



Summary of the Fall 2020 Round of Diridon Station Area Community Engagement

INTRODUCTION

In Fall 2020, the City completed a round of public outreach and engagement to gather community feedback on three major projects affecting the Diridon Station Area:

- Google's Downtown West mixed-use development proposal;
- The City's Draft Diridon Affordable Housing Implementation Plan (AHIP); and
- The City's Draft Amended Diridon Station Area Plan (DSAP), which includes the Executive Summary of the Draft Diridon AHIP.

From September 16, 2020 through January 25, 2021, the City used a variety of methods to share information and get feedback on the draft documents associated with these efforts. This included: hosting Station Area Advisory Group (SAAG) and community meetings; supporting community partner-hosted events¹; presenting at public meetings of the City Council, City commissions, and other public agencies; offering online feedback forms; and meeting directly with community groups. Community members were also invited to submit comment letters and to email staff with questions. Due to shelter-in-place requirements related to the COVID-19 emergency, all meetings were held virtually. Some of the meetings offered interpretation in Spanish and/or Vietnamese.

This report presents an overview of the goals, descriptions of events held, and the key themes from this round of community engagement.

¹ "Community partners" in this summary report refers to the seven community-based organizations that received grants to assist with Diridon outreach and engagement and help increase involvement of under-represented populations.

PURPOSE OF THE FALL 2020 ROUND

The objective of this round of engagement was centered around receiving feedback on draft documents that were released for public review in October and November 2020. For Google's Downtown West project, this included Draft Design Standards and Guidelines and other updated application documents.² For the other two projects, the City released public review drafts of the Amended DSAP and Diridon AHIP. This round of engagement built upon the previous rounds, which most recently occurred in the Spring/Summer 2020 timeframe.

The primary purpose of the feedback was to help inform staff's recommendations on the three projects, such as analysis of the Downtown West project and potential revisions to the Draft Amended DSAP and Draft Diridon AHIP.

OUTREACH AND ENGAGEMENT OPPORTUNITIES

The City used various methods to share information and gather feedback, as outlined below. The mix offered people multiple opportunities to participate in the process. For a detailed summary of all the events, please see the *Appendix*.

COMMUNITY ENGAGEMENT EVENTS

There were 12 City- or partner-hosted community meetings during the Fall 2020 period, including Station Area Advisory Group (SAAG) meetings. These events engaged community members in discussions about the projects and asked for feedback on the draft documents out for public review. In total, approximately 430 community members attended these events.³

1. [Station Area Advisory Group \(SAAG\) Meeting on September 16, 2020 at 6:00pm](#) - City Staff presented updates on the community engagement process and the Downtown West project; discussed potential height limits under consideration for

² The City also released the Draft Environmental Impact Report (DEIR) for the Downtown West project on October 7, 2020 and gathered comments on that document through the environmental review process. This summary does not directly incorporate the comments provided on the Downtown West Draft EIR. Rather, the City is preparing a Final EIR with responses to comments, in compliance with the California Environmental Quality Act (CEQA).

³ This estimate of attendance double counts individuals that attended more than one virtual event, but it does not count anyone who watched the live stream or recording of the event during or afterwards.

the Draft Amended DSAP; and shared the initial analysis informing the Draft Diridon AHIP.

2. [Downtown West Community Meeting on October 19, 2020 at 6:30pm](#) - City staff and Google representatives presented the updated submittal for the proposed Downtown West project. Small group discussions followed and participants provided feedback and asked questions about the proposal.
3. [Community Workshop for Vietnamese Community on October 21, 2020 at 6:00pm](#) - Catalyze SV and Vietnamese American Roundtable co-hosted, with City support, a virtual workshop to spur conversation about the community's vision for development in the Diridon Station Area. This workshop offered Vietnamese interpretation and facilitation.
4. [Small Business Cafecito on October 29, 2020 at 7:00pm](#) - Business Circle LatinX and SOMOS Mayfair co-hosted, with City support, a discussion to engage small businesses about the draft plans for the Diridon Station Area. This meeting was hosted in Spanish.
5. [Station Area Advisory Group \(SAAG\) Meeting on November 9, 2020 at 6:00pm](#) - City staff provided updates on the community engagement process, Downtown West project, Draft Amended DSAP, and Draft Diridon AHIP, in addition to sharing preliminary insights related to the Downtown West Development Agreement.
6. [Transit, Walking, Biking in the Diridon Station Area event on November 13, 2020 at 12:00pm](#) - Friends of Caltrain hosted, with City support, a meeting to discuss the draft transportation plans for the Diridon Station Area, focusing on the pedestrian, bicyclist, and transit rider experience.
7. [Resident Cafecito on November 20, 2020 at 5:00pm](#) - SOMOS Mayfair and Business Circle LatinX co-hosted, with City support, a discussion to engage residents about the draft plans for the Diridon Station Area. This meeting was hosted in Spanish.
8. [Community Workshop for Artists + Creatives on November 21, 2020 at 2:00pm](#) - Catalyze SV, San Jose Jazz, genARTS Silicon Valley, and San Jose Arts Advocates co-hosted, with City support, an interactive event aimed at artists and creatives to generate conversation about the Diridon Station Area and feedback on the associated plans.
9. [Diridon Station Area Plan Community Meeting on December 3, 2020 at 6:30pm](#) - City staff presented the Draft Amended DSAP and Draft Diridon AHIP, followed by small group discussions with community members to hear their questions and feedback.

10. [Diridon Experience Workshop on December 10, 2020 at 6:00pm](#) - San Jose Jazz hosted, with City support, an interactive workshop to develop a shared vision of public space and discuss ideas for the Diridon Station Area.
11. DSAP/Downtown West Community Meeting hosted by the Office of City Councilmember Raul Peralaz (District 3) on January 25, 2021 at 6:00pm

PUBLIC MEETINGS

The projects were on the agendas of nine meetings of the City Council, City commissions, and other public agencies. These meetings typically involved a staff presentation, discussion by the elected/appointed officials, and a public comment period. These meetings are summarized and listed in chronological order as follows:

12. [Parks and Recreation Commission on November 4, 2020 at 5:30pm](#) - City staff presented on the Open Space and Public Life chapter of the Draft Amended DSAP.
13. [Historic Landmarks Commission on November 4, 2020 at 6:30pm](#) - City staff and Google representatives presented on and received comments about the historic resources chapter of the Downtown West Draft EIR.
14. [Housing and Community Development Commission on November 12, 2020 at 5:45pm](#) - City staff presented the Draft Diridon AHIP.
15. [City Council Study Session on November 16, 2020 at 1:00pm](#) - City staff provided a comprehensive update on the Downtown West project, Draft Amended DSAP, and Draft Diridon AHIP, as well as other interrelated planning efforts.
16. [Parks and Recreation Commission meeting on November 18, 2020 at 6:00pm](#) - Google presented the proposed Open Space Plan as part of the Downtown West project.
17. [Joint Policy Advisory Board of Diridon Station on November 20, 2020 at 3:00pm](#) - City staff presented an update on the Draft Amended DSAP and the Downtown West project.
18. [Planning Commission Study Session on December 2, 2020 at 4:30pm](#) - City staff presented the Draft Amended DSAP.
19. [Planning Commission meeting on December 9, 2020 at 4:30pm](#) - City staff presented an overview of the Downtown West project.
20. [Airport Commission meeting on December 16, 2020 at 6:00pm](#) - Commissioners discussed the recommendations of the Draft Amended DSAP and the Google Downtown West Mixed-Use Proposal within the San Jose Airport land of influence.

MEETINGS WITH COMMUNITY GROUPS

During the Fall 2020 engagement round, the project team offered to meet directly with community groups, consistent with previous rounds. These meetings supplemented the public meetings, offering opportunities for community members to ask follow-up questions and discuss specific topics in greater detail. For example, staff met with Park Advocates to discuss the open space plans and with the Diridon Area Neighborhood Group (DANG) over multiple meetings to discuss specific issues, such as the proposed height limits, design standards, and open space concepts in the Draft Amended DSAP.

ONLINE METHODS AND COMMENT LETTERS

The project team set up a page on the Diridon Station Area website (www.diridonsj.org/fall2020) to house all relevant information about the Fall 2020 engagement round, including event details, links to the draft plans available for public review, background context, videos, and other resources. The project website had approximately 7,200 visits during the Fall 2020 timeframe.

The Fall 2020 webpage offered a feedback form for each of the three projects, enabling convenient online input in addition to attending the community engagement events or public meetings. These feedback forms were posted for Downtown West on October 7, Draft Amended DSAP on October 27, and the Draft Diridon AHIP on November 9; all were available through January 11, 2021. In total, there were 34 comments submitted to the Downtown West form, 173 comments submitted to the Draft Amended DSAP form, and no comments submitted to the Draft Diridon AHIP form.

In addition, 14 people emailed comments on one or more of the projects and 11 organizations submitted comment letters on the Draft Amended DSAP and/or the Draft Diridon AHIP.

KEY THEMES FROM COMMUNITY FEEDBACK

The project team summarized and analyzed the feedback from all public involvement methods to develop key themes or topics, as listed below. This list is not meant to imply consensus among community members for each theme; rather, it reflects the most frequently-made comments during the Fall 2020 round.

1. **SAP Center:** Concerns that the proposed development and changes to the transportation network will impact the SAP Center and drive the Sharks out of San José; want Google and the City to work collaboratively with the Sharks; want easy access, plentiful parking, reduced congestion, and reliable transit options for arena-goers during and after construction periods.
2. **Transportation:** General concerns about traffic, parking, access, and congestion in the area during and after construction; want transit to be affordable, functional, well-serviced, fully accessible, and seamlessly integrated into existing/planned infrastructure; want safer pedestrian and bike environments; want more focus on “micro-mobility;” want more information about the effects of the rail and transit improvements on the network.
3. **Housing:** Concerns about affordable housing opportunities, displacement, and homelessness; want more housing, maximum densities, and a variety of types; want new housing to be affordable and accessible to existing residents; questions about the definition of affordable housing and who will qualify for it; questions about the proposed strategies to prevent displacement and support the unhoused population.
4. **Process:** Questions and mixed-sentiments about the process, including the timing, phasing, engagement methods, project boundaries, stakeholder involvement, environmental review, implications of the COVID-19 situation on the projects, coordination between related projects and plans, and the station design process.
5. **Culture:** Want the revitalization of the Diridon Station Area to incorporate diverse and innovative public art, community spaces, activities, and experiences, activated ground-floor uses during and after construction, and inclusive design and wayfinding; want the new development and public investments to reflect the city’s cultural diversity; want more historic preservation.
6. **Community Uses:** Concern that limited resources for parks and recreation would go to the new community center (as proposed in the Draft Amended DSAP) at the expense of existing ones, specifically the nearby Gardner Community Center; want a range of community-oriented uses, such as flexible spaces, community gardens and kitchens, services for families, and career development opportunities; ensure access to basic needs including medical, food, childcare, and other resources for new residents and workers.
7. **Parks:** Include more parkland in the Draft Amended DSAP and Downtown West project; ; reflections on the importance of parks and public space given the shelter-in-place requirements and equity issues illuminated by the COVID-19

crisis; concern that the City will lower the parkland impact fees and requirements on new affordable development, which has a greater need for public recreational space; add more definitions and links to citywide goals to the Open Space chapter in the Draft Amended DSAP.

8. **Building Heights:** Concerns about the effect of taller buildings on surrounding residences, open spaces, and historic resources; want lower context-sensitive design standards and height limits in specific locations that are immediately adjacent to single-family houses; concerns about the effect of taller height limits on flight patterns; want additional visualizations for areas of concern (especially in the Draft Amended DSAP).
9. **Small Business:** Concerns about impacts on existing businesses from rising rents and construction; want to retain small businesses in the area; interest in opportunities for local entrepreneurs and businesses; suggestions to include flexible, affordable spaces for small businesses and community organizations.
10. **Public Safety and Environment:** Want parks, trails, and other public spaces to be safe, well-maintained, and welcoming to all people; ongoing concerns about the unhoused population in the Downtown area; concerns about litter along the creeks and freeways; want additional protections for water quality and riparian habitat; want additional information about how the plans will support Climate Smart goals and stronger sustainability policies.

SPECIFIC TO THE DOWNTOWN WEST PROJECT:

- a) Pay more attention to the transit commuter experience; prioritize pedestrian, bike, and micro-mobility; ensure station access and a seamless traveler experience for workers and neighbors alike.
- b) Work with the City and transportation agencies to mitigate impacts and ensure safe, efficient movement during construction phases.
- c) Create a representative committee to oversee the community benefits fund (as part of the Development Agreement).
- d) Ensure that the new open spaces are permanent, accessible to the public, and inclusively designed and operated; provide more information about how privately-owned spaces would be managed.
- e) Increase the focus on ecology and protections for the riparian corridor.
- f) Provide a strategic plan and abundant resources for affordable housing, anti-displacement/homelessness prevention, and support for the unhoused population.

- g) Concerns about traffic congestion; want additional information about the plans to improve the roadway network.
- h) Preserve more of the historic resources within the project boundaries; creatively integrate them into the development.
- i) Pay more respect to the area's cultural diversity and identity, such as by paying respect to the indigenous Ohlone people and local Blues musicians.
- j) Increase the ratio of housing to office space by building more housing.
- k) Ensure equitable access to resources and opportunities for local residents such as exposure to technology, homework clubs, and mentorships for students and job training and career development resources for adults.

NEXT STEPS

City staff is considering the feedback received as it finalizes the review of the Downtown West project and makes changes to the Draft Amended DSAP and Draft Diridon AHIP. The City is also finalizing the staff-recommended Development Agreement for the Downtown West project (including a Community Benefits Plan), which will be available for public review in March. Next staff will prepare staff reports for the public hearing process, which will culminate in City Council decisions on all three projects. The target for the public hearing process is this spring (2021). There will be additional public outreach leading up to and throughout this process. For current information about upcoming public meetings and engagement opportunities, please visit: www.diridonsj.org.

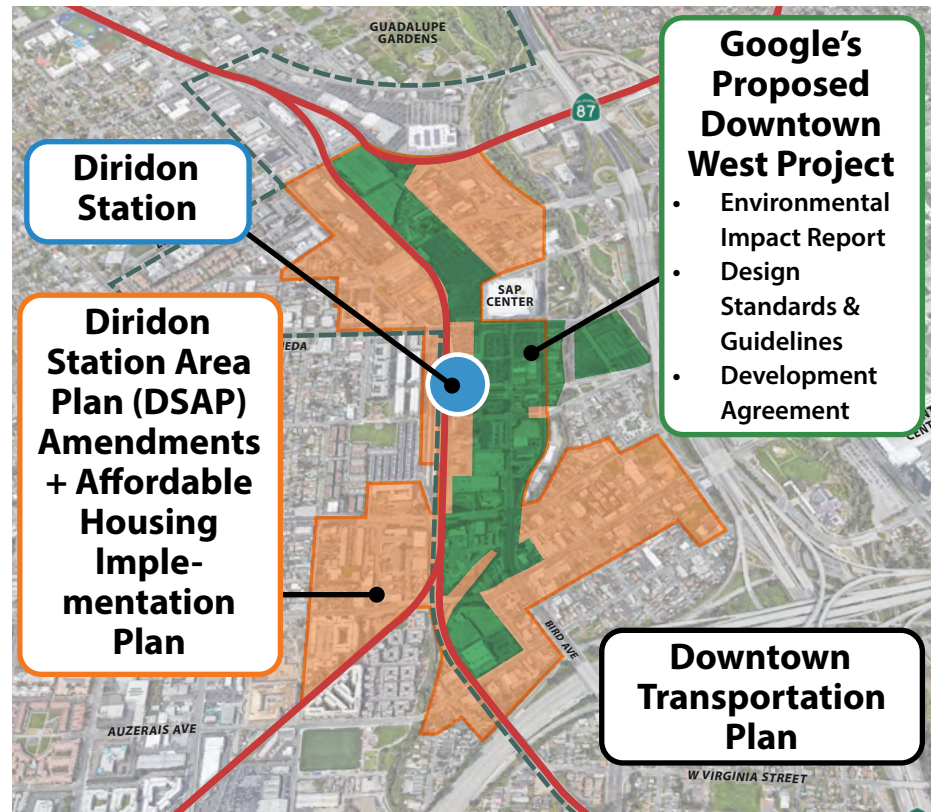
APPENDIX

Table of Contents

| | |
|---|-----|
| Engagement Flyer (<i>revised to reflect final schedule of events</i>) | 1 |
| Downtown West Community Meeting Summary (10/19/20) | 2 |
| Community Workshop for Vietnamese Community Summary (10/21/20) | 21 |
| Small Business Cafecito Summary (10/26/20) | 34 |
| Historic Landmarks Commission Minutes (11/4/20) | 56 |
| Parks and Recreation Commission Minutes (11/4/20) | 72 |
| Station Area Advisory Group Meeting Summary (11/9/20) | 78 |
| Housing and Community Development Commission (11/12/20) | 87 |
| Transit, Walking, and Biking in the Diridon Station Area Summary (11/13/20) | 90 |
| City Council Study Session Agenda + Letters from the Public (11/16/20) | 93 |
| Parks and Recreation Commission (11/18/20) | 116 |
| Joint Policy Advisory Board of Diridon Station Minutes (11/20/20) | 119 |
| Resident Cafecito Summary (11/20/20) | 123 |
| Community Workshop for Artists + Creatives (11/21/20) | 127 |
| Planning Commission Study Session Minutes (12/2/20) | 138 |
| Diridon Station Area Plan Community Meeting Summary (12/3/20) | 145 |
| Planning Commission Minutes (12/9/20) | 149 |
| Diridon Experience Workshop (12/10/20) | 157 |
| Airport Commission Recommendations (12/16/20) | 164 |
| Public Letters | 177 |
| Email Comments | 234 |
| Comments from DSAP Online Feedback Form | 270 |
| Comments from Downtown West Webform Online Feedback Form | 308 |
| District 3 - DSAP/Downtown West Community Meeting notes | 313 |

Planning the future of the Diridon Station Area

Fall 2020



This fall, the City is seeking your feedback on several projects proposed within the Diridon Station Area. Please join us at one of the virtual events to ask questions and share your thoughts. You can also submit comments online or by email.

Learn more, provide input, and sign up for email updates at: www.diridonsj.org/

We want your input on these topics!

- Design guidelines and development standards
- Open space plans (parks, trails, and public spaces)
- Transportation improvements
- Affordable housing and community stabilization
- Job training, education, and small business support
- Environmental sustainability
- Social equity



Additional engagement opportunities related to the Downtown Transportation Plan @ movesanjose.org



Details on the Downtown West Project @ sanjoseca.gov/GoogleProject



Google's project page with a digital engagement exercise @ g.co/sanjose



Visit website www.diridonsj.org

Diridon Engagement Calendar of Events



Virtual Meeting
formal presentation to elected or appointed officials, with public comment period at the end



Community Meeting
includes information, interactive discussions, and/or feedback exercises for community members

Presented primarily or through interpretation in these languages:

E English

S Spanish/Español

V Vietnamese/Tiếng Việt

Primary

Interpretation

Interpretation upon request

Oct 19 | 6:30 PM

Downtown West Community Meeting

City of San Jose



Oct 21 | 7:00 PM

Community Workshop for Vietnamese Community

CatalyzeSV, Vietnamese American Roundtable



Oct 29 | 7:00 PM

Small Business Cafecito

Business Circle LatinX, SOMOS Mayfair



Nov 4 | 6:30 PM

Historic Landmarks Commission

City of San Jose



Nov 9 | 6:00 PM

Station Area Advisory Group

City of San Jose



Nov 12 | 5:45 PM

Housing and Community Development Commission (Draft DSA Affordable Housing Implementation Plan)

City of San Jose



Nov 13 | 12:00 PM

Transit, Walking, and Biking in the Diridon Station Area

Friends of Caltrain



Nov 16 | 1-5 PM

City Council Study Session

City of San Jose



Nov 18 | 6:00 PM

Parks and Recreation Commission (Downtown West)

City of San Jose



Nov 20 | 5:00 PM

Resident Cafecito

SOMOS Mayfair



Nov 21 | 2-4:15 PM

Community Workshop for Artists/Creatives

Catalyze SV, San Jose Jazz, genARTS Silicon Valley, San Jose Arts Advocates



Dec 2 | 6:30 PM

Planning Commission Study Session

City of San Jose



Dec 3 | 6:30-8:30 PM

Community Meeting: Draft Amended Diridon Station Area Plan (DSAP) and the Draft Affordable Housing Implementation Plan

City of San Jose



Dec 10 | TBD

Diridon Experience Workshop

San Jose Jazz



Event details are subject to change. Visit www.diridonsj.org/fall2020 for the latest information and to access the virtual meetings.

Downtown West Community Meeting #2 Summary of Questions and Comments

This document summarizes the questions and comments received by community members at the virtual Downtown West Community Meeting, hosted by the City of San Jose on October 19, 2020. The meeting included a presentation, followed by group discussions in four breakout rooms to gather feedback and answer questions. This summary is organized as follows:

1. Questions Summary
2. Comments Summary
3. Breakout Group Notes
4. Notes Template

QUESTIONS SUMMARY

This section lists the questions received by the public at the Community Meeting. The questions have been transcribed from verbal discussions, edited for clarity, and grouped by topic.

Land Use, Housing, and Building Design

1. What is the amount and location of affordable housing?
 - a. What percentage of the units will be dedicated to affordable and/or senior housing?
 - b. Can Google staff speak to the thinking of how the plan will accommodate the 25% affordable housing target in the DSAP?
2. There are 4,000 homes in the current proposal, but the Draft EIR for the Downtown West project analyzes up to 5,900 homes. What makes this number go up or down for the final number built?
3. Is Google not building to full capacity of site?
 - a. Where is additional development going?
 - b. Where would extra unbuilt units go?
4. Has COVID impacted the residential program/plan for Downtown West?
5. What housing is planned for A/B/C Parking Lots?
 - a. What are the contingency plans if housing doesn't materialize here?
6. What percent of housing within the project site has been or will be displaced?

7. Where would corporate accommodations be located?
8. Will there be tiny homes, sustainable materials, and other innovative district strategies used for housing?
9. What is the relationship with the San Jose Police Department and the Google Project?
 - a. What kinds of surveillance will be conducted?
 - b. Would private and public spaces have the same kinds of design?
10. Block E-1: Could there be a ground-floor pedestrian passthrough, from residential areas such as the Lakehouse District? What is the design of Building E-1?
11. Will the old San Jose Water Company building be used as an innovation center?
 - a. Are there alternative uses under consideration for the Water Co. Building?
 - b. How will we know if there are organizations interested in using that space?
 - c. Who would be responsible for the programming?
12. Comparing the preliminary application to this updated submittal, the northern most buildings have been changed from housing to office space. What is your thinking behind moving the residential to the south (Orchard Supply area)?
 - a. Why did you not move additional park land to be with the newly moved residential in the south?
13. Google is a company of the 21st century working to advance technology and San Jose. Will you have to demolish some historic resources to meet proposed development?
 - a. What buildings will be demolished?
 - b. Which specific historic buildings will be maintained?
 - c. What of resources in the riparian setback area?
14. Village Oaks gave priority to a sea of cars. What is the anticipated draw for surrounding neighborhoods to come into the area & how does it affect parking?
15. Why don't we have design guidelines/standards elsewhere in the City like those proposed for Downtown West? Can the City transfer guidelines over?

Public Space

16. How much of the open space would be dedicated to City vs. private?
 - a. What is fully public park space vs. semi-private park space?
 - b. What access does the community have to the semi-private park space?

- c. Is this something that can be taken away?
- 17.** What mechanisms in place to make sure these are permanent open spaces?
- 18.** Is the City requiring a park/open space per capita for this project?
- 19.** What is happening with the park planned for the Fire Training Facility?
- 20.** There is a mandatory setback for new buildings from the riparian corridor - is Google counting this setback in their open space calculations?
 - a. Of the 15 acres proposed, how much will be within the mandatory setback from the creek corridor?
 - b. Why are the proposed building setbacks different at different areas (100 ft vs 30 ft.)?
- 21.** Could you provide more clarification on how the new public space is connecting with the existing trails and surrounding public space?
- 22.** Was the habitat plan and wildlife protection taken into consideration?
 - a. How would nature and ecology factor into the trail plans?
 - b. Will nighttime lighting be low voltage and downward facing?
- 23.** What is the specific timeline for when the community would see the public open space plans?
 - a. How will this be phased out and who will be involved?
- 24.** Who/how will the open spaces be maintained?
 - a. Can you elaborate more on the management of the public spaces?
 - b. Why conservancy as a model?
- 25.** During development, vacant land might be easily transformed into a homeless encampment – how will that be prevented?
 - a. How will open spaces be developed or patrolled in a way to keep them safe and clean?

Transportation and Parking

- 26.** Has a traffic impact study been done?
- 27.** The plan includes a lot of office space – how are the workers going to get here without congesting surrounding roads?
- 28.** What intersection improvements are being considered?

- 29.** What is the plan for connecting to the Downtown core?
- 30.** Freeway 87 creates a barrier between the west side and the rest of Downtown. Will this be addressed/revised? If so, what will be done around this feature?
- 31.** How does Google interpret block sizes in terms of walkability?
- 32.** Are specific streets pedestrian only?
- 33.** Is there a plan to have dedicated bike paths throughout the project?
 - a. What percentage of the site is for pedestrian and bike facilities?
- 34.** How will existing properties adapt their sidewalks to the wider standards?
 - a. How will the new sidewalks transition to the narrower older sidewalks?
- 35.** Is there a plan to connect the Google site with Arena Green across West Santa Clara along the Los Gatos Creek trail? What about at San Carlos?
- 36.** How is the connection going to work when the vehicular traffic is surrounding east/west and north/south intersections? San Fernando is east/west. Cahill, Montgomery and Autumn are north/south. They are going right across San Fernando. How is this connection going to work?
- 37.** On San Fernando, is it possible to encourage pedestrians to use the northern side of the sidewalk (because the sidewalk on the south side is narrow)? Are there creative solutions to encourage pedestrian traffic on the north side of the streets?
- 38.** Why does the project propose extending Cahill Street?
- 39.** Was analysis done with the San Jose State University campus?
 - a. How will the project impact students?
 - b. How will traffic flow between the SJSU campus and Diridon area?
 - c. Was there collaboration between the two entities?

Planning Process, Implementation, and Construction

- 40.** Will you publish a project process schedule/timeframe on the website?
- 41.** How do the Diridon Integrated Station Concept Plan process & Downtown West project interact? The design guidelines are predicated on Diridon station in different areas on each document/process.
- 42.** At what point could we see a complete picture of Diridon Station Area with Downtown Plan West and other projects?

- 43.** There is a portion that was originally in the Google footprint in front of the station. The Caltrain and VTA sites that have now been removed. Could you speak to this and how those sites may be planned as part of the DSAP?
- 44.** What are the parts of the project that the City + Google find most exciting and iconic? What would bring folks here?
- 45.** What is the status of the community benefits agreements?
- 46.** When would be the start for ground break and estimated completion?
- 47.** How will you coordinate and phase 10+ years of construction?
- 48.** How will Google interact with surrounding residents, now and in the future?
 - a. Will Google maintain outreach to community?
- 49.** Who will make sure that the proposed Design Standards and Guidelines will be carried forward?
 - a. What governing body will do it?
 - b. How do we make sure the goals set forth today are carried out over the 30-year development?
 - c. With flexible development standards, how will the outcome look as proposed (Village Oaks Shopping center example)?
- 50.** Will there be public art installations and/or other design competitions to vet new art?
- 51.** Does the project include support or resources for schools/students/staff?
- 52.** What approach is Google taking to engage with future retailers and existing local business owners? Chains vs local business?
- 53.** What communication or collaboration has happened with indigenous peoples/tribes?
- 54.** Where does food access come into play with this plan? What is San Jose's plan to accommodate the huge volume of people that is coming in?

COMMENTS SUMMARY

This section lists the comments received by the public at the Community Meeting. The comments have been transcribed from verbal discussions, grouped by topic, and edited for clarity.

| Planning Process and Implementation | |
|---|---|
| What resonates most with you? | What needs improvement? |
| Google event at SAP Center – two-way community engagement, multiple times. | Construction impact mitigation |
| Face-to-face interactions with smaller groups and really listening and including input in project iterations | 10+ years of construction needs to be coordinated/phased |
| Great community process | Would like to see chat/Q&A button in the breakout rooms |
| Building and Land Use (including Housing and Historic Resources) | |
| What resonates most with you? | What needs improvement? |
| Housing plan is looking good | [Housing plan] still needs more specificity/detail |
| Building articulation, quality design | Efforts around anti-displacement – ensuring residents can stay |
| Open campus plan is a great idea. Mixed use and open space and transportation are very welcome to the neighborhood. | Resources to prevent evictions through community benefits agreement |
| Details about transportation, walking paths, increasing bike paths to connect the area | Preserving naturally occurring affordable housing |
| Good attention to human scale and user design. | More definition around users for Water Co. Building – think about feasibility. |
| 25% Affordability | Would like to see shade studies |
| Overall integration, small businesses | Clarity around what “affordability” means, and making sure the affordable units are built |
| Happy to see historic elements in core area. | Active use hubs seem to be congregating in one portion. Should have some community use for each parcel. |
| Effort to integrate with surrounding areas, and nature | |

| Transportation | |
|--|---|
| What resonates most with you? | What needs improvement? |
| Details about transportation, walking paths, increasing bike paths to connect the area | Concern about expanding sidewalk widths and compatibility with older, narrower sidewalks |
| Emphasis on non-vehicular means (last mile) | [On San Fernando] Concern about having ped traffic walking in front of private homes. Intrusive. |
| Integration of many transportation systems | Safety - internally + externally (surrounding neighborhoods) |
| | Emphasis on non-vehicular means (last mile), still needs improvement |
| | Markings indicating that the lanes are for bikes so that pedestrians do not stand in the way. Renderings were nice but didn't look like I could ride my bike through there without running into people. |
| Public Space | |
| What resonates most with you? | What needs improvement? |
| Impressed with Google's incorporation of nature + ecology | Reminder that the community has been promised 5 acres of parkland on the sale of the movement of the fire training center. However, this isn't even being replaced by the 4.8 acres. The concern is that credit will be given to build out parks at 4 times the rate of the land which is far too excessive and also having a nexus for all the build-out housing in the area. Somehow these numbers need to change and the City needs to be committed to opening up more land. Concerned that if Google ever broken up then the City would lose this land in the future. |
| Integration of natural ecology / open space | Agree with comments that we need more publicly owned open space. 4,000 units with an average of 2 people per unit. Under current guidelines that should be 24 acres and currently only showing 15 acres. |
| | Concern over lighting at night |
| | 30 ft setback vs. 100 ft setback on both sides of creeks. This was alluding to past mistakes. |

| | |
|--|---|
| | This is an opportunity to undo past mistakes. Wherever we remove a building should replace with a 100 ft setback |
| | Largest parks adjacent to the offices do not serve the residents very well. Employees are in the offices most of the day so this will become underutilized. |

BREAKOUT GROUP NOTES

The following pages are the notes taken live and screen shared during the breakout portion of the virtual meeting. It only includes the questions and comments made by community members in attendance, not the responses by City staff or Google representatives. Responses to the questions will be provided in a separate document.

For reference, following the notes section is the document template that staff and consultants used to take notes.

Breakout Group #1:

What Questions do you have about the Downtown West plan?

1. Why don't we have design guidelines/standards elsewhere in the City like those proposed for DW? Can the City transfer guidelines over?
2. What buildings will be demolished? Which specific historic buildings will be maintained? What of resources in the riparian setback area?
3. What is the relationship with SJPD and the Google Project? What kinds of surveillance will be conducted? Would private and public spaces have the same kinds of design?
4. What communication or collaboration has happened with indigenous peoples/tribes?
5. How will Google interact with surrounding residents, now and in the future?
6. What approach is Google taking to engage with future retailers and existing local business owners? Chains vs local business?
7. Will there be public art installations and/or other design competitions to vet new art?
8. Has COVID impacted the residential program/plan for Downtown West?
9. Block E-1. Could there be a ground-floor pedestrian passthrough, from residential areas/lakehouse? What is the design of Building E-1?
10. A/B/C Parking Lots – what housing is planned there? What are the contingency plans if housing doesn't materialize here? 4,000 units?

