incorporate these concepts. Not all workers will be traditional office workers.
  - Affordable small-scale retail—e.g. hardware store
  - A landmark public library
- Design:
  - Concern with shadows with increased height limits and density
  - Shorter heights near creeks and neighborhoods (x2)
  - Architecture important (x3)
  - Incorporate retro architecture styles
  - Don't want boxy/glass station
  - Build off of historic values (e.g. Boston, NY, D.C.)
  - Local examples are too Mediterranean, should instead represent iconic San José
  - Timeless integrated design
  - Maintain a "neighborhood" ambiance and feel when rebuilding, and address people who are displaced
  - Neighborhood identity is important, preserve historic buildings
- Transportation:
  - Focus on pedestrian and non-vehicular modes of transportation (x2)
  - Don't need more parking in this area. Invest in transit and other mode options
  - 87 is a barrier between Downtown and DSA
  - Need connection to airport
- Small business representation and outreach
  - Offer resources
  - Consider those that could be impacted (e.g. North Autumn)
  - Small business not represented in DTA
  - Relocation assistance if displaced?
  - Patty's Inn!
  - Storefront grant program
- Parks, Open Space, and Trails
  - Plazas/squares—places to gather and congregate
  - Add trails to street typologies
  - Missing opportunity to improve Los Gatos and Guadalupe River Park trail [connections]
  - Need a mechanism to improve safety and access to open space
  - Please do not place an "iconic" sculpture in Arena Green—the Green is the living room of San José and a great place for marches to end and organizations to do community outreach
- Boundary expansion suggestions:
  - To South Delmas Park/280 (x3)
  - To 87 East (x2)
  - To encompass park/Arena Green (x2)

- General:
  - Make more of a destination
  - Connection of DSAP to the rest of the city
  - I think the plan is exciting.
  - Should have a DSAP specific public art plan.
  - Public money for arts
  - Preserve diversity of downtown core

**Questions:**

- FAR/development capacity for rest of the DSA? (outside of Google)
- What is current population of the DSAP geography? What are the projected community needs of the future increased population? Grade school, post office, public library, etc?
- Process in changing from Midtown Plan to DSAP?
- How are benefits captured in DSAP?

### Diridon Integrated Station Concept Plan

This station included boards that provided information on the staff recommendations for the Diridon Integrated Station Concept Plan. Discussion prompts for this topic included:

- *What do you think about the staff-recommended layout, and why?*
- *Which of the following topics are most important to you? The Partner Agencies will work on these topics and others during the next phases of work, which involves refinement of the Concept Layout in coordination with other planning efforts.*
  - a) *Connections between transit modes*
  - b) *Size and layout of the station halls, concourses, and plazas at each of the station entrances*
  - c) *Access to/from the station by foot or bike*
  - d) *The placement of light rail and local bus stops*
  - e) *Car parking and circulation*
  - f) *Treatment of the historic station building*
  - g) *Integrating a direct connection with the airport*
  - h) *Rail design to enable more/faster services*
  - i) *Improvements to the existing southern rail corridor to address concerns about increased train traffic and new infrastructure*
  - j) *Construction phasing*
  - k) *Governance structure*
  - l) *Cost estimates and financing strategies*

**Comments organized by subcategory:**

- Elevated tracks:
  - Like the raised track configuration—more community integration
  - Build elevated viaduct for all electrified trains (x2)
  - Do not elevate Tamien platforms (x2)
  - Do not raise platforms and do not have Caltrain stop at Tamien. Instead start a VTA light rail express train between Tamien and Diridon. This would extend and improve access to Diridon for all in Tamien TOD and South SJ. If platform isn't raised, tracks from viaduct can be lowered sooner, making less visual impact on Tamien TOD. (x2)
- Concourse/Entrances:
  - I'm glad two east side entrances to the station are being considered.
  - Like the direction of DISC (entrances and safety) being response to public