11. Will there be tiny homes, sustainable materials, and other innovative district strategies used for housing?

Building and Land Use Comments

| <i>What resonates most with you?</i> | <i>What needs improvement?</i> |
|---------------------------------------|--|
| Building articulation, quality design | Construction impact mitigation |
| | 10+ years of construction needs to be coordinated/phased |

Planning Process Comments

| <i>What resonates most with you?</i> | <i>What needs improvement?</i> |
|--------------------------------------|---|
| Housing plan is looking good | Still needs more specificity/detail |
| | Efforts around anti-displacement – ensuring residents can stay |
| | Resources to prevent evictions through community benefits agreement |
| | Preserving naturally occurring affordable housing |

Breakout Group #2:

What Questions do you have about the Downtown West plan?

- Would like to see chat/Q&A button in the breakout rooms
- Google is a company of the 21st century working to advance technology and San Jose. Will you have to demolish some historic resources to meet proposed development? Happy to see historic elements in core area
- Transportation. Understand there are plans to create more pedestrian walkways and potentially VTA. The plan is bringing in a lot of office space – how are the workers going to get here without congesting surrounding roads

- Where does food access come into play with this plan? What is San Jose's plan to accommodate the huge volume of people that is coming in?
- Riparian corridor, why are the setbacks different at different areas? 100 ft vs 30 ft
- What is fully park space vs. semi-private park space. What is access does the community have to the semi-private park space. Is this something that can be taken away? Who/how will it be maintained?
- Surrounding housing. Project development site -what percent of housing been displaced?
- What percentage of the units will be dedicated to affordable and/or senior housing?
- Could you provide more clarification on how the new public space is connecting with the existing trails and surrounding public space?
- Can you elaborate more on the management of the public spaces. Why conservancy as a model?
- Provide a current update on community benefits agreements particularly on
- Agree with comments that we need more publicly owned open space. 4,000 units with an average of 2 people per unit. Under current guidelines that should be 24 acres and currently only showing 15 acres
- How much of parkland that is dedicated or privately owned is located in the riparian setbacks?
- 30 ft setback vs. 100 ft setback on both sides of creeks. This was alluding to past mistakes. This is an opportunity to undo past mistakes. Wherever we remove a building should replace with a 100 ft setback
- From preliminary application to this submittal the northern most buildings have been changed from housing to office space. The office space in the south (orchard supply area). What is your thinking behind moving all

residential to the south? What reason did you not move additional park land to be with the newly moved residential in the south? Largest parks adjacent to the offices do not serve the residents very well. Employees are in the offices most of the day so this will become underutilized

- Can Google staff speak to the thinking of how the plan will accommodate the 25% AH target?
- Portion that was originally in the Google footprint in front of the station. There was a number of sites that have been removed. Could you speak to this and how the area may be planned now that it fits into the DSAP. Caltrain and VTA sites
- Specific timeline for when the community would see the public open space plans? Interested in how this will be phased out and who will be involved
- What is the plan for connecting to the downtown core?
- Is there a plan to have a dedicated bike paths throughout the project? Markings indicating that the lanes are for bikes so that crowds do not stand in the way. Renderings were nice but didn't look like I could ride my bike through there without running into people
- How is the connection going to work when the vehicular traffic is surrounding E/W and N/S intersections? San Fernando is east west. Cahill, Montgomery and are north south. They are going right across San Fernando. How is this connection going to work? Why are we expanding Cahill?
- Reminder that the community has been promised 5 acres of parkland on the sale of the movement of the fire training center. However, this isn't even being replaced by the 4.8 acres. The concern is that credit will be given to built out parks at 4 times the rate of the land which is far too excessive and also having a nexus for all the built out housing in the area. Somehow these numbers need to change and the City needs to be committed to opening up more land. Concerned that if Google ever broken up then the city would lose this land in the future

Breakout Group #3:

What Questions do you have about the Downtown West plan?

1. Is Google not building to full capacity of site? Where is additional development going? Where will additional units go?
2. Related to parks and open space – 1) during development, vacant land might be easily transformed into a homeless encampment, how will that be prevented? How will open spaces be developed or patrolled in a way to keep them safe, clean, and so that they do not become homeless encampments?
3. Who will make sure that the design guidelines and standards will be carried forward? What governing body will it? How do we make sure the goals set forward today are carried out over the 30 year development?
4. Will Google maintain outreach to community?
5. Will the old SJ water building be used as an innovation center? How will we know if there are orgs interested in using that space? Who would be responsible for the programming?

Building and Land Use Comments

| <i>What resonates most with you?</i> | <i>What needs improvement?</i> |
|--|--|
| <i>Open campus plan is a great idea. Mixed use and open space and transportation are very welcome to the neighborhood.</i> | More definition around users for Water Co. Building – think about feasibility. Are there alternatives? |
| Details about transportation, walking paths, increasing bike paths to connect the area | |

Transportation (streets, bike paths, traffic, parking) Comments

| <i>What resonates most with you?</i> | <i>What needs improvement?</i> |
|---|---|
| <p>Details about transportation, walking paths, increasing bike paths to connect the area</p> | <p>Concern about expanding sidewalk widths – how will existing properties adapt their sidewalks? How will the new sidewalks transition to the narrower older sidewalks?</p> |
| | <p>On San Fernando, is it possible to encourage pedestrians to use the North sidewalk? Are there creative solutions to encourage pedestrian traffic on the north side of the streets? Concern about having ped traffic walking in front of private homes. Intrusive.</p> <ul style="list-style-type: none"> • A. Complete Streets: width of the sidewalk through zones. Focus on width to support increased pedestrian activity. Will check there is a specific transition between new and existing sidewalks • Where the project does not have frontage, it can be difficult to provide wider sidewalks. Complete Street standards will include sidewalk standards • Existing curb lines will be used and projects will provide specified sidewalk widths • The City will look at a transition, can be challenging to build adjacent areas with infill projects. • With complete streets, sidewalks are provided on both streets wherever possible • Diridon shared use path based on traffic counts – generous walking area and bike facilities |
| | <p>Has a traffic impact study been done?</p> <ul style="list-style-type: none"> • A. Included as part of the EIR as a traffic analysis and local impacts analysis. Transportation network was studied as part of these analyses • Adverse impacts were identified at specific locations. To address those impacts, hardscape improvements are proposed and can be found in the dEIR • VMT is low because located next to transit but there are still local impacts. No CEQA impacts for VMT |

| | |
|--|--|
| | <p>What hardscape/intersection improvements are being considered?</p> <ul style="list-style-type: none"> • A. No adverse impacts were identified at the interchanges so no on/off ramp widening planned |
|--|--|

Public Space (parks, green space, plazas) Comments

| <i>What resonates most with you?</i> | <i>What needs improvement?</i> |
|--------------------------------------|--|
| | <p>Was analysis done with the SJSU campus? How will impact students? How will traffic flow between campuses? Was there collaboration between the two entities?</p> <ul style="list-style-type: none"> • A. Diridon to Downtown Report conducted by SJSU • The project has tried to conduct extensive community engagement, including with its neighbors. Students were asked for input. Trying to be as inclusive as possible, including college aged students • No formal analysis with SJSU campus but there has been student engagement. See the project as “hosting” so there is potential to explore this more and for future collaboration. |
| | <p>Was the habitat plan taken into consideration – wildlife protection? Is the project requiring a park/open space per capita?</p> <ul style="list-style-type: none"> • A. open space distributed across the development • Native habitats and natural resources are analyzed in the EIR in the biological resources chapter – Los Gatos Creek • Project proposes min of 50ft setback from creeks – Downtown Riparian Corridor policy • All residential and office have to average a 100ft setback from the riparian corridor, 1 residential building is building to that 50ft line. Along S Autumn St. development must remain in those existing footprints |
| | <p>Concern over lighting at night – will it be low voltage and downward facing?</p> |

| | |
|--|--|
| | <ul style="list-style-type: none"> • A. There are DWDSG standards for lighting to protect the riparian corridor • Riparian habitat is being expanded by 4.25 acres to result in a net ecological benefit |
| | A hard copy of the draft EIR is available upon request. Contact Shannon Hill. |
| | <p>Is there a plan to connect the Google site with Arena Green West Santa Clara along the Los Gatos Creek trail? What about at San Carlos?</p> <ul style="list-style-type: none"> • A. Yes, at grade – still working through the details of ped and bike signalized crossing • At San Carlos it is a proposed undercrossing for the trail and pick up on the Google owned property. This project is very much in process but not apart of the Downtown West Project. It is a City project. • Class 4 bike path along Autumn to cross at San Carlos – similar to the San Fernando better bike lane improvements. |

Planning Process Comments

| <i>What resonates most with you?</i> | <i>What needs improvement?</i> |
|--|--|
| <p>Google event at SAP Center – two way community engagement, multiple times. Face-to-face interactions with smaller groups and really listening and including input in project iterations</p> | <p>Will you publish a project process schedule/timeframe on the website?</p> <ul style="list-style-type: none"> • A. Sanjoseca.gov/googleproject, diridonsj.org • Planning Commission and City Council in Spring. Upcoming public dates meetings are also posted |
| Great community process | |

Breakout Group #4:

What Questions do you have about the Downtown West plan?

- Parks + Open Space component: how much dedicated to city vs. private? What mechanisms in place to make sure these are permanent open spaces?
- Inclusionary affordable housing?
- Flexible development standards: how will the outcome look as proposed (Village Oaks Shopping center)?
- At what point could we see a complete picture of Diridon Station Area with Downtown Plan West and other projects?
- Ped./Bike paths: what percentage of acreage are these? How would nature and ecology factor into paths?
- What portion of acreage of open space is the Riparian corridor (where this wouldn't apply)?
- DISC process + Downtown West: How do they interact? The design guidelines are predicated on Diridon station in different areas on each document/process
- Historic Resources: Which properties on HRI does google on (future, current), what is the proposal (future, current), mitigations + impacts on parcel + adjacent parcels
- When would be the start for ground break and estimated completion?
- Support or resources for schools/surrounding schools/student/staff?

- 4000 homes in proposal, but draft EIR has up to 5900. What makes this number go up or down for the final number?
- How the Google interprets block sizes in terms of walkability, and how it's factored in the plan
- Amount / location of Affordable housing: where would corporate accommodations be located?
- Are specific streets pedestrian only?
- What are the parts of the project that the City + Google find most exciting and iconic? What would bring folks here?
- Parking: Village oaks gave priority to a sea of cars. What is the anticipated draw for surrounding neighborhoods to come into the area + how it affects parking?
- There is a mandatory setback for the Riparian corridor. Is google deducting this from the open space. Providing 15 acres, 10.2 for Google. Of the 15 acres, how much will be within the mandatory setback from the creek corridor?
- Freeway 87: It creates a barrier between the West and Downtown. Will this be addressed/ revised? What will be done around this feature?

Building and Land Use Comments

| <i>What resonates most with you?</i> | <i>What needs improvement?</i> |
|--|---|
| Good attention to human scale and user design. | Would like to see shade studies |
| 25% Affordability | What exactly "affordability" means, and making sure they are built |
| Overall integration, small businesses | Active use hubs seem congregating in one portion. Should have some community use for each parcel (Answer: <i>Could be happening throughout the plan</i>) |

Transportation (streets, bike paths, traffic, parking) Comments

| <i>What resonates most with you?</i> | <i>What needs improvement?</i> |
|---|--|
| Emphasis on non-vehicular means (last mile) | Emphasis on non-vehicular means (last mile), still needs improvement |
| Integration of many transportation systems | Safety - internally + externally (surrounding neighborhoods) |

Public Space (parks, green space, plazas) Comments

| <i>What resonates most with you?</i> | <i>What needs improvement?</i> |
|---|--------------------------------|
| Impressed with Google’s incorporation of nature + ecology | |
| Integration of natural ecology / open space | |

Planning Process Comments

| <i>What resonates most with you?</i> | <i>What needs improvement?</i> |
|--|--------------------------------|
| Effort to integrate with surrounding areas, and nature | |



COMMUNITY VISIONING WORKSHOP MINUTES

PROJECT: Diridon Area
EVENT: Community Visioning Workshop & Virtual Site Walk for the Vietnamese Community
LOCATION: via Zoom
DATE: 10/21/2020
POWERPOINT: [PDF of the presentation](#)
VIDEOS: [Part I & II](#) and [Part IV](#) via Facebook Live

HOSTS: This workshop was co-hosted by Catalyze SV (CSV) and the Vietnamese American Roundtable (VAR), supported by the Vietnamese National Association of Real Estate Professionals (VNARP), and funded by a grant from the City of San Jose.

PARTICIPANTS: Primarily held to engage the Vietnamese community, this workshop was offered in English & Vietnamese. Including City of San Jose staff, 26 people participated via Zoom. As of December 9, 2020, Part I & II of the video had been viewed 322 times on Facebook and Part IV 100 times.

MINUTES DISTRIBUTION: *Appendix A* lists the entities & email addresses to which this report is distributed.

WORKSHOP CONTEXT

The City of San Jose in January 2020 granted Catalyze SV funding to host 2 community visioning workshops. Originally intended to be held in-person earlier in 2020, these workshops were postponed and moved to a virtual format because of the coronavirus.

The current Diridon Station Area Plan includes approximately 250 acres. The Community Workshop presentation covered information from the City of San Jose, VAR, CSV, Google and other sources. It is publicly available in the link above.

WORKSHOP'S GOALS

This workshop was intended to brainstorm ideas about what community members want from the redevelopment of this area.

The below-intended outcomes were shared with participants at the start of the workshop:

- Gain understanding of the Diridon Area & its possibilities for the Vietnamese community
- Brainstorm participants' ideas about the development of this transit center & area
- Collect & share participants' input with the City of San Jose

MEETING NOTES

Part I - Presentation of Information on Diridon Area (6 PM, virtually via Zoom)

- a. Presentation by Catalyze SV & VAR. See accompanying document entitled "20201021_Workshop_Vietnamese Community_Diridon"

- b. Video of both can be found at the beginning of this document.

Part II - Virtual Site Walk (6:45 PM, pre-recorded videos of site shown)

Part III - Small Group Discussions

- a. Event attendees dispersed into 4 groups of 4-6 participants viz Breakout Rooms in Zoom. The groups discussed the area's potential impacts and opportunities.
- b. Group discussions were facilitated by volunteer leaders from VAR, VNARP and/or Catalyze SV, who helped take notes from group members.

- i. Small Group Suggested Facilitator Questions - See Appendix B.

- ii. Small Group Discussion Notes - See Appendix C.

- iii. From these small group notes & summaries, we observed the following major themes:

1. **Make Diridon Area Accessible to All on a Daily Basis.** In this workshop, that means a place that is particularly inviting to people of different ages, cultures, languages & activity preferences on a day-to-day basis. In the Vietnamese community, there is sometimes a divide between the preferences of younger and older generations. To make it inviting for the latter, examples included having outdoor spaces where older Vietnamese folks can come for recreation & stretching and signage in public transit & beyond translated into Vietnamese.
2. **Diridon as a Special Destination.** Just as the Diridon Area needs to be inviting to all day-to-day, it should include special attractions that draw people there. That means a place where people from across the City of San Jose and region want to come. A place that is colorful and lively. In the Vietnamese community, public night markets resonated with 2 of the 4 groups, citing the Ben Thanh Market in Vietnam as an example. Santana Row was also cited as a local example by 2 groups. Multiple groups mentioned the importance of retail.¹ One group mentioned more activities like the SAP Center & ice skating. Two groups also cited outdoor activities specifically.
3. **Make it More Walkable.** Be it next to retail, or on paths, streets, or trails, all 4 groups mentioned the desire to have a more walkable experience in the Diridon Area.
4. **Enable Cultural Events & Cultural Diversity.** Multiple groups cited the desire for a diverse array of cultural events & spaces, including those for the Vietnamese community.² Examples of cultural spaces include an arts center, youth center, open spaces, plazas, picnic areas, community centers with event space, restaurants, & children's play areas. Also mentioned was a place where free Vietnamese language courses could be offered for children & adults.
5. **Housing for All People.** One group discussed how in the Vietnamese community, the goal of older generations is owning a single-family home. Yet for many Vietnamese families & many younger Vietnamese-Americans, this is a challenge. So to ensure these

¹ This was cited in particular by the Vietnamese realtors who participated in the workshop because of the ability of retail to attract homebuyers.

² It takes a deliberate effort in the planning process to encourage & ensure "minority" cultures get represented in what actually gets built.

parts of the Vietnamese community, as well as the broader community, have local housing that is affordable, and to prevent Vietnamese folks and others in our community from being displaced, it's crucial the Diridon area include plenty of housing at all levels.

6. **Give Attention to the Guadalupe River (Park).** 3 of the 4 groups specifically brought up the Guadalupe River & the Park surrounding it. One group talked about building more around Guadalupe River Park and integrating it with the rest of the area. Another wants more education and access to nature around the River, as well as improving the quality of our urban river systems like this one.
7. **It's Beneficial to Set Aside Spaces for Specific Uses.** Encouraged by City staff to ask about a resource center specifically, multiple groups responded with interest in one. Some groups talked about the value of resources for employment, others about resources related to housing (and ensuring communication at such centers would also be in Vietnamese). One group mentioned the desire to provide subsidized or affordable commercial space for low-income entrepreneurs, another to give low-cost office space to nonprofits. One group talked about a library and a community center (another group said the latter weren't used that much).
8. **The Role of Food in the Vietnamese Community.** Vietnamese cuisine has an incredibly rich tradition around the world and in San Jose. One small group cited the idea of a commercial kitchen to support "Mom & Pop" food production & cooking classes, another mentioned the tradition of Vietnamese families growing their own food. Community gardens were cited as a benefit to include in new housing developments.
9. **Improve & Encourage Public Transit Here.** This topic was discussed in all groups. One urged that the next generation of Diridon Station be a well-integrated, well-connected transit hub with different transit fares integrated through Clipper Cards. Another mentioned the need for quicker, more frequent transit service. A third talked about encouraging public transit through walking & bike paths that connect to train service.

Part IV - Small Groups Report Back to Larger Groups (7:45 PM, in the main Zoom "room")

The small groups returned from the Zoom breakout rooms to the larger group on Zoom. A representative or two from each small group summarized themes of their respective discussions to the full group so all attendees heard about the discussions in other groups.

Workshop Concluded (8:05 PM)

Disclaimer

The opinions expressed below are those of individual community members in attendance and may not represent the opinions of Catalyze SV, VAR or VNARP. All groups sought to capture and present information as fully and accurately as possible and none are not affiliated with any of the property owners in this area, including Google, in any way. A draft version of the presentation content was provided to the City of San Jose prior to the Visioning Workshop.

About Catalyze SV

Catalyze SV engages community members, developers and city leaders to envision and create sustainable, equitable and vibrant places for people in Silicon Valley. Catalyze SV is funded 100% by individual donors, government grants, & foundations.

About Vietnamese American Roundtable

Mobilize, advocate for, & inform our community of the critical issues that impact their lives. We accomplish our mission through building coalitions, strategic advocacy, & organizing meaningful community events for all.

APPENDIX A

Distribution List for this Report

| | |
|----------------------|--|
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| Knight Foundation | thompson@kf.org; hurxthal@knightfoundation.org |
| Workshop Registrants | Anyone who registered ahead of time or at the workshop |

APPENDIX B

Small Group Suggested Facilitator Questions

About your group (5 mins)

- What is your name?
- In what neighborhood were you raised or do you now live?
- What is your profession?
 - Are you a teacher, cook, business owner, engineer, public representative, parent?
- What's your familiarity with the Diridon area?
- What are your goals in coming here today?

General Questions & Building Design (5 mins)

- What would draw you to this area?
 - What do you want to experience here when you visit?
 - What things would draw you to want to be here?
 - What's your ideal version of this area 10 years from now?
- What are your fears or concerns about development in this area?
- What can this area do to make your life easier or better?
- Are there any places in Vietnam or anywhere else in the world that you love & would like to see here?

Community Benefits (5 mins)

- What kinds of community amenities & other public benefits would be most valuable here?
- What types of open space & recreational features would you be interested in seeing here? (e.g. parks, trails, green space, gathering areas, plazas, etc.)
- Would you be interested in a new community center near Diridon Station that would offer programs for all of San Jose residents?
- Other examples of community benefits to prompt discussion:
 - Youth center, daycare?
 - Library?
 - Job training, resource center?
 - Health clinics?

Housing & Displacement (10 mins)

- What types of housing would you like to see in this area?
- Are you concerned about you, your family or friends being displaced from San Jose because of the planned changes to this area?
- Are you aware of the City's efforts to prevent displacement?
 - What additional resources, programs, or policies would you recommend?
- What are your thoughts about City staff's recommended goals for the Diridon area:
 - Achieve 25% affordability of all housing in this area?
 - No net loss of low-income renters in the broader Diridon area?
 - Establish a program to provide long-term affordability of existing affordable units in the broader Diridon area?
- Would you be interested in a renter education/resource center? (physical location where people can go to learn about tenant rights, get help with eviction notices, etc.)

Equity (5 mins)

- How can the city & this area develop in a way that is more equitable generally?
- How can the city & this area develop in a way that is more equitable to the Vietnamese community?

Transportation (5 mins)

- How would you get to the Diridon area today?
- Before the pandemic, would you consider taking public transit to Diridon Station or another way besides driving yourself?
- If you could go anywhere in California from Diridon Station, where would be your top 2 destinations?
- What transportation amenities would need to be enhanced to support this area? For example:
 - Road improvements, connected streets
 - Shuttle to nearby transit stops
 - Transit passes
 - Bike paths
 - More VTA frequency
 - Streetlights
 - Crosswalk signal timing

Sustainability (5 mins)

- How should the Diridon area develop to be more environmentally sustainable?

Summary (5 mins)

- If there were 2 improvements to the Diridon area you would want as part of the changes, what would they be?

Giới thiệu về nhóm của bạn (5 mins)

- Tên của bạn là gì??
- Hiện nay bạn đang sống ở khu nào ở San Jose?
- Nghề nghiệp của bạn là gì?
 - Là giáo viên, đầu bếp, chủ doanh nghiệp, kỹ sư, đại diện công chúng, phụ huynh?
- Bạn quen thuộc với khu vực Diridon là gì?
- Mục tiêu của bạn khi đến đây hôm nay là gì?

Những câu hỏi chung và thiết kế (5 mins)

- Điều gì sẽ thu hút bạn đến khu vực này?
 - Bạn muốn có trải nghiệm gì khi đến chơi khu này?
 - Điều gì khiến bạn muốn ở đây?
 - Bạn tưởng tượng gì cho khu vực này trong 10 năm tới?
- Bạn sợ lo ngại gì về sự quy hoạch của khu vực này?
- Khu vực này có thể làm gì để cuộc sống của bạn tốt hơn không?
- Có địa điểm nào ở Việt Nam hay những nơi khác trên thế giới mà bạn yêu thích và muốn được thấy ở đây không?

Lợi ích cho cộng đồng (5 mins)

- Những loại lợi ích cộng đồng nào sẽ có giá trị nhất cho chỗ này?
- Bạn muốn thấy những hình thức giải trí hoặc nào? (công viên, đường đi bộ, khu sinh hoạt, quảng trường, etc.)
- Bạn có muốn thấy một trung tâm sinh hoạt cộng đồng mới ở khu này dành cho tất cả mọi người không?
- Vài ví dụ về lợi ích cộng đồng:
 - Trung tâm sinh hoạt cho thanh thiếu niên, nhà trẻ?
 - Thư viện?
 - Đào tạo việc làm, trung tâm giúp đỡ?
 - Phòng khám y?

Nhà ở và việc di dời (10 mins)

- Bạn muốn thấy những loại nhà ở nào trong khu này?
- Bạn có lo là bạn hoặc gia đình bạn bè sẽ phải dọn khỏi San Jose vì những quy hoạch này không?
- Bạn có biết là Thành phố đang nỗ lực để giảm sự di dời không?
 - Bạn nghĩ là Thành phố phải có những chương trình hỗ trợ cụ thể nào không?
- Bạn nghĩ gì về những mục tiêu mà nhân viên thành phố đặt ra cho Khu vực Diridon:
 - 25% nhà ở trong khu này phải là nhà ở giá rẻ?
- Bạn có hứng thú với một trung tâm giúp đỡ người thuê nhà không? (Một văn phòng để người dân có thể đến và tìm hiểu về quyền lợi của người thuê nhà,..)

Sự công bằng (5 mins)

- Làm cách nào để thành phố và khu vực này có thể phát triển một cách công bằng nói chung?
- Làm cách nào để thành phố và khu vực này có thể phát triển một cách công bằng với cộng đồng người Việt?

Giao thông (5 mins)

- Hiện nay bạn đến khu vực Diridon bằng cách nào?
- Trước khi có bệnh dịch, bạn có nghĩ là sẽ dùng phương tiện công cộng hoặc hình thức nào khác ngoài lái xe để đến Diridon không?
- Nếu bạn tính đi đến 2 nơi từ trạm ga Diridon, 2 nơi đó là nơi nào?
- Bạn nghĩ là phương tiện giao thông nào cần phải được cải thiện cho khu vực này?:
 - Sửa đường và xây thêm đường
 - Xe đưa đón từ bãi đậu xe đến trạm xe lửa
 - Thêm bến xe
 - Đường xe đạp
 - Nhiều tuyến VTA hơn
 - Đèn đường
- Thời gian dành cho người đi bộ tại ngã ba/tư

Sự bền vững (5 mins)

- Khu vực Diridon nên được quy hoạch thế nào mà có thể bảo vệ môi trường?

Tóm tắt (5 mins)

- Nếu có 2 điều có thể cải thiện khu vực Diridon mà bạn muốn thấy trong kế hoạch quy hoạch này thì đó là gì?

APPENDIX C

Small Group Discussion Notes

Group 1 (of 4), led by A. Le:

General Questions & Building Design:

1. Looking for outdoor spaces and amenities
2. What's nearby and what's convenient.
3. Want Working WiFi
4. Want coworking space where one can go and mingle
5. Santana Row - a good example to model because it has window shopping & walking space.
6. Public transportation is the future, so that's something to focus on. Sometimes I don't want to drive...just want to hop on transit.
7. What about an outdoor recreation area? Like a track.
8. In/near Little Italy, we need to build more around Guadalupe River Park and integrate it.
9. Let's allow more diversity. Bring different cultural restaurants.
10. What other cultural spaces can we create?
11. I have a fear/concern re: the ongoing issue of Homelessness. For instance, when I go for a run and see a pocket of homeless camps. It starts to create fear.

Community Benefits:

12. Recreational and open spaces would be most beneficial.
13. Let's keep Guadalupe Park and meanwhile clean it up.
14. Consensus among group around desire for parks & trails. Gives folks something to do.
15. Also like public exercise areas, libraries & event halls.
16. Not sure about the community center - normally they don't get a lot of utilization.
17. Prioritize cultural events.
18. Consensus among group for public WiFi.
19. One person mentioned wanting parking.
20. Interest in a hub for job training / job resources.
21. Consensus among group for low-cost office space for nonprofits.
22. In the Vietnamese immigrant community, the dream was a single-family home, a place for kids. Now, the response is a narrative and generational shift.
23. Real estate is stepping up from the equity of family's home toward spaces broadly.
24. Vietnamese who have familial obligations toward elders/parents, may want space to grow their own food. This is a Vietnamese tradition.
25. Vietnamese women come out with the visors to stretch.
26. Vietnamese parents wish to raise their kids to understand Vietnamese culture and its background.

Housing:

- 27. I come across BMR units very infrequently.
- 28. Affordable housing will always help.
- 29. There's a need for rental housing. There are more renters versus buyers.
- 30. Parking needs to be improved as well.
- 31. Better public transportation needed as well. Must be safe and accessible in different languages.

Equity, Transportation & Sustainability: didn't get to these topics.

Group 2, led by M. Eusterbrock:

What do we see for this place?

- 32. Expansion of Downtown
- 33. Connection to Guadalupe River area
- 34. Spaces for diverse range of age, cultures, etc.
- 35. Pedestrian/bicycle-friendly area
- 36. Multicultural place

What are Vietnamese inspirations for this place?

- 37. Night market
- 38. Lively nightlife
- 39. Parklets/outdoor dining
- 40. Support local businesses
- 41. Connected transit
- 42. Geographical Inspirations - Stratford City in the Central zone, London Bridge for the Santa Clara entrance and Bijlmer for the two San Fernando entrances and Reading for the Park entrance.

Community benefits:

- 43. Resources for employment (e.g., vocational training), small business development.
- 44. Health center
- 45. Day care center
- 46. Community Center/commercial kitchen with classes, food
- 47. Renters Resource Center (multilingual)

Housing:

- 48. Affordability tiers should accommodate the many income populations below poverty
- 49. A blend of affordability is necessary

Equity:

- 50. Supporting low-income entrepreneurs through subsidized or affordable commercial space
- 51. Pop-up market adjacent to other commercial/restaurant uses
- 52. Busy outdoor areas
- 53. Commercial kitchen could support mom-n-pop type food production

Transportation:

- 54. Driving can be hard because parking/congestion
- 55. Bike share is located at Diridon which is very convenient
- 56. Area should phase out of heavy single-occupancy drivership
- 57. Quicker routes would drive more to use transit. Quicker and more frequent trains would be ideal
- 58. Definitely need RR
- 59. Santa Teresa light rail does not go to Diridon - you have to take the light rail to Tamien to take Caltrain.
- 60. There is no Caltrain service to Tamien during the day - one has to take BART on the way back from SF

61. The Dash bus can also be a convenient way to come from SF and connect to the light rail, particularly because it provides electricity to recharge electronics
62. Diridon connection to Santa Teresa light rail is not useful - this is why Google Maps directs you to walk to the Children's Discovery Museum, which is very far (20 minutes)

Sustainability:

63. Reduce pollutants from vehicles
64. More waste receptacles
65. Habitat restoration near creeks (plants, fish, ecosystems, etc.)
66. Solar installations on buildings

Changes desired for the area:

67. More welcoming environment
68. Increased perception of nighttime safety
69. Diverse range of activities for people to enjoy
70. Connectivity to surrounding areas that are currently fragmented
71. Lit, landscaped for pleasing urban environment
72. Experiences surrounding the SAP center (e.g. restaurants, commercial, etc.)
73. Using existing buildings if possible
74. Architectural design alterations to keep interesting

Group 3, led by A. Tran:

75. Diridon area offers convenience of using transportation
76. Would like more activities like concerts and ice skating at SAP Center.
77. Would like more frequent train service intervals. Example Levi Stadium via light rail.
78. Right now, one needs a reason to go to this area if there is not a big event. We need daily activation spots like restaurants, more retail, great spaces & coffee shops.
79. We need it to be pedestrian-friendly, like Downtown Willow Glen or University Ave in Palo Alto, so people can walk streets. We need a nice mix of small and large shops.
80. More arts needed - a place to do art, as well as a signature piece or multiple pieces of art that are thought-provoking.
81. More parks needed. And want to see integration with bike & walking trails.
82. With high-rise, mixed-use apartments, traffic is a concern, specifically how to get people in and out of them.
83. Don't add single family homes - add density instead. Mix in affordable homes so there is no displacement.
84. There's a need for apartments because of our transient population. This provides multiple entry points for the community.
85. Good to have educational resources at an information center. Right now, only at city hall.
86. Provide resources in multiple languages (i.e. language access) or work with non-profits to provide education.
87. We like walkable streets.
88. There's good music at the Poor House restaurant right now.
89. Plan out transportation - there's limited exits to SAP Center and few that go out. Look at underground and sky-level parking.
90. Encourage the use of public transportation.
91. Incorporate community gardens as part of housing development.
92. Minimize greenhouse gas in developments.
93. Have micro/district utilities to conserve energy & reduce wastewater.

- 94. For the Guadalupe River/Creek, provide education and access to nature. And improve the quality of our urban river systems.
- 95. Include more natural trails.
- 96. Keep jobs and residents together.
- 97. A thriving community has more public services, such as a youth center, community centers with programs. This, too, is “city building.”
- 98. Direct displacement is limited because most of the area is only parking lots right now.
- 99. For transportation, connect systems with Clipper Cards. Also, integrated the systems with one payment.

Group 4, led by H. Duong:

What would draw you to this area? What do you want to experience here when you visit?

- 100. Make it a destination instead of just housing.

What things would draw you to want to be here?

- 101. More cultural venues, arts center, children activities and a community gathering place.

What’s your ideal version of this area 10 years from now?

- 102. A vibrant destination of cultural events and great restaurants so we don’t have to go to San Francisco or Santana Row.

What are your fears or concerns about development in this area?

- 103. Need to continue to keep the small retail stores as part of the development and not displace these small tenants.

What can this area do to make your life easier or better?

- 104. Better public transportation to this area including connection via bike paths and walking paths.
- 105. Parking needs to be improved as well since there seems to be a shortage.

Are there any places in Vietnam or anywhere else in the world that you love & would like to see here?

- 106. Night markets and small tenants selling a variety of items similar to the Ben Thanh market in Ho Chi Minh City.
- 107. Cultural diversity includes all cultures, not just Vietnamese.
- 108. Since San Jose is 85% housing, people would go to Cupertino or San Francisco to shop and meet friends. Therefore, it would be nice to have restaurants and stores that would appeal to families from all walks of life.
- 109. More bike paths connected to the Caltrain, BART and high speed rail.
- 110. High Tech area for workers

What kinds of community amenities & other public benefits would be most valuable here?

- 111. We would like to have a library as a community benefit and a community center for cultural events.

What types of open space & recreational features would you be interested in seeing here?

- 112. More open space or plazas for cultural events including open areas for family picnics and a children’s playground.
- 113. Park and trails for exercise such as tai chi or yoga in open space.

Would you be interested in a new community center near Diridon Station that would offer programs for all of San Jose residents?

114. Yes, we would definitely like a community center where everyone can come and exchange cultural ideas, preferably free of charge.

115. Offer a place for free Vietnamese language lessons for children and adults.

116. It would be nice to have a collaborative exchange of Vietnamese cultures between the young generation and older generation. Right now the older generation meets at Grand Century Mall or Vietnam Town; whereas the younger generation meets at Santana Row. Don't know how the city can bridge the two generations. There is a divide between the older Vietnamese who came as refugees versus the younger generation born in the US.

What types of housing would you like to see in this area?

117. Definitely more affordable housing for the younger generation and the second wave of Vietnamese immigrants who were sponsored by the first group of Vietnamese immigrants. This does not include the group of children who were born and educated in the US.

Are you concerned about you, your family or friends being displaced from San Jose because of the planned changes to this area?

118. Very concerned about the small retail stores that will be displaced. Where could they go?

Are you aware of the City's efforts to prevent displacement?

119. No, but we are really glad that the City staff recommended 25% affordability of all housing in this area, but can this be achieved given the high cost to build homes? We would also like to see long-term affordability for the next 10 years.

Would you be interested in a renter education/resource center?

120. Yes, we would like a location to learn about tenants' rights and a resource center to help with questions regarding housing, preferably in Vietnamese.

How can the city & this area develop in a way that is more equitable generally?

121. Need to educate and inform the Vietnamese community of the developments at Diridon.

How can the city & this area develop in a way that is more equitable to the Vietnamese community?

122. Asking for input from the Vietnamese community by reaching out to influential Vietnamese leaders. Include the Vietnamese media, TV, print, etc as part of the City's outreach.

123. Continue to have more forums between the San Jose and the Vietnamese community to obtain more feedback and input.

How would you get to the Diridon area today?

124. By Uber or by car

Before the pandemic, would you consider taking public transit to Diridon Station or another way besides driving yourself?

125. No, easier to call Uber or by car.

If you could go anywhere in California from Diridon Station, where would be your top 2 destinations?

126. Santa Ana and Los Angeles

What transportation amenities would need to be enhanced to support this area?

127. Easier connections between all the public transportation.

How should the Diridon area develop to be more environmentally sustainable?

128. By keeping more open space and less housing density.

If there were 2 improvements to the Diridon area you would want as part of the changes, what would they be?

129. More equitable housing, a real affordable neighborhood
130. Destination place to go.
131. Maintain current retail businesses and not displace the small mom and pop stores.
132. Make Diridon a warm, colorful, lively place where everyone can gather.
133. More vibrancy and a destination for everyone to share cultural ideas.

SMALL BUSINESS CAFECITO EVENT SUMMARY

Diridon Station Area – Community Engagement Fall 2020

Event name: Small Business Cafecito
Hosts: SOMOS Mayfair and Latinx Business Circle, with City of San José support
Location: Zoom
Date: October 29, 2020 | 7-8pm
Language(s): Spanish

Overview: SOMOS Mayfair and LatinX Business Circle held a virtual discussion with community members about changes occurring in the Diridon Station Area and the future of local small businesses. The meeting focused on changes planned for West and Downtown San José close to businesses, with new construction and development projects and their implications for small businesses. Attendees joined to learn: what are the plans for the Diridon Station Area; what is the timeline and how does it affect you?

Agenda:

1. Welcome and Introductions
2. Presentation
3. Key Questions
4. Discussion and Q&A
5. Wrap up

Meeting Materials:

- Eventbrite page:
<https://www.eventbrite.com/e/el-futuro-de-tu-pequeno-negocio-en-la-estacion-de-diridon-tickets-126456172817#>
- Presentation: *(attached at end of document)*
- Survey Results: *(attached at end of document)*

Attendance: 13 community members and 6 City of San José staff

Key Themes:

- Provide resources and support to prevent displacement of small businesses, with consideration to rent prices
- Clarify timeline and anticipated construction impacts
- Regularly invite small businesses to the conversation
- Ensure that there are trade jobs during development with a priority for minority certifications
- Identify spaces for small businesses to run

Notes:

- If you know, how much space will be reserved for small businesses?
- How can one rent a space and how much will it be?
- The small businesses take more locations and leave us without a place; I imagine it will be super expensive? Will there be financial aid?
- For low-income people it's always the giant companies that take advantage
- What is your impression of small businesses?
- How can the City help with small businesses? What worries you?
- How can we take advantage of this new plan?
- Is there a set date for when it is going to open?
- My question was also about the date?
- I'm from Washington, when there is a business, one expects opportunities, talks about status, the quality of the place, like these new projects, it is a great opportunity
- In my opinion, it will be good for the City to hear what we are saying, if nothing else that it is not too expensive so we can to in and be able to afford a place
- What comes to mind? I like the idea of moving to a new place; what we need is financial support to help the low-income stores, take us into account; it is important for us to be in this meeting and communicate with you
- I would like to know what kinds of support there will be, what they have thought about; if the rent goes up, and we can't stay here, have you talked about this?
- I'd like to add, as small businesses, if we don't express these things, we have to talk and present; thanks to events like this cafecito; we have to participate, the cost is one issue but there are other issues; we have to introduce ourselves, and raising our voice is important.
- You haven't supported the smaller businesses like us. It's important to take us, the low-income businesses, into consideration for projects like this. Projects that include low-income businesses
- We work in our businesses.
- Have you already communicated with the businesses that are going to be impacted by this project? Other businesses are afraid that if they participate they are going to be removed from their place; when are there going to be more cafecitos for other businesses to participate?
- We should participate in this project with confidence; we have licenses from the unions, etc. But others without licenses are coming in, we pay annually for the license to be able to do this work; they are taking our work away
- Job opportunity –what are the requirements, how can we get jobs in the new area?
- Trade jobs during development: Sometimes the projects say that you need the permits and we have them and don't get the jobs. We learn that others that are not a part of a union, do not have the minority certifications, or aren't from the city get the jobs.

Small Business Cafecito Survey Results

| ¿Qué beneficios le gustaría ver en la planificación del área de la estación de Diridon? | ¿Qué otra información sería útil? | ¿Que necesitas a largo plazo para superar los altibajos? | ¿Cómo pueden las empresas aprovechar las oportunidades a largo plazo? |
|--|---|---|---|
| Apoyo en todo oportunidad de trabajo en los projects para pequeños negocios | Saber el precio de las rentas information donde y cuando aplicar | Apoyo financiero capital | Con apoyo superacion |
| apoyo economico para no tener que pagar tanta renta | mas eventos de cafecitos para compartir la informacion | renta bajo para impresos de bajos ingresos | participar mas en eventos como esto para tener voza en las decisiones |
| Ayuda para negocios pequeños apoyo para pequenos negocios de bajos ingresos | Más informació otro cafecito virtual | Más trabajo espacios ascequibles para los pequenos negocios | Facilitando los trabajos me gustaria saber que oportunidades hay |
| Oportunidades Economicas y consejeria para oportunidad a pequeños negocios | Seguir informandonos | Educacion en todo tipo de negocio y apoyo economico para seguir adelante y llevar el negocio a otro nivel | Educandome por organizaciones como Uds |
| Apollo wn abrir un negocio en nuevos edificios | RequiltoS | Reunir. La economia | La. Ventaja que eyos saven mas que uno no tiene el conocimie to |
| Crecimiento de mi negocio | Préstamos | Dinero y localidad | Luchando por un éxito crecimiento y oportunidad |
| Obtener un espacio | Ayuda para hacer un espacio | Informacion | Que nos de un lugar |
| Claro que si | El nuevo proyecto de Guadalupe | No | No |
| Apoyo en todo | Saber el precio de las rentas | Apoyo financiero | Con apoyo |
| Obtener un espacio | Ayuda para hacer un espacio | Informacion | Que nos de un lugar |
| Claro que si | El nuevo proyecto de Guadalupe | No | No |
| espacio que sea asequible para mi negocio | como contrataran a las pequenas emprezas | ensenansa para creceer mi negocio | ebemos ser parte de la pleaneacion que nos incluyan en las charlas de planeacion para que demos nuestra opinion |
| espacio para bodegas pequenas para los distribuidores como yo que nos contraten para los proyectos | cuando pan a pasar las cosas como podemos trabjar con el municipio? fechas y como se contrataran a los de catering para alimentar a los trabajadores de construccion | aceso a espacios nuevos y utiles progrmas para contratar a pequenos transportistas | entrenamiento y apoyo para poder creceer y sobrevivir |
| Apollo para abrir una sucursal de mi negocio en nuevos edificios espacio par ami negocio que sea rentable | mas detalles de fechas | mas oportunidades de estar en los edificios nuevos aceso a prstamos para creceer | contratos con el municipio para eventos si se nos tiene consideracion en un espacio y ayuda para entrar |
| Distribución justa de los beneficios. Que todos los negocios tengamos la opción de tomar ventaja de este proyecto sin importar el tamaño, o industria. | Saber cómo nos podemos preparar para aplicar una vez el proyecto se ponga en marcha. detalles que expongan cuantos espacios para negocios y costo por pie cuadrado | Ayudas de parte de la ciudad para los pequeños negocios, ya sea asesorías y/o económicas. | Con asesorías |
| Espacios y oficinas para pequenos comercios que sean asequibles | | espacio para creceer mi negocio que sea asequible | participando en la planeacion y siendo consultada en todas las decisiones. |

CAFECITO VIRTUAL



**SAN JOSE DIRIDON STATION AREA
COMMUNITY ENGAGEMENT**



El Futuro de tu pequeño negocio en la estación de Diridon



El Futuro de tu pequeño negocio en la estación de Diridon

Este programa esta organizado por Somos Mayfair, Business Circle LatinX y Prosperity Lab en Cooperacion con Diridon Station Plan.





Introducciones

Protocolos

¿Qué es el plan de la estación de Diridon?

¿Cual es la línea de tiempo y Cómo te afecta?

Desafíos y Oportunidades

Q & A - Encuesta

Rifa y Clausura



AGENDA



¿Qué es el plan de la estación de Diridon?



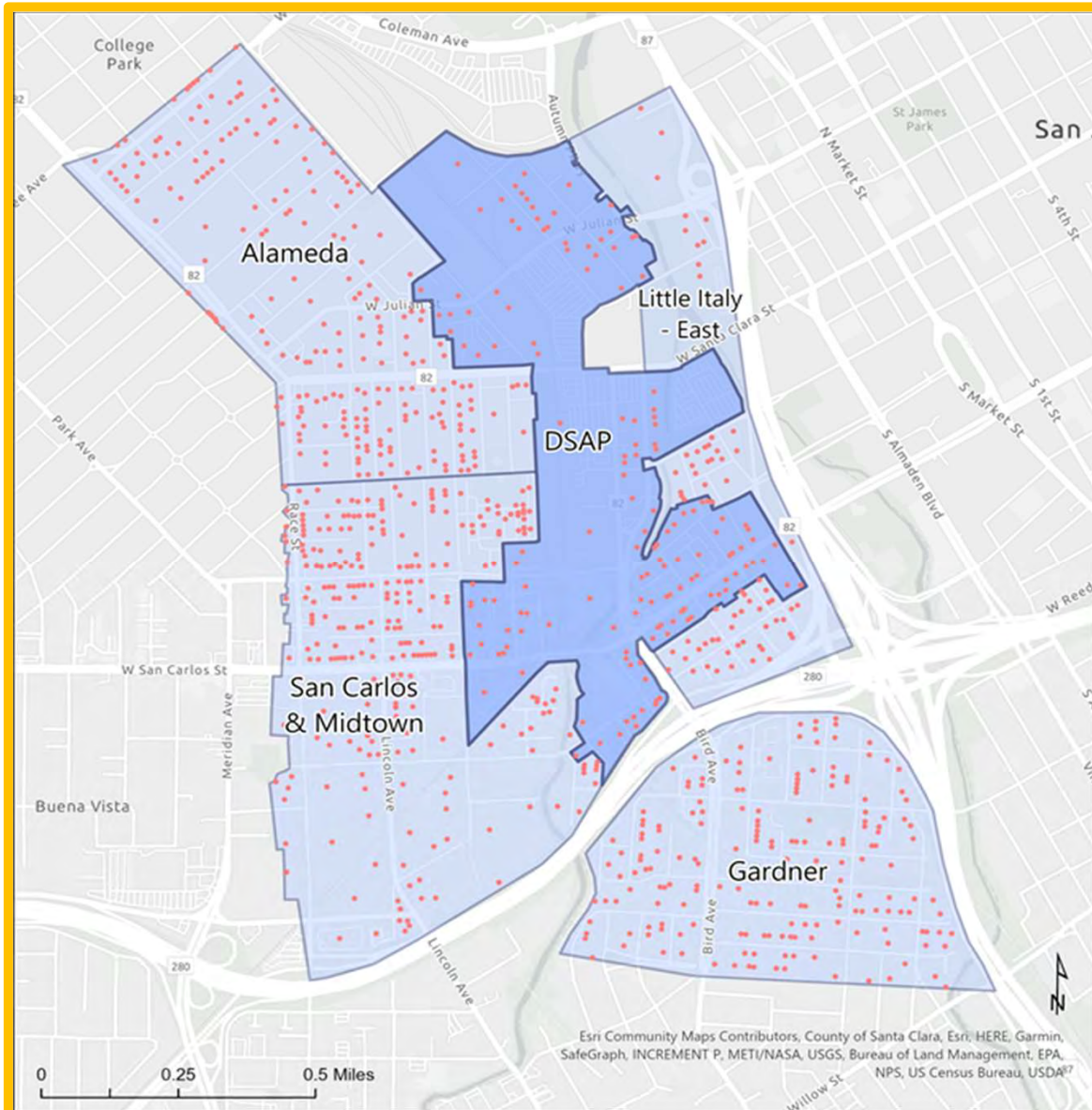
SAN JOSE DIRIDON STATION AREA
COMMUNITY ENGAGEMENT

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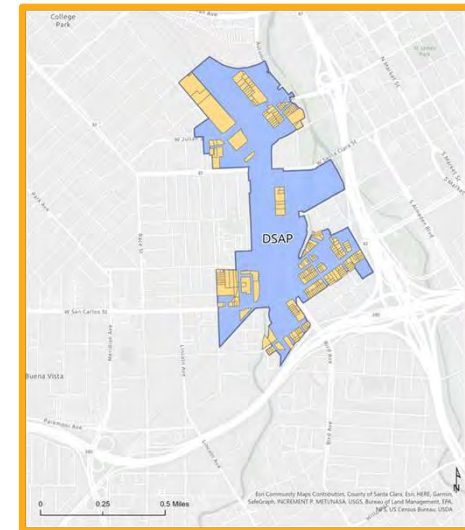
Expandir hacia el Oeste, Integrarse al Centro de la ciudad



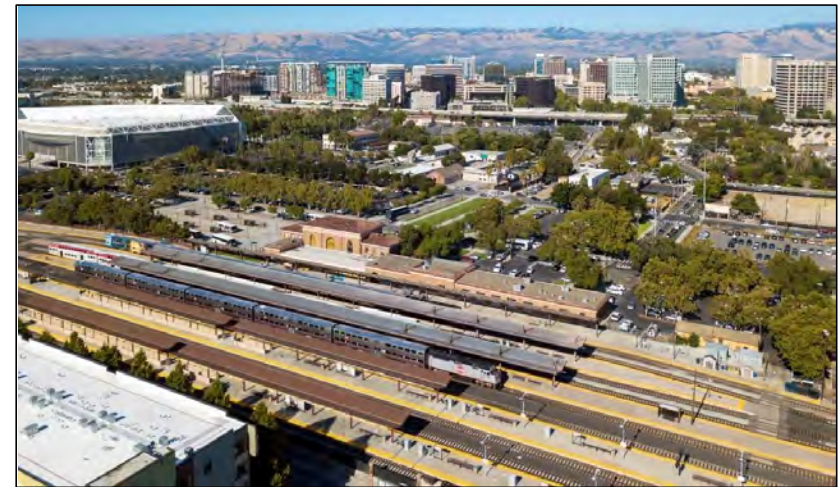


¿Cómo te afecta?

Negocios activos
en la área de planificación



Planificación del centro de tránsito para un crecimiento 8X



Diseño de Concepto (2019)



Preliminary Artist Illustration

- ▲ Entrada a la estación
- ▲ Área para peatones
- ▲ Estacionamiento de bicicletas
- ▲ BART
- ▲ VTA autobuses
- ▲ Tren ligero
- ▲ Autobuses interurbanos
- ▲ Recoger y Bajar



Una amplia mezcla de usos

Espacios públicos interesantes

Fácil de recorrer a pie, en bicicleta y en tránsito

Acogedor para todos

A vibrant mural on a building facade in San José, featuring a woman's face, a basket of fruit, and ornate patterns. The mural is painted on a purple wall and includes a woman's face with a blue headband, a basket of fruit, and ornate patterns. The background shows a modern building with a glass facade and a clear blue sky. In the foreground, there are pink flowers.

SAN JOSÉ

Proyectos del área de la estación de Diridon + contexto del centro



DOWNTOWN SAN JOSE



DIRIDON STATION LOCATION WITHIN SAN JOSE

Legend

- Existing Heavy Rail Tracks
 - Downtown Transportation Plan Boundary
 - Diridon Station Location
 - Diridon Station Area Plan Boundary (2014)
 - Google Project Site
 - Other Private Development Projects
- A Julian/Stockton Housing + Retail
 - B 292 Stockton Ave Hotel + Residential
 - C Akatiff Offices
 - D 777 Park Ave Affordable Housing
 - E 777 W San Carlos Mixed Use
 - F Dupont Village + McEvoy GPA Residential
 - G 750 W San Carlos Residential
 - H Lorraine Mixed Use + Montgomery 7 Residential
 - I Filice + Park Delmas Residential + Retail
 - J Delmas Apartments

¿Cual es la línea de tiempo?



SAN JOSE DIRIDON STATION AREA
COMMUNITY ENGAGEMENT

[HOME](#) [ABOUT](#) [RESOURCES](#) [CONTACT](#)



CRONOLOGIA

Otoño 2020

Opinión pública de los proyectos de documentos:

- Planos actualizados del Centro Oeste de Google y Borrador del Informe de Impacto Ambiental
- Borrador de enmiendas al DSAP
- Borrador del plan de implementación de viviendas asequibles
- Evaluación de pequeñas empresas

Temprano 2021

Revisión pública del borrador del Acuerdo de Desarrollo del Centro Oeste

Audiencias públicas, concluyendo con el Ayuntamiento para considerar la aprobación de:

- Proyecto Downtown West
- Borrador de enmiendas al DSAP
- Borrador del plan de implementación de viviendas asequibles

Más Allá

Si se aprueba Downtown West:

- Revisión de conformidad de diseño, permisos de construcción
- Construcción
- Operación

Revisión de la ciudad de otras propuestas de desarrollo bajo el DSAP

Planificación y construcción de infraestructura

Desafíos y Oportunidades



SAN JOSE DIRIDON STATION AREA
COMMUNITY ENGAGEMENT

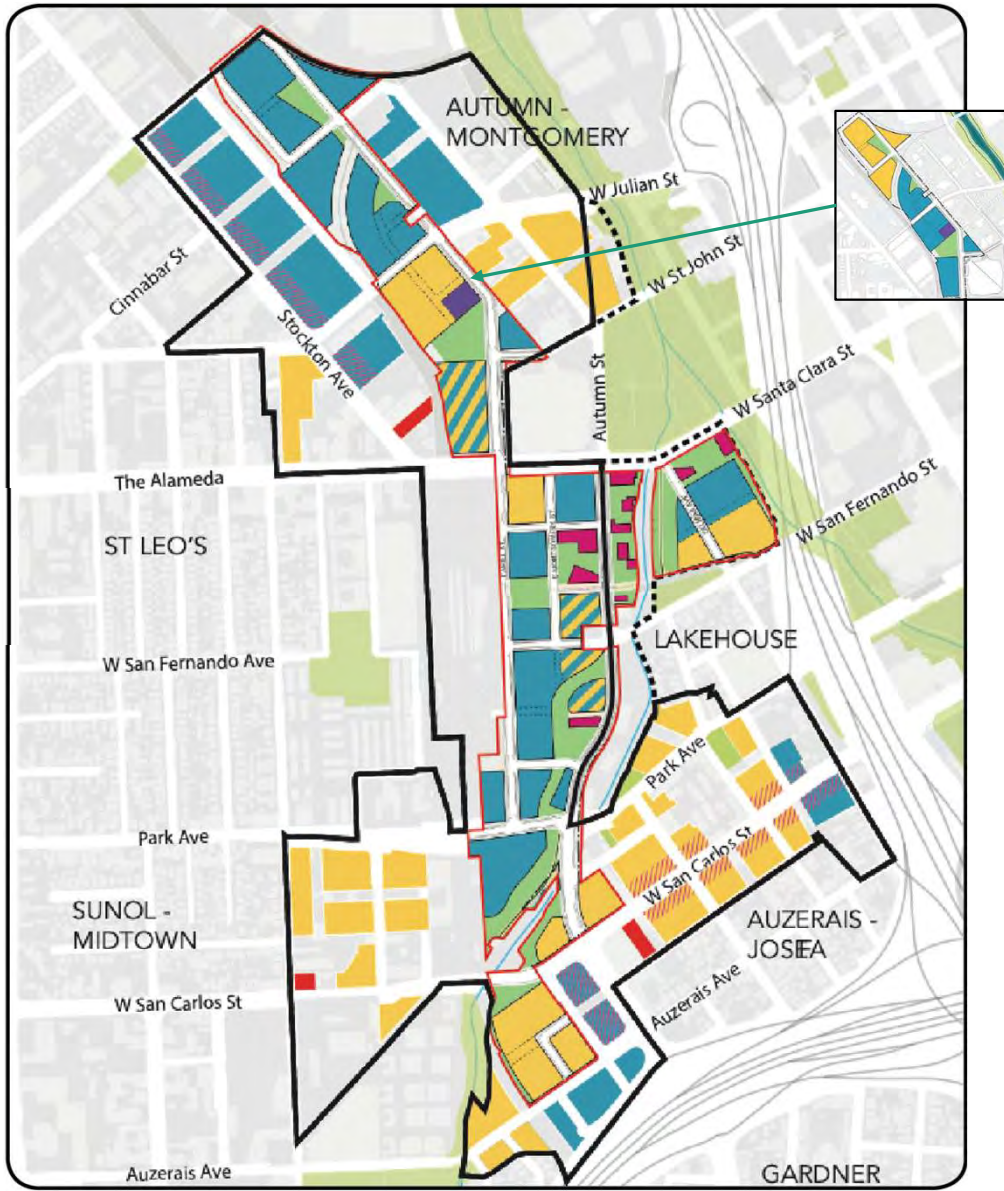
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¿CÓMO Crear un nuevo tipo de lugar de trabajo tecnológico, integrado en la vida de la ciudad?



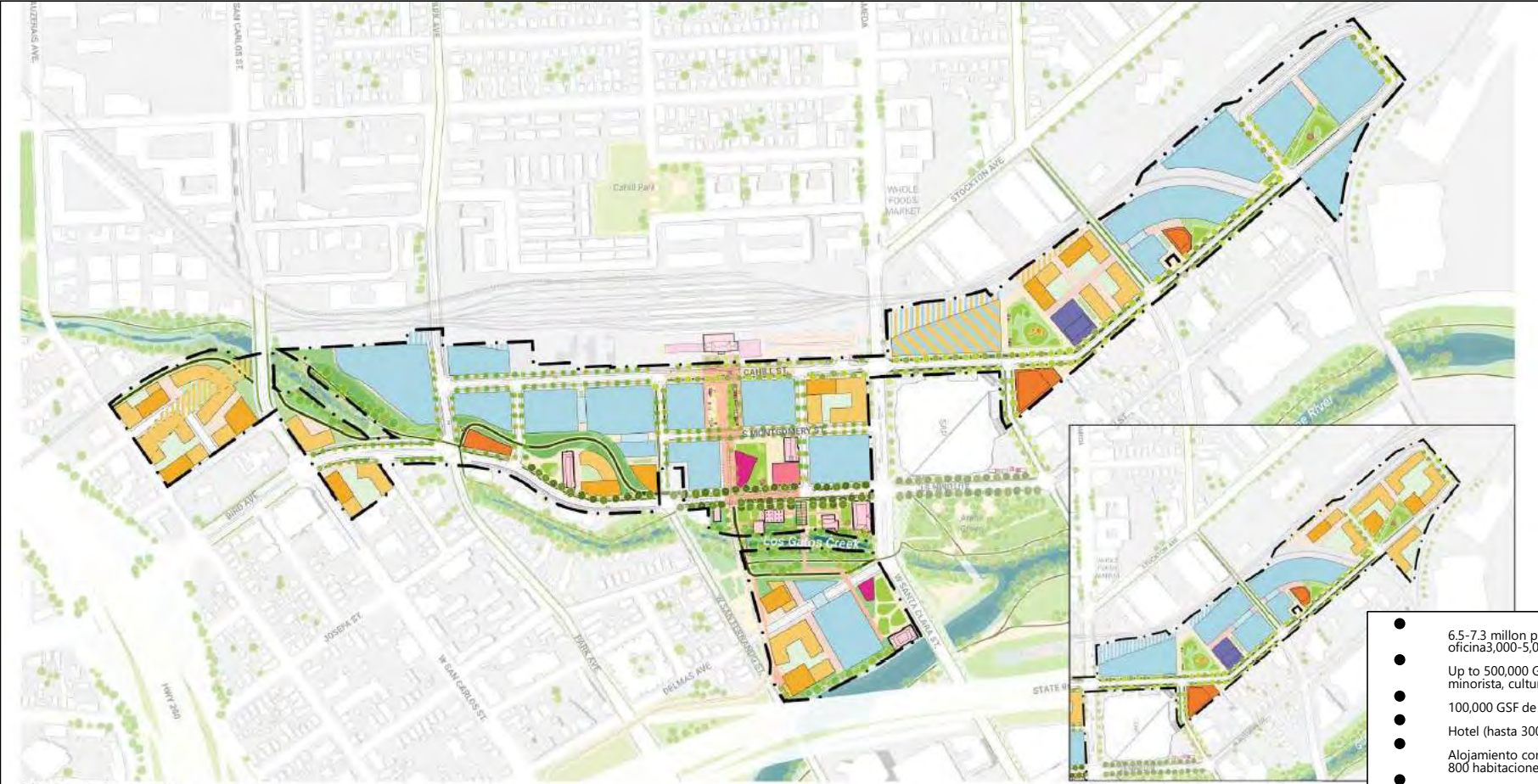
Más: Mezcla de usos múltiples como Comercial y viviendas



Primavera 2020 Concepto Uso Del terreno

*Reflega la aplicacion de Downtown West application circa Octubre 2019

Proyecto de Google: Plan de uso mixto del centro oeste



2.09.1 Illustrative Framework Plan

2.09.2 Alternative Illustrative Framework Plan

- 6.5-7.3 millon pies cuadrados brutos (GSF) de oficina 3,000-5,000 unidades de Vivienda
- Up to 500,000 GSF de usos activos (comercio minorista, cultural, artistico, etc.)
- 100,000 GSF de espacio para eventos
- Hotel (hasta 300 habitaciones)
- Alojamiento corporativo por tiempo limitado (hasta 800 habitaciones)
- Planes para espacios abiertos, servicios públicos y transporte

¿CÓMO, Garantizar la oportunidad para las pequeños negocios actuales?

Caminos hacia la oportunidad





Q & A

Encuestas: [Link here](#)



Próximo Cafecito para la comunidad:

- Viernes 5:00 13 de Noviembre 2020
- www.diridonsj.org/esp
- <https://www.somosmayfair.org>
- <http://www.prosperitylab.org/>

**RIFA
y
CLAUSURA**



**SAN JOSE DIRIDON STATION AREA
COMMUNITY ENGAGEMENT**

HISTORIC LANDMARKS COMMISSION

November 4, 2020

Action Minutes

WELCOME

Meeting called to order at 6:32 p.m.

ROLL CALL

Present: Commissioner Saum, Boehm, Arnold, Royer, and Raynsford.

Commissioner Polcyn arrived at 6:34 p.m.

Absent: None

1. DEFERRALS

Any item scheduled for hearing this evening for which deferral is being requested will be taken out of order to be heard first on the matter of deferral. If you want to change any of the deferral dates recommended or speak to the question of deferring these or any other items, you should request to speak in the manner specified on p. 2 of this agenda.

No Items

Access the video, agenda, and related reports for this meeting by visiting the City's website at:
<https://www.sanjoseca.gov/your-government/departments/planning-building-code-enforcement/planning-division/commissions-and-hearings/historic-landmarks-commission>

2. CONSENT CALENDAR

The consent calendar items are considered to be routine and will be adopted by one motion. There will be no separate discussion of these items unless a request is made by a member of the Historic Landmarks Commission, staff or the public to have an item removed from the consent calendar and considered separately. If anyone wishes to speak on one of these items, please use the 'raise hand' feature in Zoom or contact 408-535-3505 to request to speak.

- a. [HL20-003 & MA20-001](#). City Landmark designation for a single-family residence (Somavia House) on an approximately 0.14-gross acre site and Historical Property Contract (California Mills Act contract) between the City of San José and the owners of the subject property located 546 South 3rd Street (Steve Cohen, Owner). Council District 3. CEQA. Exempt pursuant to CEQA Guidelines Section 15331 for Historical Resource Restoration/Rehabilitation.

Project Manager, Rina Shah

Recommendation: Recommend that the City Council approve the City Landmark Designation and Historical Property Contract.

PULLED FROM CONSENT AND HEARD UNDER PUBLIC HEARING

On November 4, 2020, the Historic Landmarks Commission held a Public Hearing on the proposed Landmark Designation and Historical Property Contract (California Mills Act) for "The Somavia-Andersen House" located at 546 S. Third Street. The Historic Landmarks Commission recommended approval of the City Landmark designation to the City Council. The item had been placed on the Consent Calendar of the Historic Landmarks Commission Agenda but public comment concerning its association with the Mills Act prompted its removal from the Consent Calendar. Tessa Woodmansee and "TaxPayer" requested that the HL20-003 and MA 20-001 be placed under Public Hearing to accept public comments, consider, and record them.