- Like the concourse at Santa Clara for a good connection between heavy rail and BART
- Historic station (x3):
  - Preserve the historic Diridon Station either on or off-site (e.g. San Juan Capistrano Amtrak)
  - Show options and tradeoffs between levels of preservation and transportation benefits
- Station design:
  - Include waiting areas, shops
  - Earthquake safe
  - Context-sensitive
  - Consider re-using bricks
  - Pay attention to aesthetics, not just function
  - Safe places to leave a bike (large individual bike boxes)
- 280/87 viaduct (x2)
  - Use an aerial alignment over 280/87 and then down into Tamien
  - Interested in the 280/87 viaduct
- Concerns:
  - Concerned about the noise in the Gardner neighborhood
  - Do not cut through the Gregory Plaza, Gardner, and North Willow Glen neighborhoods with passenger trains
  - Railroad expansion—homes, parks and churches are in jeopardy of imminent domain with the railroad's business plan and expansion. San José cannot afford to lose (x2)
- General:
  - I love it. (x3)
  - It has great mixed-use.
  - Multiple uses of the station for the community (active, passive, etc)
  - I think the rail bridge has the potential to look very impressive and will be a great icon/symbol of the 21<sup>st</sup> century transportation. Maybe it would be cool to put parks with good views of incoming trains, for kids, hobbyists, and others who would be fascinated. Free entertainment!
  - Make public transit affordable!
  - Positive feedback on visuals and renderings
  - Have you seen Atlanta MTA's mini soccer fields?
  - Keep rail configuration from 2014 DSAP

#### Priorities:

- All are really important!
- Access to/from the station by foot or bike (x4)
- Connections between transit modes (x2)
- The placement of light rail and local bus stops (x2)
- Rail design to enable more/faster services (x2)
- Improvements to the existing southern rail corridor to address concerns about increased train traffic and new infrastructure (x2)
- Integrating a direct connection with the airport (x2)
- Size and layout of the station halls, concourses, and plazas at each of the station entrances
- Cost estimates and financing strategies

#### Questions:

- What is the funding viability? The timeline?

## Transportation and Parking

This table provided information on the Downtown Transportation Plan and Diridon Parking Study, including the boundaries, purpose, and outcomes of each. The discussion prompt for this topic included:

- *Are there additional information, issues, or opportunities that we should consider as we work on the Downtown Transportation Plan and Diridon Area Parking Study?*

### Comments organized by subcategory:

- Light Rail
  - Where is Light Rail involved in the DTP?
  - One issue with light rail is that it is very slow going downtown. Why can't it always be greenlighted?
  - Is there a priority in North San José at 880 and Sisco Way?
  - Make it more attractive, faster, and more convenient.
  - Need to have light rail, or light rail equivalent, going down Santa Clara
- Bus travel
  - Traffic makes bus travel a nightmare
  - Poor bus headways
- Caltrain
  - More express service in Zone 5 ASAP
- How do we get more people to try transit? That's the biggest issue.
  - Lack of awareness as to how accessible it is
  - Image problem
  - What other transportation alternatives are there price-wise? Why aren't we more like other cities—like San Francisco—with more public transportation?
  - Transit apps should show exactly where buses are
  - Will the city market transit? (x2)
  - How about advertising on billboards on congested roadways
- Parking
  - This is most used and transit central area – is there going to be enough parking? Will parking costs be considered for those who need to drive?
  - SJSU should not be expanding parking
  - Too much parking available equals an invitation to drive more
  - What will parking be like—prices, quantity of spots—10 years from now?
  - Concern over parking for SAP Center (concerts and Sharks). What are other means for people to get to the games?
  - How will the city monitor this transition? People will not be ready. Alternatives to driving must exist before taking away parking
  - More long-term parking at the station
- Biking/walking infrastructure
  - Need more bike lanes, especially on Stockton Street to Santa Clara—currently have to use San Fernando because bike lane ends on Santa Clara
  - Better maintain protected bike lanes and have better transitions to other bike facilities
  - What can be done about debris on the streets?
  - Potential to use bollards as separation?
  - Focus on Santa Clara and St. John
  - Make Bird Avenue safer for cyclists between Willow and the VA
  - Make Bird Avenue in the 280 crossing area (including Auzerais to W. Virginia) safer for school-aged children going to Gardner Academy
  - Reconfigure Bird as a local street—lower speed, easier crossing, bike safety



- Create pedestrian-only blocks (no cars)
- Create smaller blocks—break up big blocks with grid
- Lockers for bikes at the station. More and more people are buying electric bikes.
- Connections and access
  - Better access to Diridon from the west near the townhomes
  - Better connections from east San José to Diridon
  - Area should be convenient and accessible
    - Provide free parking
    - Love that downtown can be connected—7<sup>th</sup> street, to downtown, to the highway
  - Plaza/wayfinding gateways outside Diridon and SAP to accommodate crowds during big events
- Issues and concerns:
  - Be aware of interactions between industrial and residents
  - Transportation issues to the west of Diridon need to be studied
  - 280 S exit on Bird has poor visibility at turn
  - 280/87 interchange is confusing and results in a lot of accidents
  - Bird is unsafe between Minnesota and Virginia—narrow, 2 lane, and curvy. Little room for safe pedestrian route.
  - Hwy 87 is a barrier for pedestrians and bicyclists (x2)
  - [Hwy 87] is a great regional connector but adds to long commutes
  - 10<sup>th</sup> street is highly used road for everyday drivers
  - Traffic calming on neighborhood streets (x2)—especially on Locust Street, excessive speeding between Willow St and Virginia
- Other/general:
  - Urban Villages and downtown areas will be much denser in the plan
  - Know funding, how everything will work together, know that parking is important to everyone

#### Questions:

- How will the Downtown Transportation Plan handle Hwy 87?
- Where does the money for this project come from? Grants?
- How long has this project been in the works? When were more recent studies done?
- Are there studies done like this in other places?
- What part does Google have in this?
- How can we use what is going on in Mountain View in shoreline?
  - Takes an hour to get around, and there are more exits here than there
- How many people are involved in this project?
- As this project is built out, how will streets be impacted? How about timing of the lights? Santa Clara has reversible lane.
- What will be done to monitor intersections? I have safety concerns
- How are the Downtown Transportation Plan and Diridon Parking Study related to the DSAP or other projects?
- What are the goals of the Downtown Transportation Plan?



## Parks, Trails, and Open Space

This table provided information about previous plans and ongoing efforts such as the City's review of Google's development project that are informing staff's thinking about parks, open space, and trails for the Diridon Station Area. Discussion prompts for this topic included:

- *What do you think about Google's proposed open space plan?*
- *Are there additional information, issues, or opportunities that we should consider as we suggest changes to the DSAP?*

### Comments organized by subcategory:

- Open spaces
  - The Google public spaces don't feel welcome or accessible to the public right now—just buildings and pavement and private green space for Google. It should be public space for all to enjoy and feel comfortable (x4)
  - Need to understand how much of open space is active open space, public plaza, riparian, bike/ped paths. Google should not get park credit for areas not useable for recreation.
  - Google plazas are not large and won't be a major park
  - Example of what it could be: Hemisfair Park in San Antonio
  - If there isn't a large park, at least add lots of trees. It will help keep area cool
  - We need a plaza environment in front of SAP Center.
  - Security and maintenance for open spaces and parks (x2)
    - Google and quantity of people will help.
    - Concerned about who owns clean-up and homeless encroachment
  - Beer garden!
  - Different areas with different feelings!
  - The northern section (industrial) open spaces are small and disconnected in comparison to the rest of the area in diagram.
  - Protect Arena Green as it is the "living room" for all of San José. Do not place any "iconic" sculpture there. (x2)
  - What are the pinkish areas on the open space map?
  - Don't count riparian/run-off areas as parkland
  - Love the open space.
- Creeks
  - Protect and prioritize the river for its habitat and riparian ecosystem—not too many activities/noise/light that interfere with wildlife (x4)
  - Bring back creek between Santa Clara St and Autumn Street
  - Volume and flow are needed to keep river fresh. Add floating water circulation devices?
  - Consider more open access to river
  - Continue to work to daylight the creek
- Homelessness (x5)
- Trails
  - Better trail connections (x4):
    - Complete Los Gatos Creek Trail west side of Meridian to Lincoln and east to Trestle. Can Google pay for it? (x2)
    - Across Willow
    - Guadalupe River Trail at Park Ave and Julian to be continuous
    - Under Park Ave
    - Make connections between trail systems
  - Can we expand creek trail? (x2)
  - Central bike trails

- Safe, maintained, well-lit pedestrian/bike paths to downtown and park
- The Guadalupe River trail will be the connection to rest of city.
- Keep trail alignment on-street unless there's room for at least 30' set back from top of bank
- Los Gatos Creek Trail design is approved by City Council! It is to have no street crossings at Santa Clara, San Fernando, and light rail—please keep this in mind when completing design
- Guadalupe River Park (x3)
  - Need to activate Guadalupe Park as an intergenerational park like the highline in New York
  - Guadalupe River Park must be welcoming to all.
  - Like that Platform 16 will clean up the area across from Guadalupe Park
- Other/general:
  - Walkability (x2)
  - Support riparian and stormwater retention
  - El Cerrito example!
  - Wayfinding and destination signage!
  - Integrate public art into parks
  - Looking forward to seeing it fleshed out further
  - Almaden Park lacks maintenance

**Questions:**

- Will Google's open spaces be public/accessible? (x2)
- Will Google be maintaining Creek and trails on their property?
- What is the bike trail that connects Diridon to trails?
- How will you solve the disconnection between rest of community due to highway?
- What is the evening time lighting plan for the trails?
- Is Google aware of the design competition?