Staff provided a brief history of "The Somavia-Andersen House" that the integrity of the single-family residence had been maintained. The one-story residence was built in 1909 and was a distinctive example of the Craftsman Bungalow style built in Downtown San José. The Craftsman style of architecture was prevalent during the early twentieth century and its architectural characteristics add to the rich architectural history and culture of the City of San José. The single-family residence was a strong candidate for engaging in a Historical Property Contract due to the conversation character-defining features. The Mills Act Contract is a ten-year plan which diverts state property taxes to property owners who qualify and are contractually obligated to spend those tax savings on material improvements which preserve, restore, rehabilitate, or construct the historic resource. Planning staff therefore recommended that the Historic Landmarks Commission recommend approval of the City Landmark designation and the Historical Property Contract to the City Council.

Public Testimony

The property owner, Steve Cohen, gave a brief presentation on the architectural history of the house and the purpose of his interest in preservation and maintenance of the single-family residence as a City Landmark based on the fact that John Y. Somavia was a descendant of early Spanish pioneers and was known to have built the house in 1909. However, between 1943 and 1963, the house was owned and occupied by Selvan Anderson until her death, and therefore he requested that the surname "Andersen" be added to Somavia resulting in the "the Somavia-Andersen House." He added that he loved preservation of older homes and the subject single-family residence would be an asset if properly preserved. He had preserved three other homes in the area and was aware of how the Mills Act Contract program worked. The money spent on restoring the house would be much more than what is received back as tax incentives. He had carefully worked out the Mills Act program to help preserve the house and structurally stabilize the home. He would also be preserving the natural river rock materials as well as the 8'x12' atrium in the center of the home, which is unique to that period of construction.

Several member comments on the origins and mechanism of the Mills Act and there appeared a number of misconceptions. One member of the public wanted to know why the house merited Landmark status. He also thought the house would take tax-payer's money for restoration and he did not think that was appropriate. A second member of the public also inquired about how the Landmark designation and the City's Mills Act program worked and whether it involved tax dollars. A third member of the public commented on wanting the HLC to be live streamed on YouTube. A fourth member of the public wanted to know the architect's name and was curious on how the Mills Act program worked. She also corrected city staff's comment by stating the subject house was actually adjacent to apartment buildings and not to other single-family homes and therefore wanted to know if the area would qualify as historic. Historic Preservation Officer Vicrim Chima explained that although thematic similarities in housing styles, scale, site design, orientation, and materials do support districts, it a distinct could embrace a longer period of significant and by comprised with various types of institutional, manufacture, multi-family, and single family houses.

*The property owner stated his intentions were purely to restore the house and to make it his permanent residence. He was also interested in determining who designed the house, but because of COVID-19, couldn't access the California Room at the Martin Luther King Public Library. He also suggested the members of public should contact PAC*SJ for more information on preservation and the Mills act program. Ben Leech of PAC*SJ spoke next stating that they would welcome any inquiry on information on preservation of homes as Landmark structures and associated Mills Act programs. He added that not every state offers such a tax savings program which serves as an incentive to preserve homes. He went on to add that more homeowners like Mr. Cohen should think of preserving their homes through the Landmark designation process.*

Staff explained that the house represented the early Arts and Craft movement in San José and met three of the eight criteria for City Landmark designation. Additionally, the Mills Act Contract would help preserve and rehabilitate the house.

The City's Historic Preservation Officer, Vicrim Chima, also commented that the Mills Act contract served as an economic incentive for the restoration and preservation of qualified historic buildings by private property owners. The Mills Act Program itself was administered and implemented by the local government and offered up to 35 percent to 65 percent in tax savings.

He added that the Mills Act was a State Law which allowed cities to enter into contracts with the owners of historic structures. Such contracts required reduction of the owner's property tax using a formula in exchange for the conservation of the property.

Staff and Historic Landmarks Commission Discussion

The Commission noted that "The Somavia-Andersen House" is a good example of Craftsman Bungalow style architecture. The Commissioners agreed that it needs ongoing special maintenance and care as it does have a unique architectural style which merits preservation. The Commissioners appreciated the research on the property's history and agreed that that Mills Act contract was indeed an incentive that helped preserve such unique architectural styles in San José. They were aware that the owner was dedicated to preservation of such homes and commended him for pursuing Landmark status and committing to the preservation and rehabilitation of the house using the Mills Act Contract tax incentive. Commissioner Royer suggested conducting an informational training on Mills Act Contract at a future meeting. Commissioner Polcyn suggested that the ten-year work program should be displayed for comments.

The Historic Landmarks Commission voted unanimously to approve Staff recommendation that the City Council designate the single-family residence as a City Landmark and approve the Mills Act Contract.

Commissioner Royer made a motion to approve staff recommendation. Commissioner Polcyn seconded the motion. Motion passed unanimously (6-0).

- b. [HL20-002](#). City Landmark Designation for a single-family residence (George A. Fleming House) on a 1.07-gross acre site located at 1516 Newport Avenue (Larry A. Blitz and Lori Andersen Trustee, Owner). Council District: 6. CEQA: Exempt pursuant to CEQA Guidelines Section 15331 for Historical Resource Restoration/Rehabilitation.
Project Manager, Rina Shah

Recommendation: Recommend that the City Council approve the application for City Landmark designation.

Commissioner Royer made a motion to approve staff recommendation. Commissioner Boehm seconded the motion. Motion passed unanimously (6-0).

3. PUBLIC HEARINGS

No Items

4. EARLY REFERRALS UNDER CITY COUNCIL POLICY

No Items

5. GENERAL BUSINESS

a. [GP19-009, PDC19-039, PD19-029, HL20-004, HL20-005, HP20-002, & PT20-027.](#)

The project site is generally bounded by Lenzen Avenue and the Union Pacific Railroad tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, South Autumn Street, and Royal Avenue to the east; Auzerais Avenue to the south; and Diridon Station and the Caltrain rail line to the west. The project also includes the area bounded by Los Gatos Creek to the west, West San Fernando Street to the south, the Guadalupe River to the east, and West Santa Clara Street to the north.

The project is proposing a mixed-use development on approximately 81 acres mostly within the boundaries of the Diridon Station Area Plan (DSAP). The project involves a Planned Development Rezoning, Planned Development Permit, General Plan Amendments, amendments to the historic landmark boundaries of the Southern Pacific Depot and San José Water Company, Historic Preservation Permit for the San Jose Water Company site, and a Vesting Tentative Map, Development Agreement, and other land use related approvals for the development of up to 5,900 residential units; up to 7,300,000 gross square feet (GSF) of office space; up to 500,000 GSF of active uses such as retail, cultural, arts, etc.; up to 300 hotel rooms; up to 800 rooms of limited-term corporate accommodations; up to two event and conference centers totaling up to 100,000 GSF; up to two central utility plants totaling approximately 130,000 GSF; logistics/warehouse(s) totaling approximately 100,000 GSF; and approximately 15 acres of open space, all on approximately 81 acres. The project also proposes infrastructure, transportation, and public realm improvements

PROJECT MANAGER, JAMES HAN

Recommendation: Provide comments to staff on the historic preservation component of the Draft Environmental Impact Report for the Downtown West Mixed-Use Project (Associated File Nos. PDC19-039, PD19-029, GP19-009, HL20-004, HL20-005, HP20-002, & PT20-027).

Oral Staff Report (James)

- *The boundary includes two landmarks and next historic district*
- *DEIR has been out since Oct 7, 2020, looking for comments on the historic cultural*

Applicant Team

- *Bhavesh Director of Real-estate Development*
 - *Was last with HLC in Jan 2020*
 - *Project Overview - what will in those spaces between those offices*
 - *Shown an illustrated of the buildings, density, land uses*
 - *Create connection between historic resources*
- *DWDSG Anthony Fiorvanti (District Design Lead)*
 - *Hybrid process, high level process bring that specify*
 - *Conforming review, when all those control bring forth to Director*
 - *Design controls and creating the place*
 - *Framework plan*
 - *Response to historic resources and context - massing, façade articulation, material, and program*
 - *San Jose Water building, 150 S. Montgomery, 40 S. Montgomery, Creekside walk at Autumn Street*
 - *Creekside walk at S. Autumn Street. Nature meets built*
- *Historic Resources Treatment*
 - *Feasibility in retaining resources*
 - *Creates breaks in contiguity of plan*
 - *Results in inefficiently shaped new buildings*
 - *Impact program yield*
 - *Challenges with physical relocation*
 - *Anomalous in the urban context*
 - *Limited adaptive reuse application*
 - *Response to context*
 - *Response to existing building, response to historic neighborhood like lakehouse district and the Diridon Depot*
 - *Case study*
 - *E2 and E3, residential uses across the lake house district*
 - *San Jose Water Company*
 - *Rehabilitation of Historic SJWC*
 - *40 S. Montgomery*
 - *Changing of the street, cornice articulation, curbless street*
 - *150 S. Montgomery*
 - *Hellwig Ironworks*

- *Next Steps*
 - *Will be back in Feb to HLC for a recommendation*

Public Comments

- *Ben Leech- PacSJ*
 - *Continuing the review of the DEIR*
 - *Developing their formal comments at the end of the comment period*
 - *Want to offer some scope to EIR and preservation strategy*
 - *Support retain and reuse the structure, disappointment, and trouble by the number of historic buildings are currently proposed for demolition and there are far more potential and creative approach to integrate*
 - *Structures of merit are proposed to be demolition*
 - *Creekside walk area, as potential relocation for historic resources, they can accommodate on site instead of a third party*
 - *Sunlight Baking building*
- *Tessa*
 - *City has not been helpful in reviewing this project*
 - *Reaching out to the community and helping them understand*
 - *City and Google has not been available*
 - *Concern about the car and infrastructure of the site, cars is not really suitability, needs to be car free*
 - *Nature part, the most historic part of mother earth, 615 Stockton land, wants Google to purchase it to make it a garden and have a community center to live without fossil fuels*
- *Roland*
 - *To request historic depot be landmarked to be part of this plan, to protect the depot from VTA from relocating the railway*
 - *Google has assembled team with more rail and design than the VTA, Caltrain combines*
 - *Presentation added to the website*
- *Meredith Muller*
 - *Thank you for the detail, hopefully on the level of green spaces, and ecological suitability*
 - *Meat market sign, what will they do it*

- *How Google deals with future historic status before this project is approved or after it is approved, considering the HLC has not had activity*
- *Sunlight Bakery*
- *D5 on the foundry buildings, any envelopes about the green spaces for the building*
- *Mike Sacgram PACSJ*
 - *Mitigation 3.2 of DEIR, encourage broader vision of preservation*
 - *Environmental impacts will be unavoidable*
 - *Shrinking of the historic fabric, sheer massing of the buildings additional impact outside the projects*
 - *PACJSJ is seeking more than demolition, setbacks, proposed mitigation have perspective more preservation and digital realm, hopefully will be a partner will help identify and harden SJ historic resources*
- *Lisa Ruder PACSJ*
 - *Diridon Station, in regards to DSAP and DWDSG, the City has been very vague on the SJ Jewel*
 - *Other than acknowledge it within 200 feet of the project*
 - *Do not want to add to historic lost to SJ*
- *Phone number ending in 140 (would not disclose name)*
 - *How long will it take, construction, traffic it will create, nuisance and station*
 - *High density house, office and public transit are dead issue because of Covid*
- *Kay Gutknecht*
 - *Resident just north of the project*
 - *Two historic subdivision*
 - *Interesting in the part of the technical report*
 - *Eligible Candidate landmarks, 3 months, what are the plans for those properties, they have a lot in their neighborhood*
- *Michael Riepe and Nancy*
 - *Sheelie neighborhood, there is a corner lot, zoned for light industrial, surrounded by the historic homes, that site sticks out like sore thumb*
 - *Some of those historic building, would be nice to relocate, receivership 615 Stockton*
- *Susan Watanabe*
 - *Live three houses down on corner of Schiele and Stockton*
 - *Would receive of this property and becoming of historic district*

Commissioners

- *Polcyn*
 - *EIR and design - looking for comments for both?*
 - *Dana - commenting on the EIR, adequacy (mitigation, alternative) in regards to the design guidelines to historic resources, are the resources going to be impacted by the project in relationship design guidelines DWDSG, adjacency references and how to treat historic resources*
 - *Really appreciate the presentation, very thorough, helpful to understand the project, wish if they had the presentation before he read the EIR*
 - *3D views are helpful in understanding the impact on the historic resources*
 - *History walk would be nice, and can extend further across Santa Clara to the park*
 - *Is the autumn intended to be pedestrians or also through traffic with vehicles*
 - *Bavesh autumn street is for vehicles and the autumn walk is for pedestrians*
 - *Korney Powder building, there are so many layers of which period of significance, it would be good to know what is inside*
 - *Hellwig Ironwalk, agree in keeping that, adaptive re-use, not against it, but needs more discussion*
 - *Ben from PACSJ, mention the number of buildings of structure of merit to be removed, spent hours going through the EIR and the project all the history of the project, sidebar all the structure of merit, is it a concern, it is not as clear in the EIR and how it is being impacted*
 - *Design the attention of detail with the height and scale, he appreciates it and there is a sensitivity to that*
 - *List of buildings in the EIR and his thoughts*
 - *Not enough attention to the prehistory of this site, specifically the Ohlone, number of burials and spiritual site, because where two rivers come together, would get a lot of response of the importance of this site*
 - *None of it is visible to the eyes, but it could be underground*
 - *Early SJ, integration of some of the industrial building, but there is a lot more there, fruit industry and the railway and the packing, industrial history in this space*
 - *Interactive display in the area?*
 - *Mitigation measures - all the buildings are affected, should be documented, even if they are not being removed but are significant*
 - *Building, three small residential on Julian Street, strongly believe these should be relocated, in good condition, some public comments about places to relocate it, adjacent or nearby*
 - *Disappointment on relocation, it puts the burden on others, pay demolition, 60 days to claim it and 120 days to take it, Google should be more proactive and moving those residential are achievable*

- *Moving buildings like Little Italy and Historic*
- *343, 345 N. Montgomery, 30s, would like integration, understand the challenge, but not recommend demolition*
- *580 Lorraine, mid century, designation by demolition, it is in the way and underutilized, he likes the building, likes to see it stay, are losing a lot of the midcentury building, in SJ*
- *145 S. Montgomery, sunlight baking company, really architecturally a nice building, great history, understand it is difficult to move, not a good candidate to move, really can do adaptive re-use*
- *150 Montgomery, earmarked for adaptive reuse and it is a sensitive response to the building*
- *40 S. Mont and S. Autumn building, made the connection from the presentation*
- *Amendment to S. Depot and SJWC - it was arbitrary when they made the boundary, the adjustment does not bother him, as long as the design of the larger building is done sensitively*
- *Royer*
 - *Did receive an email, if they would like an HLC introduction and she decline*
 - *Do appreciate the adaptive re-use, DWDSG, she is trying to provide deference setback and height, looking forward to see how it gets to full swing and before the commission*
 - *Would like to see more of the structures and relocating some of those residential property*
 - *It would be helpful to get that level of information on some of the other structure and how they would be impacted and how they would be impacted*
 - *Also curious, how this project will interact with the Diridon Station, needs to be look at holistically, don't want that building to be lost in the shuffle*
- *Raynsford*
 - *Did receive the email, did not respond*
 - *Agree with all the comments from the other commissioners*
 - *Three kinds of impact, the demolition of the building, adjacency, and consideration of the boundaries*
 - *Do believe many of the historic resources should be preserved or moved, will come back to those when it comes back to them*
 - *Some of them seems like small frame houses, it should be moved, Google should take the responsibility, there should be more proactive*
 - *Clearly other builds not wood, that would be harder or not moved, maybe preserving piece, façade or walls, we are the early stage, thinking of the concept, what frag of the building can be integrated*

- *Some attention needs to be paid to the massing of these building, appreciate the setback, looking at the rendering, trying to deal with a complex site with many history, which layer should be prominent*
 - *Confusing vague idea of nature and be helpful urbanist*
- *Streets, landscape, building*
- *Diridon Station and SJWC building, what is the larger context, which is Santa Clara street, what is the street going to be like in relates to the site, important for transit, and historic resources within the streetscape, what are the less formal elements in the landscape*
- *A little bit of chaos in the images, giant mega structure, being blocked by these temporary structures, what is that plaza like and relate to that building*
- *Going to honor the resources*
- *Less clear about the buffer zone and what it is doing, in terms of boundary*
- *Appreciate the ecology and plant life, this discussion need more displince historic and urban design*
- *Arnold*
 - *Did receive an email, did not respond to invitation for brief*
 - *This presentation is a lot, pleased to see the historic reference, concern about SJWC, pleased to see a central building, except it was disappearing in the background in one page*
 - *Wayfinding signage, signage in relationship historic background, thoughts were there, slides wayfinding*
 - *Physical relocation instead of demolition*
 - *Structure of merit, she will visit those sites*
 - *What about the documentation of some of the historic structures, how will documenting and those and their movements?*
 - *What will Diridon Station and Google project, where does it come together*
- *Boehm*
 - *Offered a briefing from Google and did attend that briefing, also attended a community meeting October 19*
 - *Had a hard time reading the historic resources chapter, it wasn't easy for him to access, many of the properties were listed together, but not listed in any order he understand, he understand what is CEQA and not*
 - *Is it correct, three Corney, Hellwig and Waterworks, are those three buildings going to keep and the meat sign*
 - *There are 38 properties were evaluate, less than 10% are being preserved*
 - *The HLC listed those resources*
 - *9 were determined to be historic resources*

- *Lake house, those homes are valuable late 1890, did entail an frontage to those houses, relocated those houses along w San Fernando, it would be nice to have a historic row*
- *60 Stockton, seems like a historic building*
 - *Sarah Hahn - chief historian - in the buffer area, did look at them but not evaluate*
 - *Look buildings within 200 feet and recognize locally and potential impact to the adjacency*
 - *Andy Wang - 38 properties are age eligible within the boundary*
- *Concern about the number of building slated for demo, smaller frame house could be move and relocated*
- *Three buildings are being preservation, they are all 20th century, there several 19th century to preserve at least some of them*
- *Advocated the Diridon Station, know is outside the project, is concern that transit agency is not going to use the building, that building could be useful and suggest to use as part of the project, even adaptive re-use*
- *Ohlone and native american, they were known to live near the banks of Guadalupe River and find remains of the indians*
- *Save those buildings on Julien for the 19th century*
- *Downtown Design Guidelines, heights to adjacent to building, materials tends to get ignored, saw a lot glass and glazing building, those are renderings, give some thoughts to the material, a specially when they front the historic resources that will save*
- *Chair Saum*
 - *Also receive the email, I waited to respond and decline the request, to avoid potential meeting*
 - *Saum is also vice president of neighborhood association representative on the SAAG, this is not a lot of new information, he has not spoken as chair of the HLC*
 - *When the City extend the downtown and OEI, this is what making this project possible*
 - *We have specific downtown design guidelines and historic guidelines*
 - *If this is part of Downtown and Historic Guidelines*
 - *Within the greater DSAP and 34 structures on the historic inventory list, adjacency are important*
 - *When adjacent to the historic resources whether within the project boundary, needs to be a primarily concern*
 - *June 2018 historic resources for SAAG presentation*
 - *Feasibility of maintaining resources, this is a hybrid process, therefore it is not just one project or small scale, we need to aim a bit higher, no continuity in general in downtown, disingenuous to say there is no continuity bc downtown is already not continuity*

- *Google can think outside the box, adaptive re-use or relocation is wholly consistency and to green technology*
- *Google should be more creative with adaptive, relocation and documentation*
- *Challenges to physicals relocation is not a good enough reason*
- *Water company, there is a lot going on there, when it was Trammel Crow project, revived there was supposed to be a lot of plaza and public space from the previous project.*
- *Landmark commission has deal with receiver site, it shows a commitment from the applicant to the City and HLC*
- *Moving those Julian building to stocking is a perfect opportunity*
- *Diridon Station, national registry, agency, the DISC process is outside Google control, but each of those process are treating the station differently, more as an after thought, consider relocating and moving Diridon Station*
- *DISC document is proposing to remove the Diridon Station*
- *Because the project is 81 acres, the adjacent should be more inclusive*
- *Extraordinary opportunity to invest, significant benefit instead of significant unavoidable*
- *3D documentation of entire site would be super important and Google as the ability, in a virtual forum*
- *This is not your typical EIR, extending the comment period at least 15 days*
- *Some of the resources mid century are slotted for demolition*
- *Opportunity to set the standard for historic preservation given the size of the project, look for the best not the minimum*
- *Raynsford*
 - *Visualization, looking at Google street view, it would be useful simulation into something like street view*
 - *Plaza SJWC, wanting to activate these spaces, the architecture and design needs to stand on it, with or without people, it would be nice physical relationship*
- *Polcyn*
 - *Struggling there is a lot information, the EIR to boil down to 9 properties, at large this thing is not really sorted out and trying to get the head around and impact on all the resources*
 - *Second the extension on the comment period*
 - *With this EIR, do they need to take some action on the mitigation, what are the alternative, would like more time to review it and properties*
 - *Desire adaptive reuse some of the larger properties*
 - *3D representation are useful, would like to see more being design and movements and how it would be used*
 - *Light and wood frame that can be and often are relocated*

- *Royer*
 - *Additional time to dig into those documents would be helpful*
 - *It feels like 81 acres, preserving 3 structures is not enough, with the presentation, there are some good idea of adaptive re-use, it would be helpful to get more information, whether those other buildings would work, it needs to be look at further*
 - *Preservation needs to be a bigger consideration*
 - *Create really interesting spaces, but they are removing some really interesting building, into their place making is very important*
 - *Miss opportunity*
- *Vice Chair Boehm*
 - *The number of properties to be preserved, it does not seem like a good utilization of resources*
 - *Since his is important historic area, it should be more made use of it*
 - *311 and 312 N. Montgomery, 1895 Queen ann, would be a great addition to a historic district*
 - *Historic Markets in historic places within the project*
 - *Santa Clara street dates back to 1700s, but the report does not mention that, how about a historic monument there*
- *Chair Saum*
 - *Alameda right of away is a historic district, therefore there is an adjacency*

6. REFERRALS FROM CITY COUNCIL, BOARDS, COMMISSIONS, OR OTHER AGENCIES

No Items

7. OPEN FORUM

Members of the public are invited to speak on any item that does not appear on today's Agenda and that is within the subject matter jurisdiction of the Commission. The Commission cannot engage in any substantive discussion or take any formal action in response to the public comment. The Commission can only ask questions or respond to statements to the extent necessary to determine whether to: (1) refer the matter to staff for follow-up; (2) request staff to report back on a matter at a subsequent meeting; or (3) direct staff to place the item on a future agenda. If anyone wishes to speak, please connect to the meeting either by Zoom or by telephone using the instructions on page 2 of this agenda.

Robert Manford – Respond to the timelines and the request to extend the public comment period of the draft EIR

Carol – Address Google Project, Stockton Avenue location is an ideal location for relocation of potentially historic structures

Mike Sondergram – Mitigation Measures, can there be an in-lieu fund when resources can't be saved to encourage preservation in other areas on other scales – Request as part of a submittal packet, a 3-D Digital Contextual Model

Roland – Can you live stream on You Tube? Live stream audio is insufficient to understand the project scopes.

Tessa Woodmansee – Garden Alameda Neighborhood, working to create an historic district

8. GOOD AND WELFARE

a. Report from Secretary, Planning Commission, and City Council

Deputy Director Dr. Robert Manford – Introduction of New Historic Preservation Officer, Vicrim Chima

i. Future Agenda Items: Bank of Italy HP Permit

Chair Saum asked when this would be heard. Dana Peak responded with the possibility of a January special session or the normal February meeting.

ii. Summary of communications received by the Historic Landmarks Commission.

No items

b. Report from Committees

i. Design Review Subcommittee: October 21, 2020. Next meeting on November 18, 2020.

Chair Saum summarized recommendations made during the Design Review Commission held on October 21, 2020. Those action minutes can be found here: <https://www.sanjoseca.gov/Home/ShowDocument?id=66213>

c. **Approval of Action Minutes**

- i. **Recommendation:** Approval of Action Minutes for the Historic Landmarks Commission Meeting of October 7, 2020.

Commissioner Polcyn motioned to approve the action minutes for the Historic Landmarks Meeting of October 7, 2020. Commissioner Royer seconded the motion. The Commission voted unanimously (6-0).

d. **Status of Circulating Environmental Documents**

- i. [San Jose Flea Market Planned Development Rezoning Project Draft Environmental Impact Report](#)

Deadline for comment is November 16, 2020. Dana Peak explained that this project was not brought to HLC via the Early Referral so this will be presented as new material.

ADJOURNMENT

The commission voted unanimously (6-0) in favor of a motion to adjourn the meeting.

The meeting was adjourned at 10:47 p.m.



*Parks, Recreation and
Neighborhood Services*

PARKS AND RECREATION COMMISSION

District 1 - Daphna Woolfe, Chair
District 3 - Lawrence Ames
District 5 - Vacant
District 7 - Giavanna Vega
District 9 - Rudy Flores, Jr.
Citywide - George Adas, Vice Chair

Andre Morrow - District 2
Kelly Snider - District 4
Art Maurice - District 6
Vacant - District 8
Vacant - District 10

Approved Minutes **Wednesday, November 4, 2020** **5:30 p.m.**

I. Call to Order & Orders of the Day

- Meeting called to order at 5:35 p.m.
- Commissioner Vega absent
- Teresa Meyer-Calvert provided meeting logistics information.

II. Public Comment

(Members of the Public are invited to speak on any item that does not appear on today's Agenda and that is within the subject matter jurisdiction of the Commission. Meeting attendees are usually given two (2) minutes to speak on any discussion item and/or during open forum; the time limit is in the discretion of the Chair of the meeting and may be limited when appropriate. Speakers using a translator will be given twice the time allotted to ensure non-English speakers receive the same opportunity to directly address the Committee, Board or Commission).

- None.

III. Announcements

- None.

IV. Announcements of Conflict of Interest

- None.

V. Consent Calendar

- Approve the Minutes of October 7, 2020
- Approve the Attendance October 7, 2020
- Receive and File Correspondence to Commission

Documents Filed: (1) Minutes of October 7, 2020. (2) Attendance Report for October 7, 2020.

Commissioner Maurice entered the meeting.

Action: Upon motion by Commissioner Morrow seconded by Commissioner Flores, the Commission minutes and attendance report were approved. (6-0-1-1). Absent: Vega Abstain: Maurice

VI. Reports

A. Chair

- None.

B. Director; Avi Yotam, Interim Deputy Director, Parks, Recreation and Neighborhood Services (PRNS), reported on the following:

- The Placemaking Team successfully activated 19 Al Fresco locations in San José.
- Playgrounds are now open; guests are expected to follow safety protocols.
- Happy Hollow Park & Zoo opening to the public on November 24, 2020 with reservations beginning November 13, 2020. Members will preview the new park experience on November 10, 2020 with reservations beginning November 9, 2020.
- Christmas in the Park will be transformed into a holiday drive-through affair at History Park beginning November 27, 2020.

C. Council and Commission

- 1. Council Liaison; Councilmember Maya Esparza (Michael Pearce)**
 - Shared that Councilmember Esparza and staff previewed Happy Hollow Park & Zoo's Reopening.

D. Department Staff and Organizations

- 1. Neighborhood Center Partner Program (formerly Reuse) Update; Andrea Flores Shelton, Interim Deputy Director, PRNS and Pauline Khek, Interim Recreation Supervisor, PRNS**
Documents Filed: (1) Memorandum from Andrea Flores Shelton, dated October 23, 2020 (2) PowerPoint Presentation

Andrea Flores Shelton, Interim Deputy Director, PRNS and Pauline Khek, Interim Recreation Supervisor, PRNS presented the item.

Chair Woolfe opened the item for comment.

Public Comment

- None.

Commission discussion ensued. Staff responded to Commissioner questions and comments.

2. Proposed Diridon Station Area Open Space and Public Life Plan;

Nicolle Burnham, Deputy Director, PRNS

Documents Filed: (1) Memorandum from Nicolle Burnham, dated October 19, 2020 (2) PowerPoint Presentation

Nicolle Burnham, Deputy Director, PRNS and Larissa Sanderfer, Interim Planner I, PRNS presented the item.

Chair Woolfe opened the item for public comment.

Public Comments:

- Member with number ending in 6262 provided his comments about the Los Gatos Creek Trail on Slide 12; spoke against a park underneath the tracks; expressed how the trail and mobility network does not emphasize how San Fernando will be used as a bike and pedestrian gateway; and noted traffic concerns around Cahill.
- Jean Dresden expressed concern about how Google plans to dedicate land with a park dedication rather than a conservation easement.
- Bill Rankin inquired how the trail connection from San Fernando and train station will cross Park Ave., and asked if there is enough park space and amenities in the area
- Deb Kramer spoke against the crisscrossing along the creek of the trail from W. San Fernando and W. Santa Clara due to wildlife concerns, and recommended adding a bridge.
- Roma Dawson expressed concerns about the traffic and density in the area, and hoped that the surrounding communities were engaged in the outreach process.
- Shani Kleinhaus expressed how there is not enough park land dedicated to the project and opposed the crisscrossing of the trail.

Commission discussion ensued.

Staff responded to Commissioner questions and comments.

VII. New & Returning Business

A. Citywide Sports Program Process Improvement Project;

Documents Filed: (1) Memorandum from Shannon Heimer, dated October 23, 2020

Shannon Heimer, Division Manager, PRNS; Troy Trede, Parks Manager, PRNS, and Randy Adams, Parks Facilities Supervisor, presented the item.

Chair Woolfe opened the item for public comment.

Public Comments:

- Helen Chapman spoke on behalf of Councilmember Sergio Jimenez and how they plan to make the sports fields more equitable for all users in the City of San Jose.
- Bob McCarty asked if the policy priority nomination by Councilmember Sergio Jimenez is available to the public; requested Parks groups coordinate with the Adopt-A-Program so his rugby team can assist in maintaining Calabazas Park; spoke about the challenges with the residency requirement.
- Dean Eysers spoke against the residency requirement.
- Mark Waterbury – There was a poor connection and did not re-connect.

Commissioner discussion ensued.

Staff responded to Commissioner questions and comments.

Action: Commissioner Morrow moved to accept the report, which was seconded by Commissioner Adas. The motion carried. (7-0-1). Absent: Vega

B. Master Plan for Neighborhood Parks at North San Pedro and Bassett Streets;
Documents Filed: (1) Memorandum from Nicolle Burnham, dated October 19, 2020
(2) PowerPoint Presentation

Yves Zsutty, Division Manager, PRNS and Vanessa Lindores, Associate Landscape Architect, Department of Public Works, presented the item.

Chair Woolfe opened the item for public comment.

Public Comments:

- Rebecca Gallardo spoke in favor of the plan.

Commissioner discussion ensued.

Staff responded to Commissioner questions.

Action: Commissioner Ames moved to accept the report, which was seconded by Flores. The motion was unanimous. (7-0-1). Absent: Vega

C. Memorial for Pat Pizzo;

Documents Filed: (1) Memorandum from Jon Cicirelli, dated October 23, 2020.

Torie O'Reilly, Division Manager, PRNS, presented the item.

Chair Woolfe opened the item for public comment.

Public Comment:

- Deb Kramer talked about Mr. Pizzo's passion for native plants, and how she designed a native plant area at the Hellyer Park visitor area. She suggested dedicating a park bench.
- Jean Dresden talked about how Mr. Pizzo dedicated his life to sports, research, and the community. She mentioned several projects that they worked on together before his passing and suggested naming a sports field after him.

Commissioner discussion ensued.

Staff responded to Commissioner questions.

Action: Commissioner Flores made a motion to appoint Commissioners Ames, Flores, and Morrow to the working group, which was seconded by Commissioner Ames. The motion carried unanimously. (7-0-1). Absent: Vega

D. 2020-2021 Draft Parks and Recreation Commission Work Plan;

Documents Filed: (1) 2020-2021 Draft Work Plan.

Melrose Hurley, Recording Secretary noted the following changes:

- The PDO/PIO Credits for Moderate Housing was re-scheduled from December from November.
- The Winchester Ranch Park Master Plan and Naming moved back to December from February.
- Park Design Guidelines was added to the December schedule.
- Gimelli Park Naming was added to the February 2021 schedule.
- A report on the Safe Streets/ Vision Zero Project with the Department of Transportation will be heard some time in the spring of 2021.
- The Anti-Graffiti and Anti-Litter Program and BeautifySJ Project was dropped from the work plan.
- A reminder was given about the Google Downtown West Special Meeting on November 18, 2020 at 6 pm.

Action: Commissioner Morrow moved to accept the 2020-2021 Parks and Recreation Commission (PRC) Work Plan, which was seconded by Commissioner Adas.

The motion carried unanimously. (7-0-1). Absent: Vega

VIII. Adjournment

Meeting adjourned at 9:00 p.m.

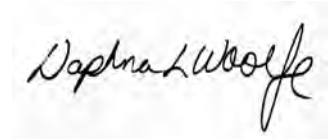
The City of San Jose is committed to open and honest government and strives to consistently meet the community's expectations by providing excellent service, in a positive and timely manner, and in the full view of the public. The City Code of Ethics may be viewed on-line at http://www.sanjoseca.gov/clerk/cp_manual/CPM_0_15.pdf

To request an accommodation or alternative format for City-sponsored meetings or printed materials, please call 408-793-5505 or 408-294-9337 (TTY) as soon as possible; but, at least three business days before the meeting.

For questions, please contact Melrose Hurley at (408) 793-4186.

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection in the Parks, Recreation and Neighborhood Services Department at San José City Hall, 200 E. Santa Clara Street, 9th Floor, San José, CA 95113 at the same time that the public records are distributed or made available to the legislative body.

The foregoing minutes were approved by the Parks and Recreation Commission on December 2, 2020.



Daphna Woolfe, Chair
Parks and Recreation Commission



Diridon Station Area Advisory Group (SAAG)

Draft Meeting Notes | November 9, 2020

Date + Time *November 9, 2020 | 6:00 PM*

Location *Zoom Webinar – Virtual Meeting*

- Meeting Objectives**
- *Provide an overview of community engagement activities since the last SAAG meeting and a preview of upcoming engagement events.*
 - *Provide an update on the Downtown West project, including interim insights on the Development Agreement.*
 - *Provide an overview of the Draft Amended Diridon Station Area Plan (DSAP), the Draft Diridon Station Area Affordable Housing Implementation Plan, and related studies.*
 - *Take questions and feedback from the SAAG and public.*

AGENDA

1. **Welcome and Introductions**
2. **Meeting Minutes from SAAG Meeting on September 16, 2020**
3. **General Process and Community Engagement Update**
4. **Diridon Station Area Updates**
5. **Downtown West Update**
6. **Public Comment**

ATTENDANCE

SAAG Members: 25 of the 38 SAAG members were present at the meeting (*please see the Meeting Minutes posted to the project website for the names of SAAG members that were present*)

City Staff/Presenters:

- *Lori Severino – Diridon Program Manager*
- *Kim Welsh – Deputy City Manager*
- *Nanci Klein – Director of Economic Development*
- *Rosalynn Hughey – Director of the Planning, Building, and Code Enforcement Department*
- *Robert Manford – Deputy Director, Planning Building and Code Enforcement*
- *Tim Rood – Planning Division Manager*
- *John Tu – Planner IV, Planning Division*
- *Jose Ruano – Planner II, DSAP Project Manager*
- *James Han – Planner II, Planning Division*



- Nicole Burnham – *Deputy Director of Parks, Recreation, and Neighborhood Services*
- Jessica Zenk – *Transportation Deputy Director*
- Eric Eidlin – *Station Planning Manager*
- Jacky Morales-Ferrand – *Director of Housing*
- Rachel VanderVeen - Deputy Director, Housing Department
- Kristen Clements – *Housing Division Manager*

Consultant Team:

- Dave Javid - *Principal (Plan to Place)*
- Suhaila Sikand – *Outreach Specialist (Plan to Place)*
- Diana Benitez – *Outreach Specialist (Raimi + Associates)*

Public: There were approximately 61 members of the public present at the Zoom call, or via the local public broadcasting or Youtube Live.

SUMMARY

Kim Welsh welcomed everyone to the meeting. Dave Javid, from Plan to Place, followed with approval of the last SAAG meeting minutes (September 16, 2020 SAAG) and an overview of the SAAG Group Agreements and provided an update on other opportunities for the community to offer feedback.

The following sections summarize the main agenda items and discussions. The full set of meeting materials, including the slideshows, video recording, and handouts, are available at: www.diridonsj.org/saag.

GENERAL PROCESS AND COMMUNITY ENGAGEMENT UPDATE

Dave reported back stats on community engagement since February 2018 and shared an updated timeline of the multiple planning processes affecting the Diridon Station area. He also shared the upcoming community engagement opportunities.

The following summarizes the SAAG comments following the presentation. Responses to questions are represented in *italics* below.

- Will we be receiving links to the upcoming meetings?
 - *Lori is sending them to SAAG members and the information is already available on the project website.*
- In terms of documents and timelines, where is the update on the analysis for economics for the community benefits plan? When will we be seeing this? I want to clarify that incentive zoning is separate from the Downtown West project. In December, Council asked for an informational memo on initial findings from HR&A on the financial value for policy decisions benefitting Google as part of the negotiations.
 - *We will speak about the incentive zoning analysis completed for the Diridon area and we will share what we have committed with council to get at your question about the negotiations. We do not have a complete analysis at this time. Council directed staff to bring the recommended development agreement to the SAAG before going to Council for consideration. The February meeting will be that opportunity to share feedback.*

DIRIDON STATION AREA UPDATES

Tim Rood, Nicolle Burnham, Eric Eidlin, Kristen Clements, and Kim Walesh provided updates on the Draft Amended Diridon Station Area Plan, Draft Diridon Station Area Affordable Housing Implementation Plan, and related planning efforts. The particular topics addressed were land use, building heights, parks and open space, public art, transportation, parking, environmental sustainability, California Environmental Quality Act (CEQA) approach, affordable housing, anti-displacement, incentive zoning analysis, small business, and community engagement for the Diridon Station Area.

The following summarizes the SAAG comments following the presentation. Responses to questions are represented in *italics* below.

- It is difficult to comment because there was so much information shared for an hour. Frustrated with the idea of a community center going into the Diridon area when the Gardner Community Center was only open for 4 years and has been closed for longer than it's been opened. The re-use program was a complete failure at Gardner. I feel that we are underserved and abused. We got the community center because 280 cut through our neighborhood. Now we are getting cut up again with the rail and need some community benefits out of this. Don't consider a new community center in the Diridon area until we get our center fully funded. The City needs to treat us with more respect.
 - *We hear you and would like to set up a time to talk for the Parks and Recreation department to speak with Gardner community members. The Community Center in Diridon Area was a goal in the 1992 Mid-town specific plan and the 2014 DSAP. The 1992 plan described a center and other city services. We believe it will be important and necessary, but also understand that long-term plan is not something we can fund immediately. We know that we have systemic challenges with how we fund our parks and recreation department and we will be working on this so we can provide our services.*
- Annoying to only have this opportunity to comment after hearing 3 presentations. Community input has listed priorities other than a community center. The Parks Commission did not ask for smaller parks, but exceptional quality parks. Consider the math: 12,000 new units, 2 people per unit, and the City's guideline for 3 acres per 1,000 residents – that's 72 acres of parks. Downtown West proposes 19 acres. How much of that is parkland versus cement plazas, or circulation? It seems like park fees always get cut first. The area is already underserved, and now you are adding more residents with less money for quality parks. Smaller parks for more people seems like a recipe for disaster.
- Regarding the slide on updated public art and street network, there is excitement about the primary pathway being mainly for bikes south of Diridon Station. Plant 51 is on the border of DSAP and has a major exit of their building on the southside. We are aware of the bottlenecking that currently occurs in that area. Plant 51 is currently looking at increasing facility features and would like to know if they should close the gate to make it safer for bicyclists and pedestrians.
 - *There are a lot of design options, but no proposal to close it to vehicular traffic at this time.*
- It seems like the Affordable Housing Implementation Plan is going in a good direction. We are concerned that some areas are targeted for housing goals with the highest potential heights and that whittling will occur and reduce the number of homes that will be build. There were 13,000 proposed

new homes that have gone down by 15%. We need to build high rises to reach these housing numbers and targeting specific areas will make it harder. Are projects under review or proposed in these areas with the modifications? Any comment on some of the height changes and how will it alter overall residency capacity?

- *There are a few active or proposed developments projects in DSAP. In areas where previously proposed height limits were reduced, we are not aware of any active projects at the moment. At our September SAAG meeting, we presented on the change in capacity on proposed height limits. This netted to a reduction of 1 million feet over the entire plan areas. Some of those sites are designated as employment or housing. It is a little difficult to say how many units because it depends on land use. The preferred land use scenario that was modeled had a 600-700 unit reduction and office could have been more than half a million.*
- I would like to clarify a few points. DANG sent in a letter on September 25 after the last SAAG meeting. We clarified how many units would be lost based on reduced heights that DANG is proposing. The ask was to defer any non-residential development in the DSAP (non-Downtown West) in residential areas until these DSAP plans are set. Please clearly identify how many units would be lost if a non-residential project gets approved. Housing goals in the report: there was talk about more housing units from urban villages into the DSAP – why? That feels like artificially increasing numbers in DSAP when the urban villages are spread throughout the city. One of the big ones is Berryessa BART Station (developing at 4 stories) - please look at increasing heights there to relieve pressure in the DSAP area. It does not have to be much. Do not move more away from urban villages into the DSAP. Get housing built next to transit right away. DANG is talking about 4% of the DSAP. If these housing numbers apply to the whole downtown area and not just DSAP, it is actually less than 4% of the area, true? The rest of Downtown area can absorb additional housing units.
 - *The City's zoning ordinance does not give staff permission to do that. Council could pass a moratorium. If a particular development is asking for a General Plan amendment, then City Council or Planning Commission can consider it. DSAP is targeted to go to Council in the Spring. Both Downtown West EIR and addendum to DSAP are allocating additional development capacity as a whole. That work is taking into account potential for development in all of downtown. The citywide team that does General Plan growth allocation continue to refine those values. The horizon urban villages and Coyote Valley are origin areas for additional capacity allocated to Downtown.*
- Create one fund instead of two for community benefits. It will focus the money, benefits, and promote equity and community ownership. The single fund will help preserve naturally affordable housing, community ownership (land trusts), workforce development, and much more. We need to focus on the needs.
- Appreciated the incentive zoning feasibility analysis. Encourage the City to use all resource available to explore this. It did not look like there was any quantitative analysis on that issue. There are opportunities for policies on non-Google and non-residential development. Concern of demographic and displacement-related metrics using the 5-year American Community Survey data. Why was the metric not set to how many units preserving like the Housing Accelerator fund in San Francisco? They wanted to preserve 1,500 units and have leveraged different funding sources and set there sites even higher. It would me great to see a similar metric or goal.



- *We did set a goal on the preservation of existing units that can be reviewed on the last page of the Affordable Housing Implementation Plan. Our preservation number is 1,641 units with a desire not to lose any deed restricted units in the area and build from there. The intent is to run a preservation pilot to get more restricted affordable housing in that area. It's a chicken and egg situation with the resources available. Regarding the dataset, five-year average provides smoother numbers and chose to use data that can be pulled directly from Census data.*
- City had community centers throughout city and has difficulty providing money for operation and management. We have a new community center that is underutilized, and it is within walking distance of DSAP.
- We should have more opportunity to comment between each presentation.
- I have been to so many meetings, public and private, to discuss the heights. The 290-295 foot heights abutting last single-family neighborhood in the area and a 75 degree view plain instead of the 45 degree site plain that was in General Plan is disconcerting. I have been involved with the GP since 2007. We tried to make sure all new development met good interfaces with existing neighborhoods, and this does not. The Delmas Park neighborhood was a part of my neighborhood before the 280 took one-third of the neighborhood.
- The City is only proposing 19 acres in this area instead of the 75 acres per their parkland ratio (3 acres per 1,000 units). This will create slums. People will not have the opportunity to recreate outside while living in these high-rises.
- Regarding the proposed changes to Downtown Crane Association, would this change the heights proposed in the area?
 - *When Council voted to increase the heights, they asked for an increased crane capacity. The problem is that the cranes need to go over the maximum heights for a developer to build to the maximum height.*
- We are in a housing crisis. Height is a necessary tool to combat it. DSAP is going to be one of the prime job centers. It is a moral and environmental issue. Displacement can be prevented if building densely. If it is 4% of parking lots vs prime building land, that is a large difference. 4% in San Jose is 7+ miles. Building densely right next to transit and jobs is important.
- When we describe value of parks it feels very soft but, since the pandemic it is easier to point to the feeling of confinement when stuck indoors. The fact that the days are shorter, and it is colder just shows why we need access to parks. Construction is expensive and if we want high rises, we would need parks to feel complete. Build a community that we aspire too with a combination of elements that allow people to intermix. We should not let the pendulum swing too greatly if we want a world class, sustainable, and healthy city. We need housing and parks. it is a disservice to put them against each other. Do not reduce park fees to promote development.
 - *We are not proposing any changes to park fees in DSAP. Any new development will need to pay in accordance with the park fee schedule.*

DOWNTOWN WEST UPDATE



Tim Rood, Nicolle Burnham, Jessica Zenk, David Keyon, and Nanci Klein presented updates on the development, environmental review, and Development Agreement processes. The topics addressed were the proposed Design Standards and Guidelines, parks and open space, mobility, parking, Draft Environmental Impact Report (DEIR), sustainability, district utilities, infrastructure, Development Agreement update and insights, and community engagement.

The following summarizes the SAAG comments following the presentation. Responses to questions are represented in *italics* below.

- Lots of information was just shared and it would have been helpful if the pages were numbered for us to follow along. Nicolle, privately owned public parks will represent about one-third of the 15 acres. Do you have examples of what a successful privately owned public park in San Jose or somewhere else looks like? Is the New York highline an example of this?
 - *We do not have many of these in San Jose. We tend to have private open space in a different program. This is a new concept for us. Other cities do this. It can be a bit controversial. We need to make sure people know where it is and make it accessible. That is why we are asking for conditions in these spaces. Some challenges in other cities include having them on rooftops, we will not have that. The New York Highline is not an example of a privately owned public park. We will get back to you on a good example.*
- I am excited about the idea of a protected bikeway along Bird Ave over 280. Let's make it a walkway for pedestrian access too. Access for pedestrians is precarious in that area.
- Nicolle, it looks like there are riparian areas included in park acreage. A lot of riparian areas are not useful for recreation and they should not be marked as such. A lot of those areas are used for runoff.
- How serious is everyone about housing? We had a zoning change case on an oversized double lot that could have been subdivided for 15 residential units and we lost that opportunity, and it was changed for commercial industrial. This is a dubious use for the neighborhood. Where were all the housing folks on that one?
 - *Regarding the zoning change, it had a General Plan land use designation that allowed that particular use. The City of San Jose is a charter city and recent changes to state law now require us to have our zoning align with the General Plan. The zoning did not conform with the General Plan that allowed the use.*
- Cultural resources have significant avoidable impacts in the Draft DEIR. This plan proposes to demolish 6 out of 9 historic resources in the area. On a smaller scale project, this would never happen. We are not thinking creatively about design guidelines. This company has 132 billion in liquid assets. Google should be required to go beyond the bare minimum.
- The DISC, DSAP, and Downtown West projects all have different fates for Diridon Station. The station that is on the national registry of historic resources.
- We need to be intentional around governance when we talk about the development of the community benefits fund. Ensure that community is leading the governance of the funds to verify that it is going to



stated community goals. The governance should also be representative of the community with low-income, community organizations, labor, direct services, community-based organizations, historically underfunded neighborhoods, affordable housing advocates, and youth. When we see plans in other places that are absent of this, they fall apart.

- Community and SAAG members have been clear that community benefits should consider displacement, affordable housing and jobs for residents. This is important for people. The development agreement should have one fund to address displacement concern for low-income communities of color.
- How can we get what we can out of funds for community benefits? Partnering with private philanthropy is a great way to get these benefits. The development will occur in transit-oriented neighborhoods that will impact other areas of the City. We have to think about community benefits fund in a wider geographic scope. What the definition is needs to be defined.
- It's important to have a community-oriented government structure for the community benefits fund. We need to ensure that it is reflective of the community. SAAG should take on this role and prioritize budget to make sure it addresses needs. Would love to learn more about governance structure and start to implement it.
- Good bike pathways included in this plan. Unfortunately, the bike parking was not addressed. Will there be bike parking in parks and open spaces? Will bike lockers be available for commercial areas?
- DANG sent a letter to the City that mentions Hanover Development and old Whole Foods sites where the Planning Department has noted as reducing heights from 195 feet to 95 feet. That should not be a reduction, but a reflection of current conditions. The DANG called out the area along Los Gatos Creek on Park Avenue. It is adjacent to a historic district and along the edge of the creek, and not proper to build a 290-ft building. A new building would shade both resources. I became really confused about high-rise housing development. Staff says that high-rise residential development is infeasible. If we were serious, then we would drop heights at the point where developers can build something and without reduction in fees and density to honestly address our housing crisis. I want to see the City think about what really can be built and especially in areas of concern around existing neighborhoods. This is a large city - why is everything being forced into this area? We are talking about a very limited area within the whole DSAP- a few blocks, the areas with old housing stock next to areas planned for high rises.
 - *Part of the excitement of building near Diridon is that transit trips are unparalleled. Diridon will command more renters in the long term. Over time, feasibility does change over time and the investment will come. The State is trending more and more into building more housing in the areas designed for housing. The challenge for affordable housing with taller buildings is how to make sure to do it on certain floors in bigger buildings. We are trying to do enough housing to meet housing crisis and help offset jobs we are creating. In figuring out what building to preserve, we are thinking about what will be around there in the future. A goal of the preservation pilot program is to be sensitive with preserving affordable housing and do what we can with the money available.*



- VTA is an invested partner working with City and DISC partners to maximize the relationship of land use and transportation to ensure the greatest amount of benefits for all people. Support the DSAP mobility plan and maximizing housing near transit. Thank you for naming the potential for displacement pressure in relation to transit improvements. We want to continue working closely with the City on holistic strategies to prevent displacement and address affordability.

PUBLIC COMMENTS

Following the discussion by the SAAG, 8 members of the public provided comments on the agenda items via audio during the Zoom meeting, as summarized as follows:

1. When the idea of daylighting the creek was conceived, it was a great thing for nature and cyclists. It is apparent this will not happen. Now understand that this project will split the trail and have a direct link to the station along the corridor. This is a great idea to keep commuting cyclists outside the park. Instead of bringing the park to the grade of the rails, leave it where it is. It is also cheaper. I was expecting 2 minutes, I do not think getting 1 minute is appropriate.
2. I keep seeing stuff on how Google needs to make a profit on office buildings. Maybe instead of purchasing land they should lease it and that would work out better. I am disturbed with City selling land to Google. This was not agreed upon by residents of San Jose. It is our land not Sam Liccardo's.
3. I am not anti-development. Do not create public-private parks or the City will be sued. If they are going to have parks, Google tends to use astro turf. I hope they do not use that. Everything in these kinds of areas are narrow, small, and limited parking. What's next, artificial trees? When they phase out gas motors, that is not going to work. Buses work here. You cannot have mass transit that ends at 10:30 pm, that's not mass transit. You might want to reconsider housing and mass transit in the age of COVID – people will be working from home.
4. I have been a resident of San Jose since birth. I represent a local San Jose non-profit serving mental health needs for underserved community of all ages (Act for Mental Health). We are tenants in a Park Avenue building owned by the City and are able to provide basic services through this generous subsidy. Our services are so important especially right now with COVID, elections, work from home, and the holidays. There is a likelihood that our building will be sold. What is the City and Google considering to support non-profits like ours to continue to provide services and how can we participate in those efforts?
5. This whole process is going so fast and the Downtown Google West EIR is one-foot thick with feedback due in December. The DSAP is coming in January. We need more time. There are issues coming to our neighborhood, climate refugees, impact of buildings, and unprecedented extinction. We have opportunities to right this with food production, urban sustainability, car free infrastructure, rooftop gardens, community gardens, removing the bus depot, and use undeveloped land for agriculture.
6. CatalyzeSV reviewed the Downtown West project last December and gave Google a detailed feedback letter in February. They came back to us with an updated proposal that includes a lot of great transformational changes. A number of changes aligned with our suggestions. Thank you, Google, for reaching out and listening to community. A lot of effort on creating a vibrant place. We will add our comments onto the website.
7. The City needs to consider calming down building heights and needs to always talk to airport commission for heights. I hope you can be open to ideas such as Google doing National Security



technological work, more thoughts on East San Jose, SAP and BART Station, and a second train station in Fremont. Is Fremont planning for high speed rail? Hopefully, you can give us more time for public comment. The City should have Vietnamese translation available.

8. I agree with the comment about how we should be crossing the tracks at Park – this is also how we should be crossing the tracks at Santa Clara. We only get 1 minute for public comment. My recommendation is to send ABC packing all the way to Holland and goodbye DISC. Google has assembled a world class team that includes their architect who is the only viable option for Diridon Station. The architect is the designer of a station Rotterdam. The Diridon Station Area is the entrance for San Fernando. Downtown West project should include Diridon station and the historical landmark.

The meeting was adjourned at 9:08 pm.

DRAFT



HOUSING & COMMUNITY DEVELOPMENT COMMISSION

MEETING ACTION MINUTES

November 12, 2020

| | | |
|-------------------------|---------------------|---|
| MEMBERS PRESENT: | Martha O’Connell | Chair (MR) |
| | Ryan Jasinsky | Vice Chair (ML) |
| | Alex Shoor | Commissioner (D2) |
| | Barry Del Buono | Commissioner (D3) |
| | Ruben Navarro | Commissioner (D5) <i>Exited 8:53 PM</i> |
| | Andrea Wheeler | Commissioner (D6) |
| | Victoria Partida | Commissioner (D7) |
| | Huy Tran | Commissioner (D8) |
| | Julie Quinn | Commissioner (D9) |
| | Roberta Moore | Commissioner (D10) |
| MEMBERS ABSENT: | District 1 – VACANT | Commissioner (D1) |
| | District 4 – VACANT | Commissioner (D4) |
| | Nhi Duong | Commissioner (Mayor) |
| STAFF PRESENT: | Helen Chapman | Councilmember Liaison |
| | Maribel Villarreal | Councilmember Liaison |
| | Kristen Clements | Housing Department |
| | Viviane Nguyen | Housing Department |
| | Kemit Mawakana | Housing Department |
| | Tascha Mattos | Housing Department |
| | Shelsy Bass | Housing Department |

(I) Call to Order & Orders of the Day

A. Review logistics for Zoom meetings

Chair O’Connell called the meeting to order at 5:45 p.m.

(II) Introductions – Commissioners and staff introduced themselves.

(III) Consent Calendar

A. Approve the Minutes for the meeting of October 21, 2020.

ACTION: Approve the October 21, 2020 action minutes.

Commissioner Wheeler made the motion to approve the minutes for October 21, 2020, with a second by Commissioner Navarro. The motion passed 10-0.

Yes: O’Connell, Jasinsky, Shoor, Del Buono, Navarro, Wheeler, Partida, Tran, Quinn, Moore (10)

No: None (0)

Absent: Duong (1)

(IV) Reports and Information Only

A. Chair: Chair O’Connell did not have a report.

B. Director: Ms. Kristen Clements provided recent City Council updates.

C. Council Liaison: Ms. Helen Chapman reported she will transition the Council District 2 liaison position to Ms. Maribel Villarreal, effective immediately.

(V) Open Forum

(VI) Old Business

(VII) New Business

**A. Draft Diridon Affordable Housing Implementation Plan
(K. Clements, Housing Department)**

ACTION: Receive the staff report on the Draft Diridon Affordable Housing Implementation Plan and give feedback to Housing Department staff.

Ms. Kristen Clements provided the staff report, addressed Commissioners’ questions, and noted their comments. No motion was made.

**B. Affordable Housing Rent Increases
(R. VanderVeen, Housing Department)**

ACTION: Receive the staff report on rent-burdened households in affordable housing developments and provide feedback to staff.

Mr. Kemit Mawakana provided the staff report, and together with Ms. Tascha Mattos and Ms. Shelsy Bass, addressed Commissioners’ questions and noted their comments. No motion was made.

**C. Form Ad Hoc Subcommittee on Bylaws
(K. Clements, Housing Department)**

ACTION: Consider forming a temporary Ad hoc Committee of not more than six months to review the Commission’s existing Bylaws and amended Policy 0-4, identify potential amendments, and report back to the Commission with information and possible recommendations on updates to make, consistent with Policy 0-4.

Commissioner Wheeler made the motion to accept the recommendation to form a temporary Ad hoc Committee of not more than six months to review the

Commission’s existing Bylaws and amended Policy 0-4, identify potential amendments, and report back to the Commission with information and possible recommendations on updates to make, consistent with Policy 0-4, with a friendly amendment by Commissioner Shoor to include a five minute or less report back to the Commission. The motion was seconded by Chair O’Connell. The motion passed 10-0. *Commissioner Wheeler and Chair O’Connell volunteered to be on the ad hoc subcommittee.*

Yes: O’Connell, Jasinsky, Shoor, Del Buono, Navarro, Wheeler, Partida, Tran, Quinn, Moore (10)

No: None (0)

Absent: Duong (1)

**D. Tentative Second Meeting Dates Each Month
(K. Clements, Housing Department)**

ACTION: Discuss identifying in advance dates for a second special Commission meeting each month in case they are needed.

Commissioner Wheeler made the motion to identify in advance dates for a second special Commission meeting each month in case they are needed, with a second by Commissioner Quinn. The motion failed 2-7.

Yes: Wheeler, Partida (2)

No: O’Connell, Jasinsky, Shoor, Del Buono, Tran, Quinn, Moore (7)

Absent: Navarro, Duong (2)

(VIII) Open Forum

Members of the Public are invited to speak on any item that does not appear on today’s Agenda and that is within the subject matter jurisdiction of the Commission. Meeting attendees are usually given two (2) minutes to speak on any discussion item and/or during open forum; the time limit is in the discretion of the Chair of the meeting and may be limited when appropriate. Speakers using a translator will be given twice the time allotted to ensure non-English speakers receive the same opportunity to directly address the Commission.

(IX) Meeting Schedule

The next regular Commission meeting is scheduled to be held on **Thursday, December 10, 2020, at 5:45 p.m.** online.

(X) Adjournment

Chair O’Connell adjourned the meeting at 9:22 p.m.

TRANSIT, WALKING, AND BIKING IN THE DIRIDON STATION AREA EVENT SUMMARY

Diridon Station Area – Community Engagement Fall 2020

Event name: Transit, Walking, and Biking in the Diridon Station Area
Hosts: Friends of Caltrain, with City of San José support
Location: Zoom
Date: November 13, 2020 | 12-1pm
Language(s): English

Overview: The City of San Jose presented on plans to transform the Diridon area, including planning for an eight-fold increase in transit ridership, the goals and timeline of the Diridon Station Area Plan and the Google Downtown West development, and plans to transform the station, multi-modal streets, parking, and public space.

Friends of Caltrain provided a brief overview, and let people know about relevant regional transit decisions and processes, including the recent passage of Measure RR, upcoming decisions about VTA service, a regional fare integration study, and the process in Washington regarding potential federal funding for transit.

Agenda:

1. Welcome and Introductions
2. Presentation
3. Key Questions
4. Discussion and Q&A
5. Wrap up

Meeting Materials:

- Blog Post:
<https://www.greencaltrain.com/2020/11/friday-noon-san-joses-plans-for-a-car-licht-diridon-area/>
- Event Page:
http://org.salsalabs.com/o/741/p/salsa/event/common/public/?event_KEY=105308
- Presentation:
 - https://static1.squarespace.com/static/5c38bcfdcc8fedd5ba4ecc1d/t/5faf252c54d01722c1adb057/1605313852502/FOC_CSJ_20201113.pdf
 - https://docs.google.com/presentation/d/1l_0AzH4dGckNU-Q2zjS_GLI5VKdudVGhDJWtyQP5fQ/edit#slide=id.gab280479af_0_12

- Video:
https://us02web.zoom.us/rec/share/6uHp-ebCecDxhxljvqB23s6klEfkIrDMxLP3IKNI13YufdNnXg958fyG_qYfT6ma.nMg6lH-ymEuvpC82
 Access code: 6u\$7+=m6

Attendance: 30 community members and 2 City of San José staff

Video Views: As of December 9, 2020, the video has been viewed 26 times.

Key Themes:

- Clarify station design, demand, storage, and access during construction
- Share details on positioning of underground versus overground stations and stops and the impacts on local mobility
- Creating centralized corridors for specific mobility uses
- Study traffic flow and road networks
- Provide details on the People Mover Project
- Provide seamless access to the airport
- Maximize pedestrian and bikeability
- Parking and access at SAP Center

Notes:

- What happened to the southern half of the station???
- Are we designing a HSR station or something else?
- Why are you mixing all modes on all streets instead of dedicating specific corridors to specific modes?
- Closing South Montgomery is a positive change but why are you bisecting the Central zone with a Cahill extension? How about getting rid of Cahill entirely?
- Agreed that Taking full advantage of the land close to the station is a top priority so why is the VTA wasting 7 acres north of Santa Clara on top of the 13 acres wasted on new streets?
- There is no need to build on top of the tracks if we stop wasting multiple acres in front of the Historic Depot with bus bays and whatever.
- I am looking at the street profiles in the Google drawings. As an example, why is Cahill 87 feet wide between buildings?
- Agreed that Santa Clara and Park are major corridors but why do we need Vehicular traffic on San Fernando? How about a Paseo de San Fernando connecting Downtown to Downtown West and beyond?
- The train storage needs to move south of the Blossom Hill Caltrain station or we will move the exact same dead-heading problem north of Blossom Hill just like the existing problem with Tamien.
- Incorrect. CEMOF needs to move south of Tulare Hill, not Communications Hill.
- Google the Bijlmer station and visualize this as a Paseo de San Fernando entrance with the Paseo going right through the station: <https://youtu.be/Mr1Oc5hkErI?t=92>
- SVBC event focusing on the bike/ped improvements with the Google projects: <https://www.eventbrite.com/e/advocacy-forum-googles-downtown-west-plan-t>

ickets-128274026065

- Half of the Bijlmer station is a retail center under the tracks

CITY COUNCIL STUDY SESSION AGENDA

DIRIDON STATION AREA PLANNING/ GOOGLE DOWNTOWN WEST MIXED-USE DEVELOPMENT

November 16, 2020
1:00 P.M. to 5:00 P.M.

- Purpose:** To provide an update on progress of three inter-related work efforts shaping future development of the Diridon Station Area: planning for the Diridon Station Area, including amending the 2014 Diridon Station Area Plan and developing other area-wide plans; conducting development review of the Google Downtown West mixed-use project; and negotiating the Development Agreement, including community benefits.
- Outcome:** Understand about progress of various staff analysis, consultant studies, and community input in anticipation of Planning Commission and City Council consideration of recommendations in 2021.

CHAPPIE JONES
SERGIO JIMENEZ
RAUL PERALEZ
LAN DIEP
MAGDALENA CARRASCO

DISTRICT 1
DISTRICT 2
DISTRICT 3
DISTRICT 4
DISTRICT 5

SAM LICCARDO MAYOR

DEV DAVIS
MAYA ESPARZA
SYLVIA ARENAS
PAM FOLEY
JOHNNY KHAMIS

DISTRICT 6
DISTRICT 7
DISTRICT 8
DISTRICT 9
DISTRICT 10

Welcome to the San José City Council meeting!