## Housing and Displacement Prevention

This table provided information on the City's approach, goals, and principles around housing and displacement, including the high-level scope for the Diridon Station Affordable Housing Implementation Plan and information on the Citywide Residential Anti-Displacement Strategy. The discussion prompt for this topic included:

- *Are there additional information, issues, or opportunities that we should consider as we prepare the Affordable Housing Implementation Plan for the Diridon Station Area?*

**Comments organized by subcategory:**

- Existing Conditions:
  - How many residents are in the area now?
  - Minimal family housing in low-income category.
- Housing for all
  - Youth
  - Age in place
  - Support senior housing
  - Housing for teachers, police, fire, medical assistants, etc—key people in the communities
    - people necessary in supporting the community at large who cannot afford to live in SJ
  - Include income and rents to make affordable housing easier to understand
  - Balance housing for families and singles
  - Plenty of affordable housing is implied, will you stick to it?
- Role of commercial development/employers

- Going forward when the city approves big commercial developments, they should require 1 floor on site of housing for workers for every 2 floors of job space. This should be in addition to what Google has already agreed to build.
- Large commercial developers should pay a fee to offset the permit fees for homeowners building ADUS within a radius of the new commercial development.
- Large employers should pay for a feasibility study to see about building affordable housing on top of existing commercial buildings such as Safeway, Warehouses, etc. Use rooftops to build more housing.
- Big employers should pay for design costs
- Big employers should consider giving out grants to employees to build ADUS for fellow employees.
- With Google and Facebook announcing large investments for housing, City should push for coordinated investment/programming within San José
- Require job training for existing residents so they can work in the new companies coming to San José.
- Displacement mitigation concerns and strategies (x4)
  - Consider housing impact within the “transit shed” —2 to 4 stops away from Diridon along the light rail line. Displacement pressure is already being felt.
  - Track housing impact near light rail stations, radiating out from Diridon Station
  - Consider the needs of undocumented residents. Trinity Church is concerned its congregants, many of whom are Spanish-speaking
  - Much of the Spanish-speaking community feels helpless about displacement
  - The City rep for housing could not say how the potentially displaced community would be notified of their priority in housing options. This is an oversight that cannot continue.
  - Work with Trinity Church, Sacred Heart, and other communities key to families who are socially economically disadvantaged (Innovate, charter schools, religious leaders, etc)
  - According to Beacon Economics, Google would have to subsidize 5,000 affordable units in order to offset its impact on area rents
  - Make a community benefits plan which includes funds for legal help for tenants facing displacement
  - Track falling enrollment in school attendance, school district trends, teachers, as a sign of displacement (x2)
- Homelessness
  - Homeless impact in Diridon area right now. Development will move homeless population to other neighborhoods. What is the city doing about this?
- Population growth:
  - Increased housing implies increased community needs such as a public library
  - Library (x2)
  - Consider need for schools - on housing types
  - Keep Gardner school and community center open
  - Rapid growth doesn't allow the community to absorb information
- Other/general:
  - Concern over PBCE: vibration, lighting, noise. Have permit hours so as not to disturb existing residents. Curfew/time schedule? (x2)
  - Add more city building inspectors to keep up with demand of housing development
  - Fear that the city will cite/order homeowners with limited income to replace sidewalks.

#### Questions:

- How will Google create a long-term solution to homelessness?

# EVALUATION FORM

After the meeting participants were given an opportunity to offer feedback on the success of both the meeting objectives and community engagement process. We received five completed forms. The following summarizes the feedback given.