The San José City Council meets every Tuesday at 1:30 p.m. and Tuesday at 6 p.m. as needed, unless otherwise noted. If you have any questions, please direct them to the City Clerk's staff seated at the tables just below the dais. Thank you for taking the time to attend today's meeting. We look forward to seeing you at future meetings.

Agendas, Staff Reports and some associated documents for City Council items may be viewed on the Internet at <https://www.sanjoseca.gov/your-government/departments/city-clerk/council-agendas-information/council-agendas>. Council Meetings are televised live and rebroadcast on Channel 26.

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at the Office of the City Clerk at San José City Hall, 200 E. Santa Clara Street, Tower 14th Floor, San José, CA 95113 at the same time that the public records are distributed or made available to the legislative body. Any draft contracts, ordinances and resolutions posted on the Internet site or distributed in advance of the Council meeting may not be the final documents approved by the City Council. Contact the Office of the City Clerk at (408) 535-1260 or City.Clerk@sanjoseca.gov for the final document.

To request an accommodation or alternative format under the Americans with Disabilities Act for City-sponsored meetings, events or printed materials, please call (408) 535-1260 or (408) 294-9337 as soon as possible, but at least three business days before the meeting.

*** COVID-19 NOTICE ***

Consistent with the California Governor's Executive Order No. N-29-20, Resolution No. 79485 from the City of San José and the Santa Clara County Health Officer's March 16, 2020 Shelter in Place Order, the City Council meeting will not be physically open to the public and the City Council will be teleconferencing from remote locations.

How to observe the Meeting (no public comment):

- 1) Cable Channel 26,
- 2) <https://www.sanjoseca.gov/news-stories/watch-a-meeting>, or
- 3) <https://www.youtube.com/CityofSanJoseCalifornia>

How to submit written Public Comment before the City Council Meeting:

- 1) Use the eComment tab located on the City Council Agenda page. eComments are also directly sent to the ilegislate application used by City Council and staff.

- 2) By email to city.clerk@sanjoseca.gov by 10:00 a.m. the day of the meeting. Those emails will be attached to the Council Item under “Letters from the Public.” Please identify the Agenda Item Number in the subject line of your email.

How to submit written Public Comment during the City Council Meeting:

- 1) Email during the meeting to councilmeeting@sanjoseca.gov, identifying the Agenda Item Number in the email subject line. Comments received will be included as a part of the meeting record but will not be read aloud during the meeting.

How to provide spoken Public Comment during the City Council Meeting:

- 1) By Phone: (888) 475 4499. Webinar ID is 913 2537 8626. Click *9 to raise a hand to speak. Click *6 to unmute when called.
Alternative phone numbers are: US: +1 (213) 338-8477 or +1 (408) 638-0968 or (877) 853-5257 (Toll Free)
- 2) Online at: <https://sanjoseca.zoom.us/j/91325378626>
 - a. Use a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer. Mute all other audio before speaking. Using multiple devices can cause an audio feedback.
 - b. Enter an email address and name. The name will be visible online and will be used to notify you that it is your turn to speak.
 - c. When the Mayor calls for the item on which you wish to speak, click on “raise hand.” Speakers will be notified shortly before they are called to speak.
 - d. When called, please limit your remarks to the time limit allotted.

For Closed Captions, please visit the City’s YouTube channel:

<https://www.youtube.com/CityofSanJoseCalifornia>, or website livestream
<https://www.sanjoseca.gov/news-stories/watch-a-meeting>.

Interpretation is available in Spanish and Vietnamese. In your webinar controls, select “Interpretation.” Click the language you would like to hear.

Thông dịch có sẵn bằng tiếng Tây Ban Nha và tiếng Việt. Trong các điều khiển hội thảo trên web của bạn, hãy chọn “Interpretation” (Phiên dịch).

Se dispone de interpretación en español y vietnamita. En los controles de su seminario web, seleccione "Interpretation" (Interpretación).

- Call to Order and Roll Call

CITY COUNCIL STUDY SESSION

1:00 p.m. – 5:00 p.m.

[File Number: 20-1514](#)

- 1. Introduction**
 - 2. Overview of Process: Looking Back, Looking Forward**
 - 3. Planning for the Diridon Station Area, including Amending the 2014 Diridon Station Area Plan and Developing Other Area-wide Plans**
 - 4. Conducting Development Review of the Proposed Google Downtown West Mixed-Use Project**
 - 5. Negotiating the Development Agreement, Including Community Benefits**
 - 6. Council Questions and Feedback**
- Public Comment
 - Adjournment

Fw: Sharks Sports & Entertainment - November 16th City Council Study Session on Diridon Station Area Plan & Downtown West Project

Gregory, Barbara

Thu 11/12/2020 10:53 AM

To: Agendadesk <Agendadesk@sanjoseca.gov>; Rodriguez, Joy <Joy.Rodriguez@sanjoseca.gov>;

Hi

The Council and Mayor's office were included in the original email I am not sure who else needs to know their concerns or where it should be posted.

Thank You,

Barb Gregory



Analyst II

Office of the City Clerk

200 E Santa Clara St FL T-14

San Jose, C-A 95112

408-535-1272 Fax: 408-292-6207

e-mail: barbara.gregory@sanjoseca.gov

[How is our service? Please take our short survey.](#)

From: Jonathan Becher <jbecher@sjsharks.com>

Sent: Thursday, November 12, 2020 8:18 AM

To: The Office of Mayor Sam Liccardo <TheOfficeofMayorSamLiccardo@sanjoseca.gov>; Liccardo, Sam <sam.liccardo@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; Jimenez, Sergio <sergio.jimenez@sanjoseca.gov>; Peralez, Raul <Raul.Peralez@sanjoseca.gov>; Davis, Dev <dev.davis@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>; david.sykes@sanjoseca.gov <david.sykes@sanjoseca.gov>

Cc: City Clerk <city.clerk@sanjoseca.gov>

Subject: Sharks Sports & Entertainment - November 16th City Council Study Session on Diridon Station Area Plan & Downtown West Project

[External Email]

Dear Mayor Liccardo and Councilmembers,

I am forwarding an email Sharks Sports & Entertainment sent earlier this morning to thousands of our fans and patrons of SAP Center who previously expressed concern about the future of the arena amid the historic

changes being planned for the Diridon Station area.

For the past several years, we have been sharing our concerns regarding the proposed, massive development projects within the Diridon area which surrounds the SAP Center with city officials, Google, and other key stakeholders. Unfortunately, those discussions have yielded limited results and the planners of these projects appear intent on moving forward in a manner which could force the Sharks out of San Jose. We ask you to quickly resolve the looming street capacity issues, parking shortfalls, and construction impacts resulting from the planned Diridon neighborhood growth in a manner that does not jeopardize SAP Center.

We would be happy to meet with you before the study session to discuss these challenges and how the city can properly address them.

Sincerely,

Jonathan Becher
President, Sharks Sports & Entertainment

From: SAP Center at San Jose <events@sapcenter.com>
Sent: Thursday, November 12, 2020 8:10 AM
To: Jonathan Becher <jbecher@sjsharks.com>
Subject: ATTN: Share Your Voice to Protect the Future of SAP Center



Dear Friends of SAP Center at San Jose:

It's hard to believe it has been eight months since the last live event was held at SAP Center at San Jose.

As we head towards the end of 2020, everyone at Sharks Sports & Entertainment (SSE) and SAP Center hopes each of you continues to stay safe and that we can all be together soon.

We realize this is a lengthy communication but due to the urgency of these topics and your request to be kept updated, we respectfully ask that you read it in its entirety.

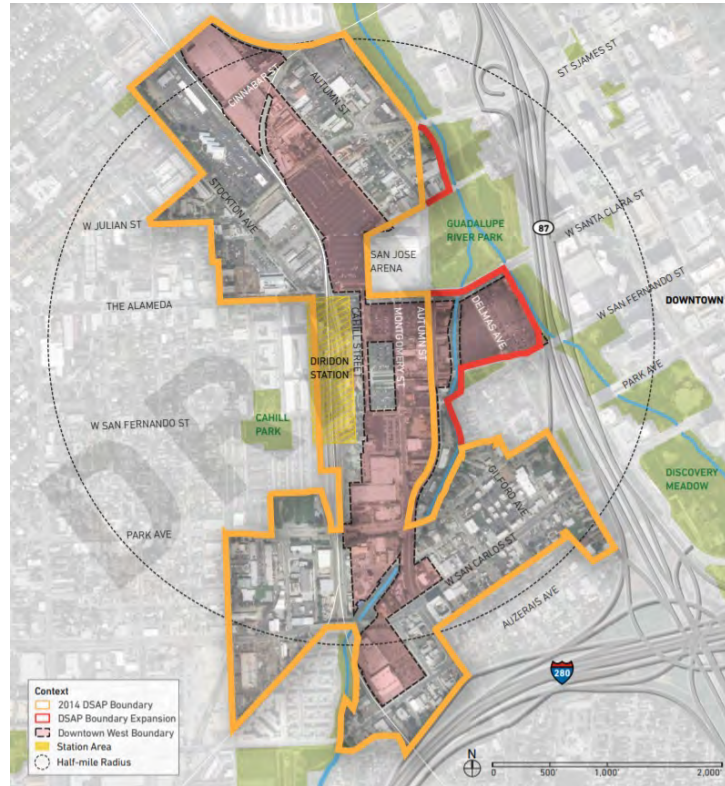
For more than a year, we have been sharing our concerns with you regarding the proposed, massive development projects within the Diridon area of downtown San Jose, which surrounds SAP Center.

For the past several years, we have been sharing those same concerns with city of San Jose officials and Google. Unfortunately, those discussions have yielded limited results and the planners of these projects appear intent on moving forward in a manner that could force the Sharks out of San Jose.

We need your help to ensure this does not happen. Please read the **WHAT YOU CAN DO** section at the end of this communication.

Last month, the city of San Jose released their revised [Diridon Station Area Plan \(DSAP\)](#), which focuses on the redevelopment of approximately 250-acres within the Diridon neighborhood (yellow outline on map) and overlays Google's Downtown West proposed project.

Google also released the [Downtown West Mixed-Use Plan Draft Environmental Impact Report \(DEIR\)](#), along with their full Downtown West project plans. This project (pink shaded area on map) proposes the construction of up to 65 new buildings over an 84-acre area within the Diridon Station area – the largest development project in the history of downtown San Jose.



The DSAP, as currently planned by the city of San Jose, would add additional development in an area two times as large as the footprint of Google's planned Downtown West project.

There are three key areas within these proposals that will have an impact on SAP Center operations; street network access, sufficient available parking and the construction impacts of these projects.

STREET NETWORK ACCESS

The 2040 San Jose General Plan predicts that, in 20 years, 60% of all trips will still be made by automobile.

According to Google's DEIR, the developments within the Downtown West project alone are projected to increase the daily automobile trips to and from the Diridon area from the current 19,200 daily trips to 136,600 daily trips (a seven-times increase).

The remainder of the DSAP development, the extension of BART to Diridon Station, Caltrain Modernization and high-speed rail will each add thousands of additional daily automobile trips to the area.

However, the city of San Jose is planning on reducing the future street capacity for automobiles in and out of the Diridon area.

For example, [traffic on Santa Clara Street](#) – immediately in front of SAP Center – is proposed to be reduced from four lanes to two lanes (one in each direction) for automobiles.

Additionally, [the main routes connecting SAP Center to Highway 280 and Bird Avenue – Autumn and Montgomery Streets](#) between Santa Clara and Bird Avenue – are also scheduled to be reduced from four lanes to two lanes (one in each direction) for automobiles.

These changes will severely limit access for downtown employees, transit riders and SAP Center guests intending to reach the Diridon area by automobile. Most will have few, if any, other transportation options to reach the area for the foreseeable future.

PARKING

The Downtown West and DSAP projects combined could potentially bring more than 60,000 new workers to the Diridon area – 30,000 in Google’s Downtown West development and an additional 30,000 for development planned within the DSAP.

Google’s Downtown West project is proposing to provide only 2,850 parking spaces for their 30,000 employees and there are minimal increases in parking planned within the remainder of the area. Without an adequate supply of parking for the tens of thousands of additional cars coming to the area, the streets surrounding SAP Center are likely to be hopelessly gridlocked.

Again, these shortfalls will be exacerbated by BART, Caltrain and high-speed rail – each of which has no additional parking resources planned in the Diridon area to support their expected massive ridership.

IMPACT OF CONSTRUCTION

We are also deeply concerned about the cumulative impact the construction of each of these projects will have on the ability of our guests to reach the arena, particularly over the next 10-15 years when many of these projects will be under construction simultaneously. There does not appear to be a plan that ensures SAP Center patrons can continue to safely and conveniently access the arena, and that our neighbors can maintain their quality of life during this transformational period.

WHAT YOU CAN DO

Many of you have asked us how you can make your voice heard so that decision makers know that you care about the future of SAP Center.

The city of San Jose is seeking feedback regarding their DSAP plan [here](#) (scroll to the bottom of that webpage). You will also find other opportunities to provide feedback on the City’s [Diridon Planning page](#), including a [Community Meeting](#) on December 3, 2020 at 6:30PM.

Next Monday, November 16, the San Jose City Council is scheduled to host a [study session regarding Google and the DSAP](#) from 1:00PM - 4:00PM.

We hope that you will share your concerns with your local elected officials and ask them to ensure that City planners address the street capacity issues, parking shortfalls and construction impacts in a manner that does not jeopardize SAP Center.

For nearly 30 years, SAP Center has served as the city of San Jose’s community arena, hosting a wide-ranging line-up of diverse sporting and entertainment events. It is imperative that the city of San Jose protect the arena and that these massive development projects are planned and implemented so that the City-owned arena can continue to operate *as one of the largest contributors to the economy of downtown San Jose*. Without this support, the arena simply cannot survive.

We thank you for your support in helping us preserve the viability of SAP Center for future generations to come.

SHARE FEEDBACK WITH DSAP PLANNERS

SAP Center | 525 W Santa Clara St, San Jose, CA 95113

[Unsubscribe jbecher@sjsharks.com](mailto:jbecher@sjsharks.com)

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Sent by events@sapcenter.com powered by



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Fw: Comments regarding the November 16 study session for the City Council

City Clerk <city.clerk@sanjoseca.gov>

Fri 11/13/2020 12:55 PM

To: Agendadesk <Agendadesk@sanjoseca.gov>

Office of the City Clerk | City of San José

200 E. Santa Clara St., Tower 14th Floor

San Jose, CA 95113

Main: 408-535-1260

Fax: 408-292-6207

How is our service? [Please take our short survey.](#)

From: Jerry Streb [REDACTED]

Sent: Friday, November 13, 2020 12:04 PM

To: City Clerk <city.clerk@sanjoseca.gov>

Cc: District1 <district1@sanjoseca.gov>; Gomez, David <David.Gomez@sanjoseca.gov>

Subject: Comments regarding the November 16 study session for the City Council

[External Email]

I am sending this email to strongly suggest that the City Council take into consideration and address the major concerns voiced by the San Jose Sharks and San Jose Sports and Entertainment regarding the development proposed around the SAP Center.

I am not going to regurgitate all the concerns that have already been voiced by the San Jose Sharks but I particularly request that you take into consideration the need for parking and vehicle lanes in that area .

I have attended hundreds of games and events at the SAP center. Driving is the only convenient way I have to get there. Now, the availability of parking is limited. I am concerned with the proposals for development in that area. They seem to be adding thousands of additional residents with nowhere near an adequate amount of offstreet parking. Furthermore, reducing vehicle lanes well further exacerbate the problem.

Now is the time to do you the proper planning so that the city owned SAP center does not become a location at which people would dread attending an event.

Regards,

Jerry Streb

November 12, 2020

San José City Council
City of San José
200 E. Santa Clara Street
San José CA 95113

Comments for November 16, 2020 Study Session - Diridon Station Area Plan/Downtown West Mixed-Use Development

Dear Mayor Liccardo, Vice Mayor Jones and Councilmembers:

SPUR believes strongly in San José and embraces a dynamic, forward-looking vision for the city that reinforces downtown as its economic and social hub. Downtown development is not only an opportunity to grow San José's jobs base and housing supply, but also to build a great city that provides economic opportunity, cultural amenities and open spaces and recreational areas that directly benefit all residents and improve our quality of life.

We thank the Council for holding this timely study session to receive updates and public comment as staff continues to work on the final Development Agreement and Community Benefits Plan as the project moves forward for consideration by the Planning Commission and Council in Spring of 2021.

Over the past decade, SPUR has published key policy reports that have urged San José to develop a more dense, walkable, transit-connected, dynamic urban community (Getting to Great Places, 2013); build a downtown reflective of the largest city in the Bay Area and create a world-class transit hub at Diridon Station (The Future of Downtown San Jose, 2014); and, bolster the city's fiscal condition to deliver high-quality public services to its residents (Back in the Black, 2016). In SPUR's report, "Rethinking the Corporate Campus" (2014), we outline principles for how to better locate and design large corporate campuses to decrease sprawl, prioritize public space, and provide opportunities for increased social connections.

We supported the partnership between the City of San José and Google from its inception - including the sale of City-owned land at fair market value – as a critical step in bringing to fruition the City's vision of a large, world-class, fully integrated and transit-oriented mixed-use development in our city center.

The Downtown West Mixed-Use Plan and accompanying Design Standards and Guidelines include many of the policy recommendations SPUR has made and embody the dreams and aspirations expressed by the community over the past nearly three years and we support them.

With billions of public dollars already invested and billions more to be spent on major public transit projects and infrastructure in the downtown and at Diridon Station, we must maximize the buildable area and building heights for both commercial and residential development in the station area and take full advantage of the uniquely large amount of vacant and underutilized parcels in the urban core. **To that end, we strongly support the staff's proposed DSAP amendments to increase building height limits and building capacity that also include a thoughtful "transitional" building height (65-90 feet maximum) for compatible mid-rise**

buildings near existing low-rise and single-story residential neighborhoods in order to address neighborhood concerns.

Environmental Sustainability

The City of San José has won national accolades for its climate and resiliency programs. The adoption by the Council of Climate Smart San José in 2018 demonstrates the recognition that climate change is a critical threat which must be addressed with substantive policy change. In our view, the proposed development reflects in its physical form, layout and design, a real commitment to environmental sustainability. These sustainable design standards and features should be extended throughout the station area and beyond.

We are excited that the State of California has approved this as an Environmental Leadership Development Project under the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 (AB 900), which, among other criteria, requires that the project be on an infill site and achieve a 15-percent greater standard for transportation efficiency than comparable projects, be net carbon neutral, LEED Gold certified or better and create high-wage and highly-skilled jobs.

Parking

While parking is often a point of contention, in our view, the Diridon Station Area must maximize access for people, not cars. We have repeatedly recommended that the City prohibit new surface parking lots, adopt strict parking maximums and ensure new development is designed to promote access and connectivity to public transit.

SPUR's vision includes the transformation of the SAP Center environs into a truly pedestrian-friendly Downtown Entertainment District. Taking a cue from models like LA Live, Sacramento's Golden 1 Center and Brooklyn's Barclays Center, the home of the Sharks should embrace its urban location and context as a value proposition and substantial benefit to hockey fans and other guests, emphasizing use of public transit and the arena's convenient location right next to Diridon Station. We also recommend the closure of N. Autumn Street between Santa Clara Street and W. St. John Street in order to create a real pedestrian mall seamlessly connecting the east side of the arena with Arena Green West.

While the arena provides significant economic and community benefits, the physical structure is closed off from the surrounding area and there is significant space allotted for parking that should be repurposed for other community uses and to increase walkability.

Community Benefits Plan

Having a development partner that has committed to making direct investments in sustainable and resilient infrastructure, transit- and downtown-supporting jobs, thousands of housing units - 25% of which will be affordable -, complete streets, and inviting public spaces is too important to not put our full weight behind.

As noted in the staff memo, community engagement and outreach – including to under-represented populations and populations of color - have been extensive and unprecedented including dozens of Station Area Advisory Group (SAAG) meetings and discussions, community meetings and events, online surveys, and online access to project information, updates and timelines.

The work done by City staff and Google over the past three years has kept in view at all times the long-term

social and fiscal health of San José and its people. As we grapple with housing affordability problems and displacement of low-income households and the need for greater racial equity and inclusion in our city, the proposed development serves as a model for human-centered design and policies that elevate and reinforce San José's history, economy, culture and diversity and lead us toward a more equitable model of shared prosperity.

We fully support the Council's commitment to negotiating a Community Benefits Plan with Google that includes funding for affordable housing, displacement prevention and community stabilization programs, educational opportunities and job training. We also support the staff proposal to direct revenues generated from the newly-adopted Commercial Linkage Fee to affordable housing development in the downtown.

Equitable and Sustainable Urbanism

While Silicon Valley is world-renowned for great innovation breakthroughs, such innovation has, unfortunately, yet to translate into the urban landscape and physical design of our buildings, surrounding public realm and associated public benefits. The Downtown West Mixed-Use Plan represents not only an opportunity to grow San José's jobs base and increase the supply of housing, but also to build a world-class city by delivering more equitable and sustainable development that includes ample green and open spaces, parks and plazas.

Great urbanism does not just fall into place but is created through policies that set a high bar and development partners who are willing to meet the challenge. We called on the Council to be diligent in holding Google as well as all future development within the Diridon Station Area to the most ambitious principles of equity, smart growth and great urban design.

The Downtown West Mixed-Use Plan and Design Standards and Guidelines meet and surpass our expectations and the community can be proud of the project that is being proposed. It is responsive to community input, needs, priorities and visions and represents exactly the kind of development proposal we had hoped to see.

Sincerely,

A large black rectangular redaction box covering the signature of Michael Lane.

Michael Lane, San José Director
SPUR

FW: San Jose Sharks and Google Village

City Clerk

Mon 11/16/2020 11:07 AM

To: Agendadesk <Agendadesk@sanjoseca.gov>;

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

From: Rosemary Anderson [REDACTED]

Sent: Monday, November 16, 2020 10:59 AM

To: City Clerk <city.clerk@sanjoseca.gov>

Subject: San Jose Sharks and Google Village

[External Email]

Greetings!

I would like to express my concerns about the situation involving the proposed construction of Google Village and the possible affects it could have on SAP center.

I believe that there is home for Google and For the San Jose Sharks. There needs to be some conversations that would benefit both parties. The Sharks have been in San Jose for over 20 years. They should not be forced to leave because of Google's plans. Why would you want to create more traffic in an already congested area? Why would you take away parking when we already have minimal parking availability? Why would you want to add frustration and animosity with motorists, SAP employees/fans, Google employees, residents, and local businesses?

There are many other events that are also held at SAP that would be affected by the proposed changes.

As our city leaders I would hope that you would try to balance all the positives and negatives. You should be advocating for everyone. I think that it is your jobs to make sure that all the parties involved are heard and represented. And that the voices of citizens of San Jose are heard!

Thank you,

Rosemary Cousino
[REDACTED]

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November 15th, 2020**Board of Directors**

Kevin Zwick, *Chair*
Housing Trust Silicon Valley

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Ron Gonzales
Hispanic Foundation
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Sand Hill Property Company

Javier Gonzalez
Google

Poncho Guevara
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Janice Jensen
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Janikke Klem
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Jan Lindenthal
MidPen Housing

Jennifer Loving
Destination: Home

Mary Murtagh
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Chris Neale
The Core Companies

Kelly Snider
Kelly Snider Consulting

Jennifer Van Every
The Van Every Group

Staff

Leslye Corsiglia
Executive Director

Honorable Mayor Liccardo and Members of the City Council
City of San José
200 E. Santa Clara St.
San José, CA 95113

Dear Mayor Liccardo, Vice Mayor Jones, and Councilmembers Arenas, Davis, Diep, Carrasco, Esparza, Foley, Jimenez, Khamis, and Peralez,

On behalf of Silicon Valley at Home we write today to provide comments on the draft amendments to the Diridon Station Area Plan and the Affordable Housing Implementation Plan. As a member of the Station Area Advisory Group, SV@Home has been deeply engaged on all phases of the Diridon Station planning process. We are encouraged by the work city staff have undertaken to fulfill the vision of a vibrant, mixed-use Diridon neighborhood that is connected to the largest transit hub in the region and accessible to people of all incomes, backgrounds, and abilities.

Achieving this vision requires the City of San José to plan for a bolder, more inclusive future. **That is why we urge the City Council to continue to support a housing-rich Station Area Plan that includes at least 13,000 new homes, which adds to the roughly 2,000 units recently constructed or entitled to reach the goal of 15,000 homes in the Station Area, at least 25% of them affordable.** City staff has done tremendous work in creating a framework that is responsive to the full range of community interests. To keep us on track, the City must ensure that it does not constrain this housing potential through further reduction in height limits, or additional design constraints.

Downtown San José and Diridon are primed to become even more significant jobs centers, with well over 50,000 new jobs anticipated for the Station Area alone. Importantly, both the City and Google have committed to making housing a priority as well. Not only will this enhance the quality of this new urban center, it will begin to address the housing needs generated by these new jobs and avoid shifting affordability pressures to other parts of the city. We know that many of these new jobs will not pay the kinds of wages needed to afford San José's high housing costs; as a result, we need to also ensure that we create affordable housing in the Area that gives people of all incomes and abilities access to this new, vibrant neighborhood.

SV@Home has conducted its own analysis of potential development capacity in the Station Area, concluding that San José should plan for at least 15,000 new homes in the Station Area. Our analysis has been cross-checked with the excellent work done by city staff on the Diridon Station Area amendments process, and we believe that our figures coincide. The latest versions of the plans for Downtown West and DSAP amendments envisions around 13,000 new homes which, when added to the 2,000 homes that have been recently built or entitled, would meet our 15,000 new home goal. As with all planning processes, it is critical that this housing potential remain a priority, and that further adjustments to the plans not constrain our ability to actually build this housing we so desperately need.

With Google committing to at least 4,000, and up to 5,900 new homes (at least 25% of them affordable), San José must focus on how the remaining housing capacity can be realized. The latest proposed amendments to the Diridon Station Area Plan concentrate opportunities for new housing construction around existing residential developments in the southern end of the Station Area. SV@Home's calculations of the remaining housing opportunity parcels support staff's findings that, in order to reach the housing targets, roughly 75% of new residential development will need to be high-rise construction.

The draft Affordable Housing Implementation Plan goes a long way towards responding to these challenges. There is more work to do, but with continued commitment from all parties we are confident we can get there, and we can do so while being creative and accountable to the preservation and protection pieces that are going to fulfill the broader goals of keeping communities whole even as we grow. Thank you to the City Council for your commitment to achieving at least 25% of new homes in the Station Area as affordable, and thank you to Housing Department staff for beginning to develop plans to make this possible.


We ask that the Council support the Planning and Housing Department staff's efforts to realize the housing potential of the Station Area by:

- **Maintaining the maximum heights for residential construction throughout the entire Station Area, as originally planned;**
- **Actively embracing new construction technologies such as cross-laminated timber and modular construction;**
- **Committing to the required affordable housing subsidies that will ensure we are able to meet our affordability targets;**
- **Committing to feasibility without sacrificing our ability to produce needed affordable units. This will require new, innovative approaches to building and financing affordable homes as part of high-rise construction.**

Additionally, the City should give serious consideration to maintaining flexibility in converting commercial parcels or shifting designations in ways that maintain the broader goals and capacity targets, but that are responsive to the market and the Station Area as it is built out. Similarly, both Caltrain and VTA-owned parcels should be prioritized for housing development. These steps would take additional pressure off of individual residential parcels and provide more flexibility in meeting the goals for both jobs and housing.

The Diridon Station Area is a tremendous opportunity for the City of San José to create a vibrant new neighborhood with new jobs, new housing, new retail space, new parks, and a fully interconnected transit system. Great downtowns around the world have all of these things, and we must ensure that we plan for the housing and affordable housing that will make Diridon accessible to all. That is why the Council must act to ensure that we do not constrain the opportunities for residential development so we can fulfill the promise of a more equitable, vibrant Downtown San José for all residents.

Sincerely,


Leslye Corsiglia
Executive Director

FW: Meeting Agenda #3 sharks sports and entertainment (SAP Center) city council study session diridon station Area and down town west project

City Clerk

Mon 11/16/2020 11:12 AM

To: Agendadesk <Agendadesk@sanjoseca.gov>;

From: Alissa Green [REDACTED]
Sent: Monday, November 16, 2020 8:08 AM
To: City Clerk <city.clerk@sanjoseca.gov>
Subject: Meeng Ag enda #3 sharks sports and entertainment (SAP Center) city council study session diridon staon Ar ea and down town west project

[External Email]

hello I am a San Jose Sharks fan from Canada, yes I am from canada, you may be asking why I canadian is writing to you, well see I'll get right to the point. I heard what is going on with the City of San Jose and the SAP Center and the San Jose Sharks, and I am here to say i am not happy, I am not happy with the situation and I am not happy with how the San Jose Sharks are being treated, not only are they tenants in a building that brings in tourism and revenue to the city of San Jose but they helped build the downtown core they helped put San Jose on a Map, if the Sharks leave so do their fans, so does the revenue and tourism that the sharks bring from their fans from other countries around the world, before I became a sharks fan I never knew where San Jose was, now it's one of my favorite places it means a lot to me the city is my home away from home because the Sharks are there, the sharks and SAP Center are special places in mine and in the hearts of every sharks fan everywhere, please the sharks are not asking for much, they are asking for enough parking for their fans during games, to ensure that during games the area gets busy, they want to ensure that fans can safely access the surrounding streets and local transit stations I dont think that is much to ask from a hockey team that gives a lot to to the city with the Shark Foundation not to mention what the players do on their own, if you dont meet what the sharks are asking the sharks will be forced to leave the city and all that will go to me this seems like a lot to lose, and all for what google?? Sharks bring joy and tourism and revenue what does Google bring. Right now the city of San Jose are boycotting Google not only is this going to cause riots during a pandemic its going to cause heartache for all involved if the Sharks have to leave, please I am asking....begging you to please rethink your plans and accommodate the sharks. Please please save the Sharks keep them in San Jose they belong there it's their home, the Arena is their home they are tenants there and you promised them parking dont take it away please rethink this your making a huuuge mistake one residents will not forgive.

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Hon. Kansen Chu
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Hon. Dave Cortese
Santa Clara County Supervisor

Hon. Ash Kalra
California State Assembly Member

Hon. Sam Liccardo
Mayor, City of San Jose

Hon. Evan Low
California State Assembly Member

Councilmember Raul Perez
City of San Jose

Chuck Robbins
CEO, Cisco

Hon. Mike Wasserman
Santa Clara County Supervisor

Lived Experience Advisory Board

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Ben Spero
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Nicole Taylor
Silicon Valley Community Foundation

Ted Wang
Cowboy Ventures

Gary Wipfler
Apple



DESTINATION: HOME

November 16, 2020

Honorable Mayor & City Council
San Jose City Hall
200 E. Santa Clara St. 18th Floor
San Jose, CA 95113

RE: Affordable Housing Implementation Plan / Nov. 16 Diridon Area Study Session

Dear Mayor Liccardo & Members of the City Council,

We appreciate City staff's extensive work to develop a Draft Diridon Affordable Housing Implementation Plan, which will play a critical role in helping the City achieve its goal to develop thousands of affordable housing units in the area.

We are particularly pleased to see that the draft plan envisions achieving a mix of affordable housing units across income levels and responds to the City Council's direction to study the potential for 45% of the affordable units in the Diridon Area to be affordable to extremely low-income (ELI) households.

Integrating ELI housing in the Diridon Area will help facilitate a more equitable form of development in our downtown and address our most urgent affordable housing need. As you know, ELI households are the most vulnerable members of our community, and compared to their very low income, low income and moderate income counterparts, ELI households are much more severely rent burdened and have far fewer affordable housing options available to them. In fact, the National Low Income Housing Coalition has found that there are only 30 affordable and available rental units for every 100 ELI households in the San Jose metro area. And this severe lack of housing option for ELI households is one of the greatest contributing factors to our community's growing homelessness crisis.

In addition, a focus on ELI housing aligns with the key local funding sources available for new affordable housing development. As City staff notes in the Draft Plan, the Measure A Housing Bond (which is designated for ELI households and permanent supportive housing) serves as a critical local funding source in Santa Clara County and will be critical to filling the local funding gap for new projects. That's why planning for significant ELI housing units will be critical to achieving our overall affordable housing production goals for the Diridon Area.