- I understand the Diridon Station Area planning processes and next steps.
  - 3 agree
- The meeting was welcoming and accessible.
  - 4 agree
- The materials provided were easy to understand and helpful.
  - 3 agree, 1 neutral
- Staff and consultants listened to and valued my opinions.
  - 3 agree, 1 disagree
- It is clear how the City will use or has used community input to influences decisions and the process.
  - 2 agree, 2 neutral

## Comments:

- Please bring own sound system!
- I would encourage the city to do outreach through schools. Perhaps a coffee stand in the morning or evening in order to listen to parents, teachers, etc.
- Reach out to local Catholic churches. They may be helpful in arranging outreach in a community since they are arranged according to parishes (unlike protestant churches)

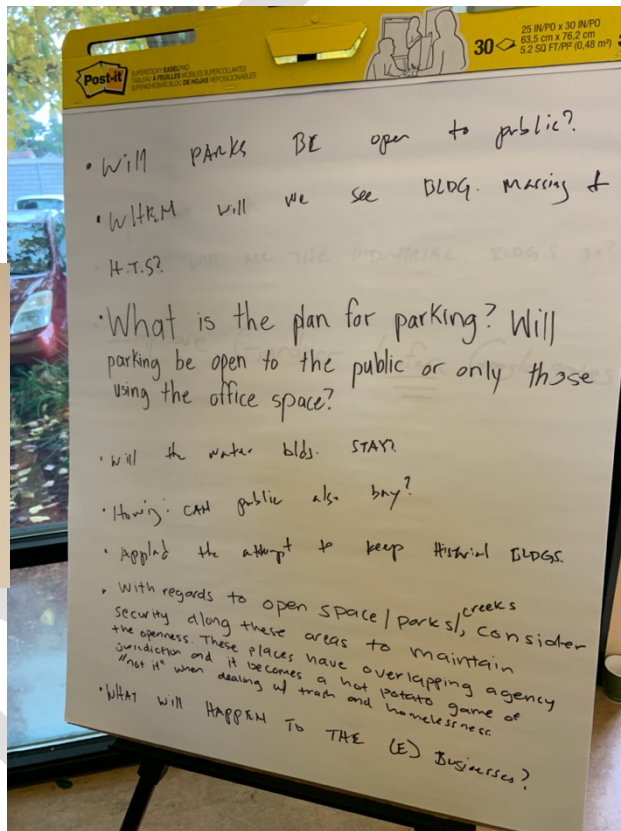
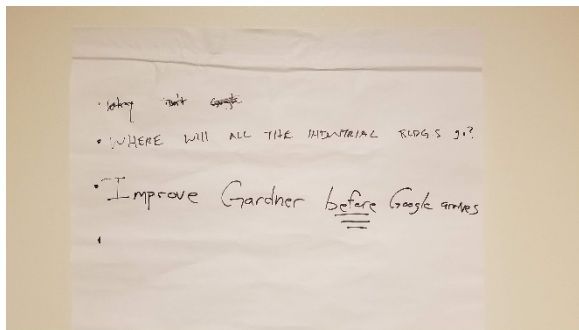
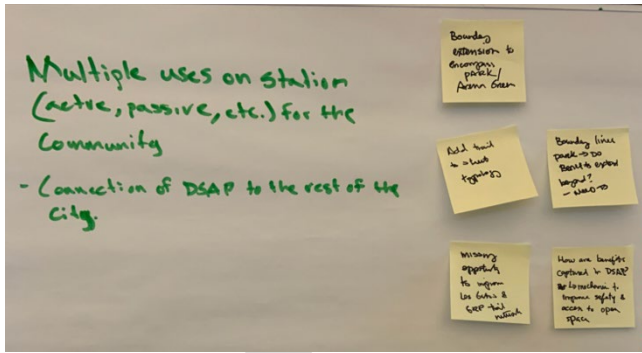
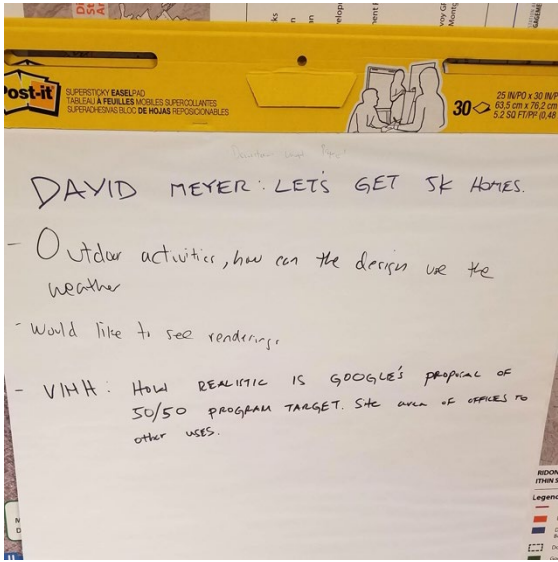


# PHOTOS



During the open house station discussions, facilitators took notes on large post-its to record thoughts, comments, and questions from community members. The following pages include pictures of all the notes taken.

# Google Mixed-Use Plan





## Diridon Station Area Plan

- FAR/dev't capacity for rest of the DSA? (outside Google)
  - OPPORTUNITY to increase heights +
  - plan to maximize housing - best use
  - ▶ 10K homes in DSA?
  - activate 24/7 - eyes on street +
  - not just office - be bold in planning
  - recognize balance needed
  - don't need more parking in this area - so many other options/invest. in transit
  - like direction of DISC (entrances, safety) responsive to public
  - 87 as barrier - link between DT + DSA
  - house un housed people - not good for anyone for people to live on streets

- preserve station on or off-site (eg. San Juan Capistrano Amtrak)
- don't want boxy/glass station - more interesting
- ARCHITECTURE IMPORTANT → BUILD OF HISTO VALUES
  - BOSTON (HISTO) - local examples too
  - NY (HISTO) STRUCTURE & STATION creator
  - WASH DC - represent iconic SS
- PLAZAS → PLACES TO GATHER → SQUARE/ CONGREGATE
- PRESERVE DIVERSITY IN DOWNTOWN CORE
- MAKE MORE OF A DESTINATION.
- TIMELETS INTEGRATED DESIGN

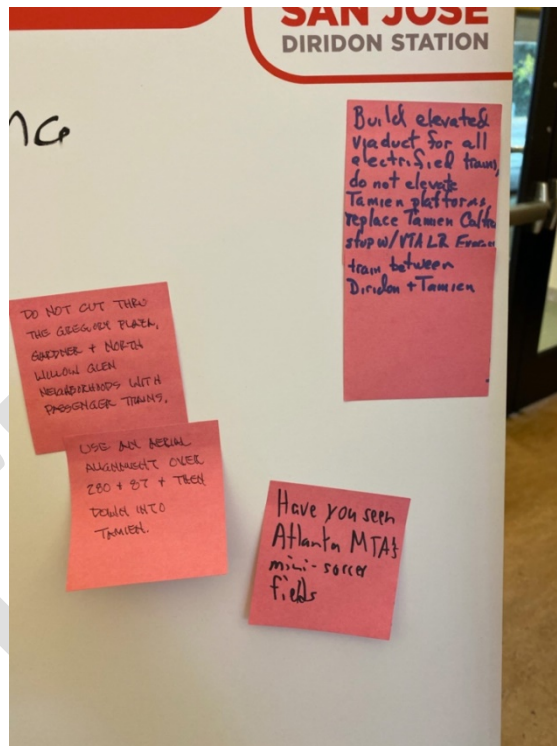
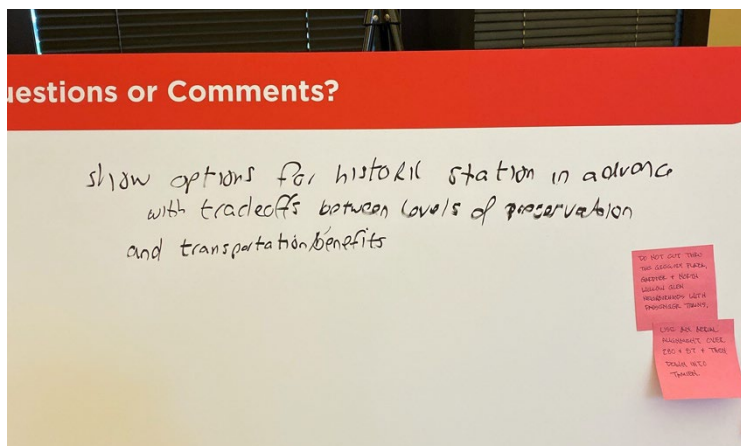
- Increased Height Limits + +
- Boundary Extension - South Delmas Park / 280 +
- Public % for Arts
- Shorter heights near creeks/neighborhoods +
- Land use for community uses (ex. libraries etc)
- Process in changing from Midtown plan to DSAP
- (concern with shadows of increase height limits/ density)
- Boundary extension (87 East)
- Delmas Park residents are underrepresented on SAAG
- Viability in preserving some industrial (North MSD)
- mix of uses w/ office/retail
- [Greenfield Inn] ex.
- (Small scale) - Small scale (ex. approved FDA kitchen) / zone to incorporate these concepts. Not all workers will be traditional office workers.
- Affordable small scale retail (ex hardware stores, etc.)