We urge you to remain focused on prioritizing the development of more ELI housing units in the Affordable Housing Implementation Plan and ensuring that the housing built in this area is affordable to residents across a variety of income levels.

Sincerely,



Jennifer Loving
CEO

Destination: Home
3180 Newberry Drive, Ste 200 San Jose, CA 95118 USA
ph: 408.961.9895 • fax: 408.559.9515
501(c)3 Tax ID# 82-3353174
www.destinationhomesv.org



SIERRA CLUB
LOMA PRIETA CHAPTER



SANTA CLARA VALLEY
AUDUBON SOCIETY

November 16, 2020

Via email: To Mayor Liccardo and San Jose City Council Members.

Re: COMMENTS FOR STUDY SESSION for the Diridon Station Area Plan on Nov 16, 2020

Dear Mayor Liccardo and San Jose City Council members,

The Sierra Club Loma Prieta Chapter and the Santa Clara Valley Audubon Society have been following the DSAP since 2014 and, in general, we have been supportive of the direction that the DSAP is headed and of the Google Downtown West project.

At this time, however, as more details are emerging, we are concerned about the impacts of the DSAP on residents and on nature.

We have three issues that we would like to present for your consideration. We have also reached out to Google independently and in general, we find, they have been responsive to our environmental concerns in their plan area.

1. Height limits and step back plane for building volumes at Creeks:

Please include a stepped setback plane requirement for buildings along the creek. The 50' minimum Creek setback should be combined with a requirement to STEP the tall buildings back in order to allow sunlight penetration into the canyons between the tall buildings for survival of the creeks, trees and creek habitat.

At the very least, the step back requirements should be the same as those required for buildings adjacent to existing neighborhoods (75 degrees setback plane).

2. Open Space requirements:

There is a serious shortage of open space for the projected residential population: 13,500 new residential units generate a need for at least 30 acres of new park space according to San Jose city standards of three acres per 1000 new population¹.

¹ The **Park** Impact Ordinance (SJMC 14.25 PIO) and the Parkland Dedication ... Provide at least three **acres** of parkland for each 1,000 new residents added

However, only 19 acres of park are currently in the plan. Of this, the Google plan provides 15 acres for its up to 5,900 units (which meets City standards). For the remainder of the 7,600 units, in the DSAP, outside Google, there are barely 4 acres of park instead of the required 15 acres.

- a. ***Therefore, park fees should not be reduced further for housing developments.² More park space is needed to serve the residential population.***
- b. *In order to ensure maximum usability of outdoor space, ensure that **the setback area along the creek is available for public access**- not fenced off allowing only a trail.*
- c. *Consider an increased creek setback, rather than the 50' minimum, to increase the open space of this linear park between tall buildings, for more free recreational opportunities for DSAP residents as well as for San Jose residents in general. San Jose has a 100' creek setback, with exceptions. in current downtown riparian setback guidelines.*
- d. **Metrics:** Consider requiring an annual report to the council of a metric showing the balance between the number of Jobs/ housing units/ acres of recreational open space, in the DSAP projects pipeline, in order to keep these three crucial elements in balance, for quality of life.

Park space is a vital ingredient for a sustainable and healthy urban environment. It reduces anxiety, improves health by removing air pollutants, improves air quality, reduces heat island effect, reduces energy load by shading, improves storm water retention, creates a healthier ecology, invites pollinators and creatures back into the web of urban life, and creates places where people can relax without spending money.

3. Shared Parking: This is a crucial element and has been part of the DSAP since 2014. The City should make no exceptions to using parking spaces most efficiently in this TOD area.

- a. **Public Parking garages:** Consider incentives for public satellite parking garages rather than parking associated with private buildings, because security considerations in private buildings could make the parking unavailable to the public.
- b. Consider requiring **shared and unbundled parking in residential buildings**, near retail and transit. Parking to be available to the public, for a demand-based fee, set by the Transportation Management Association, during the daytime hours when many spaces sit empty. This is working well in Mountain View condo buildings near the CalTrain station. Efficient use of expensive parking spaces lowers housing costs.

² **Affordable Housing Credit**

Deed restricted residential units that meet the [City's affordable housing guidelines](#) qualify for a 50% credit towards park impact fees.

We look forward to continuing to work with the City to develop the most environmentally healthy DSAP for this century.

Respectfully,



Gita Dev, Co-Chair
Sustainable land Use Committee
Sierra Club Loma Prieta



Shani Kleinhaus
Environmental Advocate
Santa Clara Valley Audubon Society

FW: Study Session on Google and Downtown West

City Clerk <city.clerk@sanjoseca.gov>

Mon 11/16/2020 1:32 PM

To: Agendadesk <Agendadesk@sanjoseca.gov>

From: kathryn hedges [REDACTED]

Sent: Monday, November 16, 2020 1:31 PM

To: CouncilMeeng <CouncilMeeng@sanjoseca.gov>

Cc: City Clerk <city.clerk@sanjoseca.gov>; Marci Gerston [REDACTED]; Ray [REDACTED]
[REDACTED] alex [REDACTED]

Subject: Study Session on Google and Downtown West

[External Email]

Dear Mayor, City Council, and Staff:

I am a member of PACT and Catalyze SV. I'm also a resident of Downtown SJ and I'm Disabled, below Extremely Low Income, rent-burdened, and already can't afford to move to a better apartment in the area. In other meetings, I've heard of people being displaced in the Diridon area by rent increases even though Downtown West will be vacant lots and construction sites for a decade. Houses are also being bought by speculators and left vacant.

Because one of the goals of the project is to place jobs near a transit hub, this will make housing along the transit lines more valuable for workers who may otherwise have located in the suburbs. We need to manage displacement of lower income residents near transit lines, not just the Diridon Area and the immediate radius.

This is why we need to have all segments of the community represented on the Community Stabilization Fund Board, including the people served by organizations such as the Si Se Puede Collective (which is affected because of the major transit corridor). We've already seen a luxury development placed in Alum Rock. I don't know much about other areas but presume their communities need to be involved too.

Because a community's economic needs and stability are intertwined, it doesn't make sense to divide the Community Benefit funding into separate funds. The Board needs to have direct authority over the funds instead of merely advising Council and risking having their decisions overruled by people who were not involved in the process.

(And of course, this all depends on our occupation of unceded Ohlone lands. Will Google at least pay the Shuumi Land Tax? <https://sogoreate-landtrust.org/shuumi-land-tax-faqs/> #LandBack)

Thank you for your me.

Kind regards,
Kathryn Hedges
[REDACTED]



AFFORDABLE HOUSING NETWORK of Santa Clara County

P.O. Box 5313, San Jose, CA 95150 - Phone 408-691-6153 - Email ahnsc@gmail.com

Dear Mayor and Councilmembers,

Since the timing will not allow me to make public comment at today's study session, I am submitting the following thoughts on behalf of the Affordable Housing Network of Santa Clara County.

The Networks supports the Diridon Affordable Housing Implementation Plan, including the production goals and goals for preservation and protection, especially the preservation pilot program for acquisition and rehab, and the enhanced renter protections, which can hopefully be enacted by our new City Council in 2021.

What we do NOT support is the overall DSAP and Downtown West plans. All the beautiful pictures presented today are nice but are not an accurate representation of what this area will look like when and if these projects are completed. None of them show the tents and RVs that our present and future homeless residents will be forced to live in. You can white out homeless people from your drawings, but you will not be able to make them disappear in real life.

This plan will allow creation of some 45,000 new jobs and (at best) some 15,000 housing units. 45,000 jobs will create demand for about 30,000 new housing units, which means that the plan as a whole will displace or make homeless some 15,000 families from San Jose. When combined with all the other commercial projects downtown and elsewhere in San Jose, we are on a path to displace tens of thousands more San Jose families. As has been shown in the city's Anti-Displacement Plan documents, these displaced people will be disproportionately Black and Brown.

The 2019 homelessness count showed an increase in San Jose's homeless population by some 42%, and revealed that every time we house one homeless person, two to three new people become homeless. The Mayor blamed this on the economy, as if it were a mystery, but in fact the impacts of the economy are influenced by City Council decisions that worsen our housing and homelessness crisis. This is one of them, and this whole plan and project need to be rejected.

Sincerely,

Sandy Perry, President



*Parks, Recreation and
Neighborhood Services*

PARKS AND RECREATION COMMISSION

District 1 - Daphna Woolfe, Chair
District 3 - Lawrence Ames
District 5 - Vacant
District 7 - Giavanna Vega
District 9 - Rudy Flores, Jr.
Citywide - George Adas, Vice Chair

Andre Morrow - District 2
Kelly Snider - District 4
Art Maurice - District 6
Vacant - District 8
Vacant - District 10

Approved Minutes **Wednesday, November 18, 2020** **6:00 p.m.**

I. Call to Order & Orders of the Day

- Meeting called to order at 6:00 p.m.
- Melrose Hurley, Recording Secretary, provided meeting logistics information.

II. Public Comment

(Members of the Public are invited to speak on any item that does not appear on today's Agenda and that is within the subject matter jurisdiction of the Commission. Meeting attendees are usually given two (2) minutes to speak on any discussion item and/or during open forum; the time limit is in the discretion of the Chair of the meeting and may be limited when appropriate. Speakers using a translator will be given twice the time allotted to ensure non-English speakers receive the same opportunity to directly address the Committee, Board or Commission).

- Jon Monroe shared his concerns about the usage at John Mise Park.

III. New & Returning Business

A. Proposed Downtown West Open Space Plan;

Documents Filed: (1) Memorandum from Nicolle Burnham, dated November 2, 2020
(2) PowerPoint Presentation

Nicolle Burnham, Deputy Director, Parks, Recreation, and Neighborhood Services; Sheela Jivan, Google; Ricardo Benavidez, Google; Eri Suzuki, Sitelab Urban Studio; and Daniel Vasini, West8 presented the item.

The presentation, questions, and public comments were taken in three sections: Overview, Framework and Vision, and Public Spaces.

Chair Woolfe opened the item for public comment.

Public Comments

- Cayce Hill liked how the plan focused on parks and open spaced. She inquired if there will be a clear designation of public and private spaces, and if staff had any processes, mechanisms, or conversations in providing unhoused individuals with resources.
- Bill Rankin talked about the potential splitting of the trail at San Carlos. He suggested Park Avenue run under the current railroad bridge so there is a trail connection to Diridon Station.
- Roland suggested staff revisit the girth at Cahill and Montgomery, and to implement more active transportation in parks.
- Helen Chapman inquired if there will be bike and pedestrian access to the north end park and noted how her neighborhood is park deficient.
- Roma Dawson inquired if Google will have ongoing resources and support to maintain its facilities and amenities.
- Mary spoke about how disenfranchised individuals can be managed with the appropriate resources by knowing how to respectfully treat them.

Commissioner discussion ensued.

City staff, Google staff, Eri Suzuki, Sitelab Urban Studio; and Daniel Vasini, West8, responded to Commissioner questions and comments.

Action: Commissioner Ames moved to accept the report, which was seconded by Commissioner Flores. The motion carried. (8-0).

IV. Adjournment

Meeting adjourned at 9:01 p.m.

The City of San Jose is committed to open and honest government and strives to consistently meet the community's expectations by providing excellent service, in a positive and timely manner, and in the full view of the public. The City Code of Ethics may be viewed on-line at http://www.sanjoseca.gov/clerk/cp_manual/CPM_0_15.pdf

To request an accommodation or alternative format for City-sponsored meetings or printed materials, please call 408-793-5505 or 408-294-9337 (TTY) as soon as possible; but, at least three business days before the meeting.

For questions, please contact Melrose Hurley at (408) 793-4186.

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection in the Parks, Recreation and Neighborhood Services Department at San José City Hall, 200 E. Santa Clara Street, 9th Floor, San José, CA 95113 at the same time that the public records are distributed or made available to the legislative body.

The foregoing minutes were approved by the Parks and Recreation Commission on December 2, 2020.



Daphna Woolfe, Chair
Parks and Recreation Commission

Diridon Station Joint Policy Advisory Board

Friday, November 20, 2020

MINUTES

CALL TO ORDER

The Regular Meeting of the Diridon Station Joint Policy Advisory Board (“Committee”) was called to order at 3:00 p.m. by Chairperson Peralez via video and teleconference.

1. ROLL CALL

| Attendee Name | Title | Status |
|----------------|-------------------|---------|
| Cindy Chavez | Member | Absent |
| Dev Davis | Vice Chairperson | Absent |
| Jim Ghielmetti | Member | Present |
| Sam Liccardo | Member | Present |
| Raul Peralez | Chairperson | Present |
| Robert Raburn | Member | Present |
| Charles Stone | Member | Absent |
| Jim Beall | Ex-Officio Member | Absent |
| Rod Diridon | Ex-Officio Member | Present |

A quorum was not present and a Committee of the Whole was declared.

2. PUBLIC COMMENT

Blair Beekman, Interested Citizen, commented on the following: 1) budget concerns; 2) issues of equity and equality around technology; 3) electric buses should be a priority; 4) transit hub needs along State Route (SR) 85; and 5) expressed support for housing projects.

The following Interested Citizens urged support for value capture to help fund projects:

- Derick Sagehorn
- Joshua Hawn
- Mark Mollineaux

Members Liccardo and Raburn joined the teleconference meeting at 3:12 p.m., and a quorum was established.

Roland Lebrun, Interested Citizen, commented on the following: 1) master contract; and 2) historic landmark preservation.

Members of the Committee and staff discussed the importance of value capture.

3. ORDERS OF THE DAY

There were no Orders of the Day.

CONSENT AGENDA

Public Comment

Mr. Beekman referenced the Regular Meeting Minutes of August 28, 2020 and commented on California High Speed Rail (CAHSR) planning.

4. Regular Meeting Minutes of August 28, 2020

M/S/C (Ghielmetti/Raburn) to approve the Regular Meeting Minutes of August 28, 2020.

5. (Deferred)

Approve the 2021 Diridon Station Joint Policy Advisory Board Meeting Schedule.

| | |
|------------------|--|
| RESULT: | APPROVED – Consent Agenda Item #4 |
| MOVER: | Jim Ghielmetti, Member |
| SECONDER: | Robert Raburn, Member |
| AYES: | Liccardo, Peralez, Raburn, Ghielmetti |
| NAYES: | None |
| ABSENT: | Chavez, Davis, Stone |

REGULAR AGENDA

6. Amended Diridon Station Area Plan and Downtown West Project Update

Nancy Klein, Director of Real Estate, Assistant Director of Office of Economic Development, City of San Jose; Tim Rood, Division Manager, Planning, Building & Code Enforcement, City of San Jose; and Jessica Zenk, Department of Transportation, City of San Jose, provided a presentation entitled “Diridon Station Joint Policy Advisory Board: Station Area Update.”

Public Comment

Mr. Beekman commented on the following: 1) consider the San Jose Airport Commission building recommendations; 2) open meeting process; 3) SAP Center Conversion for Diridon Station project; 3) consider the needs of East San Jose; and 4) invasive technology.

Mr. Lebrun commented on the following: 1) project risks; 2) preservation; 3) enormous growth of Diridon Integrated Station Concept (DISC) Plan; and 4) suggest pushing the Downtown West Project further to the west.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.

Members of the Committee and staff discussed the following: 1) expressed support for the presentation and the progress made; 2) thanked Mayor Liccardo for getting relief on the building height limits; 3) historic preservation issues; and 4) pedestrian crossings on Santa Clara Street.

On order of Chairperson Peralez and there being no objection, the Committee received an update on the Amended Diridon Station Area Update.

7. **Diridon Station Concept Plan Update**

Liz Scanlon, Kimley-Horn, provided a presentation entitled “San Jose Diridon Station Integrated Concept Plan.”

Public Comment

Mr. Beekman commented on the following: 1) replacement of SAP Center with a new station; 2) Bay Area Rapid Transit (BART) Phase II budget; 3) 2016 Measure B funding; and 4) future CAHSR ideas.

Mr. Lebrun suggested ways to fully integrate the different transportation systems at Diridon Station.

Members of the Committee clarified the existing CAHSR policy and noted the environmental clearance is in its final year.

On order of Chairperson Peralez and there being no objection, the Committee received an update on the Diridon Station Concept Plan.

8. **Legislative Update**

Aaron Quigley, Senior Policy Analyst, provided the Government Affairs report.

Public Comment

Mr. Beekman commented on the following: 1) 2020 Presidential Election; 2) CAHSR project; 3) COVID-19; 4) funding; and 5) bus rollout program.

Mr. Lebrun commented on the CAHSR project.

Ex-Officio Diridon suggested advocating for funding for the historical building ceiling repair and restoration project.

On order of Chairperson Peralez and there being no objection, the Committee received the Legislative Update.

9. **ANNOUNCEMENTS**

Jim Lawson, Chief External Affairs Officer and Staff Liaison, announced staff will poll the Committee to determine 2021 meeting dates. Mr. Lawson also reiterated the Committee’s request for a future presentation on value capture.

10. **ADJOURNMENT**

On order of Chairperson Peralez and there being no objection, the Committee was adjourned at 4:50 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary

RESIDENT CAFECITO EVENT SUMMARY

Diridon Station Area – Community Engagement Fall 2020

Event name: Cafecito Comunitario
Hosts: SOMOS Mayfair and Latinx Business Circle, with City of San José support
Location: Zoom
Date: November 20, 2020 | 5-6:30pm
Language(s): Spanish

Overview: SOMOS Mayfair and LatinX Business Circle held a virtual discussion with community members about changes occurring in the Diridon Station Area. The meeting focused on changes planned for West and Downtown San José close to home, with new construction and development projects and their implications for residents.

Agenda:

1. Welcome and Introductions
2. Presentation
3. Key Questions
4. Discussion and Q&A
5. Wrap up

Meeting Materials:

- Eventbrite page:
<https://www.eventbrite.com/e/cafecito-comunitario-tickets-128164959845#>
- Presentation:
https://docs.google.com/presentation/d/1RP2MwU-KcPNaN0j_R3OFiXi3s4MbCbUiHLbXxihffQc/edit?usp=sharing

Attendance: 37 community members and 9 City of San José staff

Key Themes:

- Provide flexibility in tiers of affordable housing (who makes the cut and who doesn't)
- Provide resources for individual development (tutoring, student motivation, career growth, internship/job opportunities, homework clubs)
- Ensure housing is accessible and affordable
- Create housing for families, people with disabilities, and different income levels
- Make green and public space accessible and kid-friendly
- Create flexible spaces for cultural events, small businesses, and community uses
- Share plans to address houselessness and how to mitigate it

Notes:

- What type of housing?
- What is considered affordable housing?
- Which are low-income?
- More recreational Parks for families that are accessible for the community
- being more supportive/flexible for working class families who will barely surpass the minimum low-income prices and not being qualified
- More attention needs to be brought to the homeless community
- coordinated community services within new multiple family housing
- SJ residents struggle to pay rent or are forced to live in cramped housing along with others

Discussion: what communities should receive the benefits?

- elderly friendly walking areas accessible always
- sharing resources with communities who need it more (internships, job info, etcetc.)
- parks with big chess pieces that make it fun for everyone
- help high school students w/ motivation for higher education
- local employment needs to happen over bringing in more people
- community kitchens, and study areas in communities where they are needed
- affordable housing for undocumented people

Group A

1. How is the traffic that comes with the new development going to be handled?
2. Why only 25% of new housing development will be affordable housing?
 - a. *inclusionary housing has to be at a certain %*
3. What's the basis for the factor/equilibrium that determines that percentage of affordable and non-affordable housing?

Group B

1. **Housing:**
 - a. ELI & VLI
 - b. Multi family units (3 bedrooms or more) big families → makes it difficult to find a place to rent
 - c. Demographic representation that housing is integrated and not segregated
 - d. More accessible with not a lot of restrictions
 - e. A lot of single moms (must be affordable)
 - f. Must keep different capacities/abilities in mind
 - g. Public bathrooms etc.... for people experiencing homelessness
 - h. Due to COVID (open areas and multi-purpose rooms)
 - i. Balcony (open spaces)
 - j. Solar panels and environmentally safe

2. **Benefits:**
 - a. Housing! Invest in accessible and decent housing so people aren't displaced and can live with dignity and allow for future ownership
 - b. Accessible community centers
 - c. Health services/clinics (hospitals are far no access to car/insurance)
 - d. Support/protection for small businesses (don't displace but integrate small businesses)
 - e. Pathway/training for youth to Google
 - f. Parking
3. **Belonging:**
 - a. Family that lives there having people that look like me that live around there
 - b. There is a park (trees flowers)
 - c. Schools are close by
 - d. Art/music/food etc....
 - e. Cultural center
 - f. Community garden
 - g. Google sponsored events/ opportunities for employment and collaboration

Group C

1. What type of housing is needed? (Level of accessibility, family situation, etc.)
 - a. Accessible for low-income families and neighbors with disabilities
 - b. Units/houses with 3 bedrooms for worker families
 - c. Accessibility for families with mixed immigrations status (with or without documentation)
 - d. High density should have green spaces or plants
2. How would you like the benefits from Google and other development to support your community?
 - a. Jobs created for local residents instead of importing talent. Also local trade hiring during the construction of projects.
3. What communities should receive these benefits?
 - h. Low-income residents, public schools, youth programs, delinquent prevention with youth-based recreates or activities, incubators for our entrepreneurs and our neighbors without homes.
4. Should it be focused on more community stabilization or pathways of opportunity?
5. What would make this a place you would want to visit or live in? What would make you feel like you belong here?
 - a. Genuine visual representations of diverse cultures, inclusion of our voice and where our families can be housed, areas with gardens.
 - b. The presence of mom and pop shops and pop-up spaces.
 - c. Cultural events with folk dancing from different cultures.

Group D

1. Affordable housing – for families with children – can pay and live
2. With 3-4 bedrooms
3. Bedrooms for a family of 4 children and be able to pay the rent well
4. Preserve parks and very green spaces.
5. Safe playgrounds

6. Protected communities
7. Bring opportunities of human development in the community
8. Be included, have a supermarket that represents the people who live in the community.
9. Parking spaces
10. Community centers – let low-income people purchase in the neighborhood
11. Homework clubs for the children

Group E

1. Parks accessibles to the community
2. Focus on different levels of income, make sure to include non profit org to make sure that the services get to the community in need .
3. Affordable housing for extremely low income and low income families
4. Trails
5. We need resources in the east side of San Jose, the city should focus on districts with lack of resources
6. Google can shared technology with students or use their space for field trips they can also be mentors for the youth
7. Recreational areas for children, playgrounds, family environment, space for youth
8. Mural that represent the community, space that the community have a sense of belonging
9. Green spaces, murals
10. Jobs for San Jose families
11. Funds should be distributed all over san San jose Jose especially to the districts that have a high % of low income and extremely low income families.



CATALYZE SV



COMMUNITY VISIONING WORKSHOP MINUTES

PROJECT: Diridon Area
EVENT: Community Visioning Workshop & Virtual Site Walk for Artists & Creatives
LOCATION: via Zoom
DATE: 11/21/2020
PRESENTATION: [PDF of the presentation](#)
VIDEOS: [Part I & II](#) and [Part IV](#) via Facebook Live

HOSTS: This workshop was co-hosted by Catalyze SV (CSV) and San Jose Jazz, San Jose Arts Advocates, & genARTS Silicon Valley. It was funded by a grant from the City of San Jose.

PARTICIPANTS: Primarily held to engage our local artist and creative community, this workshop was offered in English & Spanish. Including City of San Jose staff, 34 people participated via Zoom. As of December 14, 2020, Part I & II of the video had been viewed 147 times on Facebook and Part IV 23 times.

MINUTES DISTRIBUTION: *Appendix A* lists the entities & email addresses to which this report is distributed.

WORKSHOP CONTEXT

The City of San Jose in January 2020 granted Catalyze SV funding to host 2 community visioning workshops. Originally intended to be held in-person earlier in 2020, these workshops were postponed and moved to a virtual format because of the coronavirus.

The current Diridon Station Area Plan includes approximately 250 acres. The Community Workshop presentation covered information from the City of San Jose, VAR, CSV, Google and other sources. It is publicly available in the link above.

WORKSHOP'S GOALS

This workshop was intended to brainstorm ideas about what community members want from the redevelopment of this area.

The below-intended outcomes were shared with participants at the start of the workshop:

- Gain understanding of the Diridon Area & its possibilities for the artist/creative community
- Brainstorm participants' ideas about the development of this transit center & area
- Collect & share participants' input with the City of San Jose

MEETING NOTES

Part I - Presentation of Information on Diridon Area (2 PM, virtually via Zoom)

- a. Presentation by Catalyze SV. See accompanying document entitled "20201121_Workshop_Artists_Diridon"
- b. Video of both can be found at the beginning of this document.

Part II - Virtual Site Walk (2:40 PM, pre-recorded videos of site shown)

Part III - Small Group Discussions

- a. Event attendees dispersed into 4 groups of 6-10 participants viz Breakout Rooms in Zoom. The groups discussed the area's potential impacts and opportunities.
- b. Group discussions were facilitated by Catalyze SV volunteers who helped take notes from group members.

- i. Small Group Suggested Facilitator Questions - See Appendix B.

- ii. Small Group Discussion Notes - See Appendix C.

- iii. From these small group notes & summaries, we observed the following major themes:

1. **Include Art - All Different Kinds of it.** In a workshop for artists, it's fitting that a breadth & depth of creative ideas were discussed in all 4 groups regarding the types of art that could be included in this area. Art that relates to sound was discussed at length in one group. Art that involves movement in another. 3-D art. Performance art in addition to visual art. Art in spaces that are vacant and/or slated for demolition. Art that draws from, and is inspired by, local places like the Guadalupe River, as well as places around the world. Art that is interactive. Art that is produced on-site.
2. **Make the Diridon Area Pedestrian-Oriented.** Each of the 4 groups mentioned the desire to have a more walkable Diridon Area safe & inviting for pedestrians.
3. **Incorporate & Set Aside Spaces for Artists to Live & Work.** Multiple groups mentioned the need to set aside spaces for artists such as arts studios, including providing it affordably. For them to produce their work. For them to display it. For them to sell it commercially. And spaces where they can both live and work, sometimes in the same building. Housing for artists more broadly was also discussed. Enabling artists to interact in communal spaces - in residential buildings and/or in commercial ones - was also raised. Two groups mentioned spaces specifically for women and one for people of color.¹ Some of these spaces may be set aside for arts-oriented nonprofit organizations or community groups to use.
4. **Culturally Diverse Places Representative of our Current & Past Community.** From the placemaking broadly, to the art itself, from the community benefits broadly, to the services specifically, multiple groups mentioned the need for the Diridon Area to represent the cultural diversity of San Jose & the broader Valley. From the current cultures & people in our community to those present for generations, all should be represented in the Diridon Area. The new, modern buildings in the Diridon Area that may be in our future should be incorporated & in symbiosis with the existing & historic ones. Multiple groups touched on the idea that when it comes to designing public spaces or hiring artists, our local community and its artists should be engaged.

¹ Both groups were cited as underrepresented in many arts circles.

5. **Displacement Needs to be Prevented, Especially via Housing.** Artists are a group susceptible to displacement because of the sometimes more sporadic, less consistent nature of their work. As mentioned above, workshop participants suggested housing projects for artists specifically. Workshop participants also expressed concern about displacement of people generally, especially vis a vis housing, as well as displacement of businesses in the Diridon area. One group worried that the redevelopment of the Diridon area would be for new people coming to our area, not the existing community. Affordable housing was cited as a means to prevent displacement. Along those lines, another group wondered about giving housing priority to existing residents.
6. **Space that Can Adapt to Changing Times & Needs.** Two groups discussed the importance of spaces that can adapt to changes over time and changing community needs. Two groups wondered if space could be adapted based on day-to-day weather changes or longer-term global warming by providing a covered space or canopy. One group mentioned providing athletic fields or courts with surfaces that could be switched out or easily used for a variety of possibilities, like different sports. Another group mentioned the architectural application of adaptive reuse to allow old buildings previously used for one purpose to be adapted to another. Another group mentioned how there were not many buildings left in the Diridon area worth keeping.
7. **Active Uses Are Key.** Whether its art broadly, athletics/exercise specifically or recreation generally, multiple groups talked about activating spaces around Diridon to encourage and maintain a lively place where people will gather. One or more groups cited public spaces as a key driver of this activation, another group mentioned continual events scheduled throughout the day and into the night.
8. **Services for Families.** Two groups cited the need for services for families, with both mentioning daycare specifically. One group suggested many families will be using transit at Diridon Station and thus could benefit from child/daycare near the Station on their way to/from it. One of these groups mentioned the need for a library and a school for families who will be moving into the area (which could presumably serve existing families too).

Part IV - Small Groups Report Back to Larger Groups (3:45 PM, in the main Zoom “room”)

The small groups returned from the Zoom breakout rooms to the larger group on Zoom. A representative or two from each small group summarized themes of their respective discussions to the full group so all attendees heard about the discussions in other groups.

Workshop Concluded (4:05 PM)

Disclaimer

The opinions expressed below are those of individual community members in attendance and may not represent the opinions of Catalyze SV, genARTS Silicon Valley, San Jose Arts Advocates, or San Jose Jazz. All groups sought to capture and present information as fully and accurately as possible and none are not affiliated with any of the property owners in this area, including Google, in any way. A draft version of the presentation content was provided to the City of San Jose prior to the Visioning Workshop.

About Catalyze SV

Engages community members, developers and city leaders to envision and create sustainable, equitable and vibrant places for people in Silicon Valley. Catalyze SV is funded 100% by individual donors, government grants, & foundations.

About San Jose Jazz

Celebrates jazz as a dynamic, evolving art form and is producer of the annual San Jose Jazz Summer Fest and Winter Fest. With its singular music programming and innovative educational offerings, SJZ preserves the jazz tradition while actively supporting the next generation of performers within the genre and beyond.

About San Jose Arts Advocates

A collaborative of the San José creative community dedicated to education, advocacy, and action to support arts and culture.

About genARTS Silicon Valley

Empowers creative individuals and emerging arts leaders. Envisions a thriving arts community in Silicon Valley that draws on a strong network of emerging individuals prepared to serve as the next generation of leadership.

APPENDIX A

Distribution List for this Report

| | |
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| Workshop Registrants | Anyone who registered ahead of time or at the workshop |

APPENDIX B

Small Group Suggested Facilitator Questions

About your group (5 mins)

- What's your name?
- In what neighborhood were you raised or do you now live?
- What is your profession?
 - Are you a teacher, cook, business owner, engineer, public representative, artist, parent?
- What's your familiarity with the Diridon area?

Placemaking (10 mins)

- What would draw you to this area?
 - What do you want to experience here when you visit?
 - What things would draw you to want to be here?
 - What's your ideal version of this area 10 years from now?
- What are your fears or concerns about development in this area?
- What can this area do to make your life easier or better?
- What kind of art, public or private, would you like to see in this area?
- Are there parts of the area that you want to keep as is / maintain?
- Are there any places in San Jose or elsewhere in the world you love & would like to see here?

Building Design & Public Space (5 mins)

- What would you like to see from the public spaces in this area?
- How would you like the buildings to look and feel?
- What's an example of public space you really like?
- What's an example of a building design you really like?

Public Benefits & Community Amenities (5 mins)

- What kinds of community amenities & other public benefits would be most valuable here?
- What types of open space & recreational features would you be interested in seeing here? (e.g. parks, trails, green space, gathering areas, plazas, etc.)
- Would you be interested in a new community center near Diridon Station that would offer programs for all of San Jose residents?
- Other examples of community benefits to prompt discussion:
 - Youth center, daycare?
 - Library?
 - Job training, resource center?

- Health clinics?