- need connection to airport
- station design
  - include waiting areas, shops
  - earthquake safe
  - context-sensitive
  - consider re-using bricks
  - pay attention to aesthetics, not just function
- Small business
  - representation + OUTREACH w/ resources
  - consider those that could be impacted (eg. North Autumn)
  - not represented via DTA
  - where can they go if displaced? (relocation assistance)
  - Patty's Inn!
  - storefront grant program - link

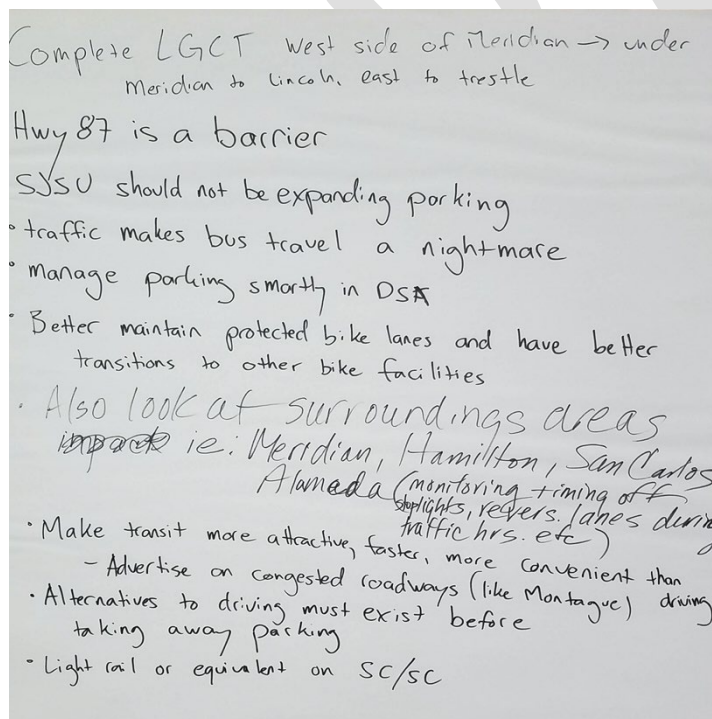




## Diridon Integrated Station Concept (DISC)



## Transportation & Parking



Transportation & Parking w/ Doug & Pete

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\* <sup>Caltrain</sup> ~~More~~ <sup>Caltrain</sup> ~~expres~~ service in Zone 5 ASAP

- More long-term parking at the station
- Less traffic in neighborhood
  - ↳ traffic calming on neighborhood streets

- Excessive speeding between Willow & 280 Virginia on neighborhood streets. Reduce traffic calming,
  - ↳ esp. on Locust.
- Better access to Diridon from the west near the town homes.
- Better connections from East San Jose to Diridon
- Transportation issues to the West of Diridon need to be studied.
- Be aware of interactions between industrial and residential
- Make Bird safer for cyclists btw Willow & VA

MAKE BIRD AVE. IN THE 280 CROSSING AREA (INCLUDING AVEERNS TO W. VIRGINIA) SAFER FOR SCHOOL-AGED CHILDREN GOING TO GARDNER ACADEMY.

- Transit apps should show exactly where buses are.
- 280(s) exit onto Bird poor visibility on turn
  - RE-THINK THE RAIL CORRIDOR ~~OR~~ CUTTING THRU THE GREGORY PLAZA, GARDNER + NORTH WILLOW GLEN NEIGHBORHOODS - GO TO AN AERIAL CONFIGURATION OVER 280 + 87 + THEN DOWN INTO TAMMEN.
- Plaza/wayfinding gateways outside Diridon and SAP to accommodate crowds during big events
  - Reconfigure Bird as local street - lower speed, easier xing, bike safety

- The 2805/87 interchange is confusing, which results in a lot of accidents.
- Pedestrian only blocks no cars
- Smaller blocks - break up big blocks w/ grid



**Parks, Open Spaces, & Trails**

- (7) Existing parkway Guadalupe park - is empty.
  - need to activate.
  - intergenerational parks
  - like Nympha in NY
- (8) Is Google aware of design competition.
- (9) Plaza env in front of shares?
- (10) Plaza not long but not a major park.
- (11) community concern: Google is calling all shots.
- (12) bringing back creek btwn santa clara & Alameda.
- (13) Ex: Hemisphere park in San Antonio (renovated?)
- (14) If you can't have park, plant trees!!!
  - sacramento city has densest trees (helps it be cool)
  - connect to health & wealth.
- (15) Highway disconnect: Guadalupe river trail already helps us with it.
- (16) building bike trail connect to Los Gatos creek.
  - with SSP plan (2014) walk path as well.
- (17) creek trail connect is not great.
- (18) ~~Google parks~~ ~~Google parks~~
  - times impact right now in area. what will happen w/ development?
- (19) you cleaned out creeks and removed encampments.
- (20) public spaces will be safe
- (21) Alameda park lacks maintenance.
- (22) will Google be maintaining creek & trails on their property?
- (23) why are some areas so small or disconnected in Google conceptual open space program.

**PARKS**

DB  
11/19/19

~~CONCEPTS~~ COMMENTS:

- (1) IS IT PUBLIC SPACE ... SHOULD BE +!
  - doesn't feel welcome right now.
  - private green area for Google users.
  - how can the public enjoy?
- (2) ~~SPERM DIVISION~~ ~~CONCEPT~~ ~~CONCEPT~~ ~~CONCEPT~~ ~~CONCEPT~~ ~~CONCEPT~~
  - meridian & lincoln & lincoln to traverse doesn't exist.
  - take it over
  - continue trail under meridian to lincoln & traverse bridge. (on north side of bridge)
  - demarcation - need continuous <sup>lines & updates</sup>
  - hasn't been maintained, flood risk, take back.
  - "last undeveloped section" - not true in write up.
  - completed in Nebraska if you don't like it.
- (3) need public space for people to congregate.
  - need comfortable
  - not just buildings & pavement.
- (4) plan to expand creek trail?
- (5) platform 16 will clean up across Guadalupe Park.
  - helpful to add approved dev. projects on map for context. (TAKING)
- (6) Don't know how accessible open space will be to public.

- (24) support riparian -
  - across riparian streamwater reentry.
  - not viable for recreation.
  - need sufficient coverage for recreation.
  - Google should not get credit for land not dedicated to parks.
  - ex: walkway to bus stops, stairs, pathways,
  - we need real open space.
  - some large for frisbees, basketball.

**SUMMARY**

- > public spaces - open to public.
- > open spaces - actual
- > excited to continue trail Los Gatos creek.



Housing & Displacement

Housing ①

PBCE: vibration, lighting, noise - permit hrs. sh/n disturb existing (apt.) residents ~curfew?

- Undocumented residents
- Spanish speaking community, Trinity Church, concerned about loss of congregants
- Neighborhood identity is important (historic preservation)
- <sup>Go forward</sup> When big companies/lev. for every 2 floors of job space, 1 floor for onsite housing for employees (in addition to any housing Google is already promising).
- Large employers should pay for ADU building permits within X radius of their projects, <sup>New/existing</sup>
- Large employers should pay for a feasibility study to place profits below on top of the commercial buildings 1 & 2 e.g. Home Depot, Safeway, Walgreens.

• Rapid Growth - doesn't allow community to absorb info.

Youth Library +

- Consider need for schools and housing types.
- Include income + rents to make housing easier to understand.
- Balance (what should be) housing for families vs. singles
- Keep ~~Gardens~~ School & Community center open and the surrounding homes.
- Track housing impact near light rail stations
- Track falling enrollment in school attendance <sup>School District</sup> <sup>House</sup>
- More City Building inspectors to keep up with demand & housing development.

Housing ②

- Commercial rooftops - new open space for add'l housing.
- ★ Big employers pay design costs
- Grants to employees to build ADU for fellow employees (Incentives)
- Job training for existing residents to work in new companies

• Homelessness ✓ (How will we create long term solution)

• Bike/Trails

- VOLUME + FLOW NEEDED TO KEEP RIVER FRESH

→ WATER CIRCULATION DEVICES

SIDEWAYS TO RIVER (MORE OPEN) +

DEFL OF RIPARIAN DAYLIGHT

- CONTINUE WORK TO ~~DRY~~ CREEK

Protect The Creek Native Animals (NOAA Fisheries)