Transportation / Mobility (5 mins)

- How would you get to the Diridon area today?
- Before the pandemic, would you consider taking public transit to Diridon Station or another way besides driving yourself?
- If you could go anywhere in California from Diridon Station, where would be your top 2 destinations?
- What transportation amenities would you like to see to support this area? For example:
 - Road improvements, connected streets
 - Shuttle to nearby transit stops
 - Transit passes
 - Bike paths
 - More VTA frequency
 - Streetlights
- Crosswalk signal timing

Housing, Equity & Displacement (12 mins)

- What types of housing would you like to see in this area?
- Are you concerned about you, your family or friends being displaced from San Jose because of the planned changes to this area?
- Are you aware of the City's efforts to prevent displacement?
 - What additional resources, programs, or policies would you recommend?
- What are your thoughts about City staff's recommended goals for the Diridon area:
 - Achieve 25% affordability of all housing in this area?
 - No net loss of low-income renters in the broader Diridon area?
 - Establish a program to provide long-term affordability of existing affordable units in the broader Diridon area?
- Would you be interested in a renter education/resource center? (physical location where people can go to learn about tenant rights, get help with eviction notices, etc.)
- How can the city & this area develop in a way that is more equitable generally?
- How can the city & this area develop in a way that is more equitable to the artist & creative community?

Sustainability (5 mins)

- How should the Diridon area develop to be more environmentally sustainable?

Summary (5 mins)

- If there were 2 improvements to the Diridon area you would want as part of the changes, what would they be?

APPENDIX C

Small Group Discussion Notes

Group 1 (of 4), led by J. Borca:

What kind of art, public or private, would you like to see in this area?

1. Some sort of 3Dimensional art that incorporates shade, seating, installations
2. Dynamic art that involves movement and is interactive, spaces for movie nights or that encourage gatherings.

Are there parts of the area that you want to keep as is / maintain?

3. Not really beholden to keeping anything current other than the Taiko Building.

How would you like the buildings to look and feel?

4. Light. Places a big emphasis on walkability. Light art is definitely something to take into consideration.
5. Design in the way buildings are connecting with each other. Example: Berkeley Poems near parking.
6. Google buildings/architecture is likely going to be very modern & tech but we would like to see some sort of continuity with existing neighborhoods.
7. Encourage walkability & hide parking structures.
8. Would inspire walking within the area. Pedestrian oriented.

What types of open space & recreational features would you be interested in seeing here? (e.g. parks, trails, green space, gathering areas, plazas, etc.)

9. Running space & trails both along Guadalupe River Park & connecting areas.
10. In the time of COVID we can all appreciate outdoor places where we can gather safely and feel community. Green spaces and covered outdoor areas for colder/wetter times of the year will be treasured for years to come if not longer.
11. Give people culture, art, plants, light, music, and they will come to bask in it.
12. Athletic courts (futsal, basketball, tennis, volleyball). Free spaces for people to gather and exercise.
13. When we look at the different pockets of communities within the areas. Soccer for instance, could be a shared activity across communities and multi-use. Would also be nice to see micro-parks within different buildings.

What types of housing would you like to see in this area? Are you concerned about you, your family or friends being displaced from San Jose because of the planned changes to this area?

14. Affordable for sure.
15. Possible artist housing projects. Spaces for various art mediums (recording, dance, etc.)
16. How can we safeguard SJ residents? Can we keep access to housing here? Can we have affordable housing be offered to current residents? The Housing Department is looking into that "local preference" idea.

Transportation & Sustainability: Didn't get time to discuss.

Group 2, led by M. Eusterbrock:

Placemaking/Placekeeping:

17. We need to consider, what draws us to this area? What makes it SJ, unique from other nearby areas?
18. Considering how to incorporate nature, agricultural, urban space - historic/cultural connection of SJ to agriculture & experiences that uplift that history.
19. Multiple, nuanced experiences available to the area.
20. Not a monolithic thing (e.g. Santana Row) – we want layers in the space (Highline of NY)
21. Creating a space that has open space, art, commercial, that's cohesive with what's already there and what will be there.
22. How do the various spaces within the broader area relate and distinguish themselves?
23. How does community impact the station/area, not just vice versa.
24. How do we feel physically connected to the space? Not just referring to physical features but natural things as well (sun, nature, ...)
25. Activities: vendors, art sales, coffee shops, seating, etc., ability to engage community, views of natural features
26. Reason to go to the spaces that exist other than to go to work or go home: community art, community centers, other inclusive art opportunities (e.g. youth galleries, supporting new artists and associated foundations).
27. Avoid just high-end corporate uses or places to walk through
28. Uses should be integrated in a holistic way

29. Connect to diverse cultural heritage of SJ

What are your fears or concerns about development in this area?

30. Displacement / people being pushed out of SJ

31. Design/development that is not designed for people already in SJ but for people from the outside.

32. No assurances that the historic station of Diridon will not be demolished.

33. Developers will not listen to community input

34. Fearing that development looks like SJ City Hall

35. Homeless populations residing there

Building Design & Public Space:

36. We need to consider what the relationship will be between the public space around the train/bus stations, and the private housing, etc. that serve Google.

37. Consider "some weird sh*t." Examples: Gehry style architecture; Tom Mayne building (SF Federal Building); architecture firm called Snøhetta; Adobe buildings - Tactile, warm, cozy, old school SJ; Zaha Hadid. A mix of old and new - could be cool to see something like Gehry's project's next to an industrial building or existing residential. It's a missed opportunity not to incorporate more of the existing architectural structures.

38. Large scale surface area (aka wall) that could be rotated for various artists. Example: Bowery wall in NYC. Something that is iconic where people come from far to see. SJ has access to artists but not the large walls that could be connected with regional and national artists as well as local artists.

39. Sound installations dispersed throughout the area. Artists can put in installations that engage people in the space. There is an existing installation in front of the convention center, as well as an echo-based sound piece in SJSU. Different art experiences, either temporary or permanent. Encouraging performers/musicians at Diridon. Ex: a poet, guitarist, etc. Spaces can be designed for good acoustics, LA metro, etc.

40. Additionally, sound itself is an intangible feature that creates a sense of place. Examples: music, wind, cars, talking, rivers/creeks that go through the site, etc. Trains have pros and cons from a sound perspective.

41. Architecturally preserved areas/foci, where future buildings respond to existing architecture. Adaptive reuse, continuing to use the spaces that exist in the city and not considering the land area a blank slate

42. Do not design like City Hall

43. Commitment from Google to hire artists to help design building, lighting, fixtures, etc. of the space. Example: Irish Chang park – Richard Deutsch was an artist who helped support design/development of the park.

44. Community should also be given a key role in designing the spaces. Be sure to include children into the process of these. Design on an intimate scale so that people feel that they belong in the space. Human-scale design. Don't want to feel trapped.

Public Benefits & Community Amenities:

45. Plaza with beautiful materials.

46. Public restrooms!

47. Good lighting at night so that it feels safe

48. A quality art gallery for local artists, perhaps facilitated by the city Cultural Affairs Dept/Arts Commission.

49. Let's not only think about visual arts - musicians & theater groups always need rehearsal space.

50. Places where artists could use communal spaces to make typically expensive resources be more expensive. Examples: dark room, recording studio, classrooms, educational resources.

51. Commercial/commissary kitchen to support small family businesses.

52. Water building could be an architectural landmark that fosters art/engagement.
53. Not 'just' art center – these are places in which culture gets produced. Considering how to support production of art.
54. Affordable retail for small entrepreneurs – we don't want just corporate businesses to occupy these spaces. Example: Moment in San Pedro Square. This would ensure we're not just relegating affordable spaces to industrial areas outside of the core. Let's think how to maintain existing businesses and bring some back that have been lost over time. This helps support a place where culture can be made.
55. How can we create spaces that are accommodating along racial, gender, etc. lines? People should feel safe, comfortable in spaces. Women & people of color are underrepresented in curated art, across a broad range of art forms. Consider support groups in this space that are composed of and represent these groups. The cultural/art institutions should be representative of the communities of SJ.

Transportation / Mobility:

56. Bike and pedestrian safety to get to and from everywhere in the area, especially considering safety for children.

Group 3, led by D. von Huene:

57. Key is vibrancy, snapshot of the community, cultural representation/pop-ups (not just artistic and creative but also artwork and murals).
58. Business culturally connected, opportunity for cultural organizations - providing space as a gateway for people arriving from different areas.
59. Opportunity to integrate with intention, showcasing SJ diversity through public art and cultural centers and thought for different types of public art (huge parking lot and ground paintings and a hub). Space that fosters art from many creative levels. Fair wages for artists living and working here/economic opportunities.
60. Affordable art studios and maker spaces so artists can be a part of this neighborhood.
61. Ron - Keep contracts for artists that are local, SJ or SJ West residents.
62. I like w/in ¼ mile of Diridon and can't afford to buy a place. I'm currently a renter and the fear of displacement is real, affordability is a real concern. Provide places for creatives to thrive.
63. Look to the vibrant, artistic, creative nature of Amsterdam - actual centers and community-based facilities that welcomed artists from around the world. Transportation modes reflect that.
64. Has studied international train stations, went to the Netherlands and France. Rotterdam was an inspiration. Opportunity is to bring a lot of people through the center of the city and be a part of public life and passage to the city. Historic sites or flavor can be preserved.
65. Ambition is to have the station be the "front door" for San Jose, e.g. inviting public spaces when you exit the station, way for people to orient themselves naturally without high buildings blocking view.
66. Soul, uniqueness, space for artists to live and work. Historic with modern elements.
67. Public space needs to be large, not a token. Warm and welcoming, can mean architecture but should speak to me (looks good, feels good). Accessibility for seniors too.
68. Public space should not be overly designed, opportunity for things to happen organically. Zones for pop-up retail and temporary art without too much bureaucratic oversight.
69. "Open Wall" - temporary murals.
70. Non-profit and community organizations need spaces to congregate, meet, socialize and have performances.
71. Below-market rate studio space.
72. Ground floor needs to be very public and available for artists, movie theaters, entertainment, performing arts venues, hall rental for cultural events.
73. Need a public library, family-oriented activities, plus basics like a health clinic, daycare etc.

74. Families with children would need a school.
75. Transportation & mobility - if you are a one-car family, one member usually takes public transportation and it's essential: accessible, partnerships between transit agencies so connections are reasonable.
76. Needs to be a safe place to walk. Lyft can be desirable if public transportation feels "sketchy", but walkability and bike lanes are needed. No broken glass, cars parked in bike lanes.
77. Folks arriving later in the night right now at Diridon Station, walking from CalTrain to VTA can feel unsafe (streetlights, etc.).
78. Design spaces for women (if it's a safe place, women come with children, go to places that feel beautiful, safe, and well-lit). Vibrancy attracts more people to come to the spaces.
79. Design possibility is to elevate the tracks to make them not feel like a barrier.
80. Long-term plan to have spaces designated as live/work spaces, especially if affordable. Everyone keeps an eye on each other's spaces in, for example, a horseshoe-shaped area that is a community built around artists and a shared studio space that could be a community center.
81. Teachers also find a financial challenge to finding a place to rent. Can't afford homes, need to rent. A sense of community similar to a live/work space, like a communal environment but with a shared convening space.
82. Let's not have a segregated area by income level, but have a true mixed and diverse economic neighborhood. Be able to interact with neighbors.
83. For average medium income levels used to determine "affordable", consider going lower than 85% to make room for artists, teachers, service workers. Live/work space might help.
84. Consider displacement risk for work and studio spaces as well (business displacement.)
85. Experimented creating art spaces in buildings slated for demolition, makes the neighborhood more vibrant by having this temporary FREE space. Worry that this model won't be possible. How are vacant buildings in the existing Diridon footprint open to this model of activation and temporary use?
86. There should be plenty of *space* for artist uses, but how to consolidate and manage those spaces over the development period of this project?
87. Active use, suitable for public life.
88. Local Color's successful model supports not just individual artists but helps to manage and be good stewards of vacant buildings to protect current value. Could be a partner in this development plan through collaboration.
89. Sustainability = electric charging stations that integrate into public spaces and art.
90. The Guadalupe River area always looks through an artistic and creative lens when looking at parks, spaces, recycling. We can emulate them in this project.
91. Do we focus too much on technology? Let's get the urban design right (less about solar panels and more about bio scale.) Good urban design and placemaking.
92. Urban Confluence Project: did a good job putting out locally that this was a world-wide competition and blind jury, but not specifically "for" San Jose artist community.

Summary:

93. Design with respect and consideration of artists and makers.
94. "Affordable" means something else to this community. Artists create the sense of place. Intentionality needs to be incorporated into the design, but not too overly programmed (true communal spaces).

Group 4, led by K. Ma:

What would draw you to this area? What do you want to experience here when you visit?

95. Replace parking. More common spaces to make it more vibrant. Small retail, greenery. Should interact with current residences. Should be multicultural, reflective of the city. Local, mom-n-pop businesses. Also provide better information to be attractive to other locations (Berryessa, Eastside)

- 96. More public art. Kind of empty culturally right now
- 97. Should be like other stations (e.g. Philly). Unique, to demonstrate the SJ nature.
- 98. Encourage the liveliness of the area, rather than fully utilitarian
- 99. Should be holistic, community vibrancy. Canopy to provide an all-weather opportunity. (e.g. encourage people to stay)

What are your fears or concerns about development in this area?

- 100. Concern of inclusion of the full life experience (children, grandparents)
- 101. Access to transportation, displacement concerns (homelessness from others like BART). Probably need some social services targeted in the area.
- 102. Could be a sterile location.

What kind of art, public or private, would you like to see in this area?

- 103. No monuments. Art should be engaging, living. Landscape choices, pop-ups. Should be enjoyed by all (8 to 88). Community-projects (little free libraries, recycled bookstore)
- 104. Japantown provides a public space shaped by local artists and flavors, honoring the past. An everyday sort of feeling, rather than necessarily singularly awestruck.
- 105. Cozy stores (like a bookstore)

How would you like the buildings to look and feel?

- 106. Anything that isn't sterile, IKEA-like, native plans, colorful. Walkable, welcoming.

What types of open space & recreational features would you be interested in seeing here? (e.g. parks, trails, green space, gathering areas, plazas, etc.)

- 107. Welcoming to all people; events scheduled all the times
- 108. Minipark, open to active users. A main center with small subsidiaries, for instance.
- 109. Integrate placards to show the nature & natural history of the Los Gatos Creek.

Other examples of community benefits to prompt discussion:

- 110. Job resource kiosk, open also to volunteers.
- 111. Homelessness services.
- 112. Daycare to assist with parents who do use the station for travel.
- 113. Convenience of an all-in-one-location.

What types of housing would you like to see in this area?

- 114. Affordable housing. (Tiny Homes).
- 115. Don't necessarily want tall skyscrapers with small windows.

Facilitator's summary/attempt at synthesis:

- 116. Want a green, dynamic environment. Leaning towards a canvas to be flexible with the times.
- 117. Don't want something excessively commercial (not a Santana Row).
- 118. Reflective of the broader community, and should encourage connections with other locations.
- 119. Should provide social services, such as homelessness services and commuter daycare.
- 120. Multicultural and diverse, a place that leaves an impact on travelers rather than a quick stop.
- 121. Integrate green space as a sort of open-air museum; parks distributed in size and location.
- 122. Current location is a bit undeveloped; would hope that whatever is created is not sterile.
- 123. Want a holistic location that encourages gathering, perhaps small retail and bookstores.
- 124. Place should be convenient to all in order to reduce transportation use.
- 125. Housing should target all demographics, perhaps with tiny homes for those who don't use a lot of space (but also don't want tall skyscrapers with small windows).
- 126. Housing should also not push out anyone from the community there already.
- 127. Art events should be dynamic and festive, with local color and artists.

PLANNING COMMISSION

December 2, 2020

Action Minutes

WELCOME

ROLL CALL

PRESENT: Commissioners Caballero, Bonilla, Casey, Garcia, Lardinois, Oliverio, Torrens

ABSENT: None

1. CALL TO ORDER & ORDERS OF THE DAY

Meeting called to order at: 6:30 pm

2. PUBLIC COMMENT

Public comments to the Planning Commission on non-agendized items. Please contact the Commission in the manner specified on p. 2 of the agenda to comment on any item that is not specified on the agenda. Please use the 'raise hand' feature in Zoom or click *9 to raise a hand to speak or contact 408-535-3505 to request to speak. Each member of the public may address the Commission for up to three minutes. The commission cannot take any formal action without the item being properly noticed and placed on an agenda. In response to public comment, the Planning Commission is limited to the following options:

- Responding to statements made or questions posed by members of the public; or
- Requesting staff to report back on a matter at a subsequent meeting; or
- Directing staff to place the item on a future agenda

No Comments

Access the video, agenda, and related reports for this meeting by visiting the City's website at:
<https://www.sanjoseca.gov/your-government/departments/planning-building-code-enforcement/planning-division/commissions-and-hearings/planning-commission>

3. DEFERRALS AND REMOVALS FROM CALENDAR

Any item scheduled for hearing this evening for which deferral is being requested will be taken out of order to be heard first on the matter of deferral or removal.

Staff will provide an update on the items for which deferral and removal is being requested. If you want to change any of the deferral dates recommended, or speak to the question of deferring or removing these or any other items, you should request to speak in the manner specified on p. 2 of the Planning Commission agenda.

No Items

4. CONSENT CALENDAR

The consent calendar items are considered to be routine and will be adopted by one motion. There will be no separate discussion of these items unless a request is made by a member of the Planning Commission, staff, or the public to have an item removed from the consent calendar and considered separately.

Staff will provide an update on the consent calendar. If you wish to speak on one of these items, please use the 'raise hand' feature in Zoom or click *9 to raise a hand to speak or contact 408-535-3505 to request to speak.

ACTION: COMMISSIONER OLIVERIO MADE A MOTION TO APPROVE THE STAFF RECOMMENDATIONS FOR THE CONSENT CALENDAR, ITEMS 4.A. AND 4.B. SPECIFIED BELOW.

COMMISSIONER CASEY SECONDED THE MOTION (7-0).

- a. **[CP20-024 \(Administrative Hearing\)](#)** Conditional Use Permit and Determination of Public Convenience or Necessity to allow off-sale of alcohol (ABC License Type 20 Beer and Wine only) at a grocery store on an approximately 5.16-gross acre site located on the westside of East Capitol Expressway, approximately 200 feet southerly of Aborn Square (2926 Aborn Square Road) (Mark Borello, Borello Management Co., Owner). Council District 8. **CEQA:** Exempt pursuant to CEQA Guidelines Section 15301(a): Class 1 for Existing Facilities.

PROJECT MANAGER, ALEC ATIENZA

- 1. CONSIDER THE EXEMPTION IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES SECTION 15301(A): CLASS 1, FOR EXISTING FACILITIES**
- 2. ADOPT A RESOLUTION APPROVING, SUBJECT TO CONDITIONS, A CONDITIONAL USE PERMIT AND DETERMINATION OF PUBLIC CONVENIENCE OR NECESSITY TO ALLOW THE OFF-SALE OF ALCOHOL (ABC LICENSE TYPE 20 BEER AND WINE) AT AN EXISTING 25,373-SQUARE FOOT GROCERY STORE ON AN APPROXIMATELY 5.16-GROSS ACRE SITE.**

- b. [PP20-014](#). An ordinance of the City of San José amending various sections of Title 20 (Zoning Ordinance or Zoning Code) of the San José Municipal Code to: (a) amend Part 4.5, Accessory Dwelling Units, to make minor clarifying text alterations and updates consistent with state law within Sections 20.30.460, ‘Single-Family Dwelling’ lot, 20.30.470, ‘Junior Accessory Dwelling Units — Single-Family dwelling lot,’ 20.30.480, ‘Two-Family and Multi-Family Dwelling lots, and 20.30.495, ‘Tiny Home on Wheels (THOW); (b) add notes specifying permitting requirements for Transitional Housing uses within Tables 20-50, 20-90, 20-140 and 20-156 amending Sections 20.30.100, 20.40.100, 20.70.100 and 20.75.200; (c) incorporate minor text alterations to Table 20-156 amending Section 20.75.200 to add permitting requirements for Social Service Agency uses; (d) amend Table 20-100 in Section 20.40.200 to allow property in the Commercial Neighborhood Zoning District to utilize Urban Village Plan development standards (e) amend Chapter 20.100, Part 9, Single-Family House Permit, to make minor clarifying changes related to infill single-family additions within Section 20.100.1040, ‘Additional Development Requiring a Single-Family House Permit’; and to make other technical, non-substantive, or formatting changes within those sections of Title 20 of the San José Municipal Code. **CEQA**: Determination of Consistency with the Envision San Jose 2040 General Plan Final Program Environmental Impact Report (FEIR), adopted through Resolution No. 76041, and Supplemental EIR Resolution No. 77617, adopted on December 15, 2015, and Addenda thereto. Pursuant to Section 15168 of the CEQA Guidelines, the City of San José has determined that this activity is within the scope of the earlier approved programs and the Final Program EIRs adequately describe the activity for purposes of CEQA. The project does not involve new significant effects beyond those analyzed in the Final Program EIRs.

PROJECT MANAGER, APARNA ANKOLA

- 1. CONSIDER THE DETERMINATION OF CONSISTENCY WITH THE ENVISION SAN JOSÉ 2040 GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (FEIR), FOR WHICH FINDINGS WERE ADOPTED BY CITY COUNCIL THROUGH RESOLUTION NO. 76041 ON NOVEMBER 1, 2011, AND SUPPLEMENTAL EIR RESOLUTION NO. 77617, ADOPTED BY CITY COUNCIL ON DECEMBER 15, 2015, AND ADDENDA THERETO. PURSUANT TO SECTION 15168 OF THE CEQA GUIDELINES, THE CITY OF SAN JOSÉ HAS DETERMINED THAT THIS ACTIVITY IS WITHIN THE SCOPE OF THE EARLIER APPROVED PROGRAMS AND THE FINAL PROGRAM EIRS ADEQUATELY DESCRIBE THE ACTIVITY FOR PURPOSES OF CEQA. THE PROJECT DOES NOT INVOLVE NEW SIGNIFICANT EFFECTS BEYOND THOSE ANALYZED IN THE FINAL PROGRAM EIRS; AND**

2. **ADOPT AN ORDINANCE OF THE CITY OF SAN JOSÉ AMENDING VARIOUS SECTIONS OF TITLE 20 (ZONING ORDINANCE OR ZONING CODE) OF THE SAN JOSÉ MUNICIPAL CODE TO: (A) AMEND PART 4.5, ACCESSORY DWELLING UNITS, TO MAKE MINOR CLARIFYING TEXT ALTERATIONS AND UPDATES CONSISTENT WITH STATE LAW WITHIN SECTIONS 20.30.460, ‘SINGLE-FAMILY DWELLING’ LOT, 20.30.470, ‘JUNIOR ACCESSORY DWELLING UNITS —SINGLE-FAMILY DWELLING LOT,’ 20.30.480, ‘TWO-FAMILY AND MULTI-FAMILY DWELLING LOTS, AND 20.30.495, ‘TINY HOME ON WHEELS (THOW); (B) ADD NOTES SPECIFYING PERMITTING REQUIREMENTS FOR TRANSITIONAL HOUSING USES WITHIN TABLES 20-50, 20-90, 20-140 AND 20-156 AMENDING SECTIONS 20.30.100, 20.40.100, 20.70.100 AND 20.75.200; (C) INCORPORATE MINOR TEXT ALTERATIONS TO TABLE 20-156 AMENDING SECTION 20.75.200 TO ADD PERMITTING REQUIREMENTS FOR SOCIAL SERVICE AGENCY USES; (D) AMEND TABLE 20-100 IN SECTION 20.40.200 TO ALLOW PROPERTY IN THE COMMERCIAL NEIGHBORHOOD ZONING DISTRICT TO UTILIZE URBAN VILLAGE PLAN DEVELOPMENT STANDARDS (E) AMEND CHAPTER 20.100, PART 9, SINGLE-FAMILY HOUSE PERMIT, TO MAKE MINOR CLARIFYING CHANGES RELATED TO INFILL SINGLE-FAMILY ADDITIONS WITHIN SECTION 20.100.1040, ‘ADDITIONAL DEVELOPMENT REQUIRING A SINGLE-FAMILY HOUSE PERMIT’; AND TO MAKE OTHER TECHNICAL, NON-SUBSTANTIVE, OR FORMATTING CHANGES WITHIN THOSE SECTIONS OF TITLE 20 OF THE SAN JOSÉ MUNICIPAL CODE.**

5. PUBLIC HEARING

Generally, the Public Hearing items are considered by the Planning Commission in the order in which they appear on the agenda. However, please be advised that the Commission may take items out of order to facilitate the agenda, such as to accommodate significant public testimony, or may defer discussion of items to later agendas for public hearing time management purposes.

No Items

6. OPEN THE GENERAL PLAN HEARING

7. GENERAL PLAN CONSENT CALENDAR

- a. [GPT20-003 & GP20-006](#). City-initiated General Plan Amendment to make minor revisions to the Envision San José 2040 General Plan, including updates to the Transportation Network definitions and Diagram, clarifications to General Plan land use designations, clarifications to where city services and facilities are allowed citywide, updates to Appendix 5, and a new map to clarify which properties are subject to the Midtown Specific Plan. **CEQA:** Determination of Consistency with the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 76041) and the Envision San José 2040 General Plan Supplemental Environmental Impact Report (Resolution No. 77617), and Addenda thereto.

PROJECT MANAGER, KIEULAN PHAM

ACTION: COMMISSIONER OLIVERIO MADE A MOTION TO RECOMMEND THAT THE CITY COUNCIL TAKE THE FOLLOWING ACTIONS:

- 1. CONSIDER THE DETERMINATION OF CONSISTENCY WITH THE ENVISION SAN JOSÉ 2040 GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (RESOLUTION NO. 76041) AND SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT TO THE ENVISION SAN JOSE GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (RESOLUTION NO. 77617), AND ADDENDA THERETO IN CONFORMANCE WITH CEQA; AND**
- 2. ADOPT A RESOLUTION APPROVING THE GENERAL PLAN TEXT AND DIAGRAM AMENDMENT TO MAKE MINOR MODIFICATIONS AND CLARIFYING REVISIONS TO THE ENVISION SAN JOSÉ 2040 GENERAL PLAN AND AN AMENDMENT TO MAKE MINOR MODIFICATIONS AND CLARIFYING REVISIONS TO THE MIDTOWN SPECIFIC PLAN.**

COMMISSIONER BONILLA SECONDED THE MOTION (7-0).

8. GENERAL PLAN PUBLIC HEARING

- a. [GPT20-001](#). Privately initiated General Plan Text Amendment (File No. GPT20-001) to amend the Five Wounds Urban Village Plan to: (1) Modify Interim land Uses and Land Use Policies to allow transit-supportive development to move ahead of the full funding of the 28th Street BART station; and (2) Revise the Urban Village land use designation to increase residential density from 95 to 250 dwelling units per acre and reduce the minimum commercial/office Floor Area Ratio from 0.75 to 0.10 for projects less than 1.5 acres or west of the Five Wounds Trail located on Five Wounds Urban Village (70 N 27th Street) (HC Investment Associates L.P., Owner). Council District 3. **CEQA:** Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 76041), Supplemental Environmental Impact Report to the Envision San Jose General Plan Final Program Environmental Impact Report (Resolution No. 77617), Addendum to the Envision San José 2040 General Plan Final Program Environmental Impact Report for the Five Wounds Urban Village General Plan Text Amendment dated November 2020, and all Addenda thereto.

PROJECT MANAGER, JESSICA SETIAWAN

ACTION: COMMISSIONER OLIVERIO MADE A MOTION TO RECOMMEND THAT THE CITY COUNCIL TAKE THE FOLLOWING ACTIONS:

- 1. CONSIDER THE ENVISION SAN JOSÉ 2040 GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (RESOLUTION NO. 76041), SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT TO THE ENVISION SAN JOSE GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (RESOLUTION NO. 77617), ADDENDUM TO THE ENVISION SAN JOSÉ 2040 GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE FIVE WOUNDS URBAN VILLAGE GENERAL PLAN TEXT AMENDMENT DATED NOVEMBER 2020, AND ALL ADDENDA THERETO;**
- 2. ADOPT A RESOLUTION APPROVING THE APPLICANT’S GENERAL PLAN TEXT AMENDMENT APPLICATION TO AMEND THE FIVE WOUNDS URBAN VILLAGE PLAN, IN PART, TO: (1) MODIFY INTERIM LAND USES AND LAND USE POLICIES TO ALLOW TRANSIT-SUPPORTIVE DEVELOPMENT TO MOVE AHEAD OF THE FULL FUNDING OF THE 28TH STREET/LITTLE PORTUGAL BART STATION; AND (2) REVISE THE URBAN VILLAGE LAND USE DESIGNATION TO INCREASE RESIDENTIAL DENSITY FROM 95 TO 250 DWELLING UNITS PER ACRE (DU/AC), BUT DENYING THE PORTION OF THE APPLICANT’S REQUEST TO CHANGE THE URBAN VILLAGE LAND USE DESIGNATION FLOOR TO AREA RATIO (FAR) BECAUSE IT IS INCONSISTENT WITH THE GENERAL PLAN.**

COMMISSIONER TORRENS SECONDED THE MOTION (7-0).

9. CONTINUE THE GENERAL PLAN HEARING TO DECEMBER 9, 2020

ACTION: COMMISSIONER OLIVERIO MADE A MOTION TO CONTINUE THE GENERAL PLAN HEARING TO DECEMBER 9, 2020.

COMMISSIONER TORRENS SECONDED THE MOTION (7-0).

10. REFERRALS FROM CITY COUNCIL, BOARDS, COMMISSIONS, OR OTHER AGENCIES

No Items

11. GOOD AND WELFARE

a. Report from City Council

On December 1, 2020 City Council took action on the following projects:

Approved an Updated Natural Gas Infrastructure Prohibition Ordinance.

Approved a Historic Landmark Nomination for Real Property Located at 1516 Newport Avenue (HL20-002).

Approved a Historic Landmark Nomination and Historical Property Contract for Real Property Located at 546 South 546 3rd Street (HL20-003 & MA20-001).

Approved a Planned Development Rezoning, Planned Development Permit and Tentative Map for Certain Real Property Located at 907 North Capitol Avenue (PDC17-046, PD19-022 & PT17-047).

b. Review and Approve Action Minutes from [11/18/20](#).

Commissioner Oliverio made a motion to approve the 11/18/20 minutes.

Commissioner Torrens seconded the motion (7-0).

c. Subcommittee Formation, Reports, and Outstanding Business

No Reports

d. Commission Calendar and Study Sessions

- i. The Downtown West Mixed-Use Plan Proposal Study Session is scheduled for 12/9/20.

e. The Public Record

Commissioners Bonilla and Oliverio eulogized Alopa Toleva who passed away on 11/12/20.

12. ADJOURNMENT

Meeting adjourned at 7:09 pm



Diridon Station Area Plan Community Meeting

Draft Meeting Notes | December 3, 2020

Date + Time *December 3, 2020 | 6:30 PM*

Location *Zoom Webinar – Virtual Meeting*

Meeting Objectives

- *Provide background information to prime participants for discussion*
- *Gather feedback on draft documents available for public review (Draft Amended Diridon Station Area Plan and Draft Diridon Affordable Housing Implementation Plan).*

AGENDA

- 1. Welcome and Introductions**
- 2. City Staff Presentation**
- 3. Small Group Discussions**

ATTENDANCE

Public: There were approximately 55 members of the public who attended the meeting

City Staff/Presenters:

- Lori Severino – *Diridon Program Manager*
- Kim Walesh – *Deputy City Manager*
- Nanci Klein – *Director of Economic Development*
- Rosalynn Hughey – *Director, Planning, Building, and Code Enforcement Department*
- Robert Manford – *Deputy Director, Planning Building and Code Enforcement*
- Tim Rood – *Planning Division Manager*
- John Tu – *Planner IV, Planning Division*
- Jose Ruano – *Planner II, DSAP Project Manager*
- James Han – *Planner II, Planning Division*
- Nicole Burnham – *Deputy Director, Department of Parks, Recreation, and Neighborhood Services*
- Jessica Zenk – *Deputy Director, Department of Transportation*
- Wilson Tam – *Station Planning Manager*
- Jacky Morales-Ferrand – *Director, Housing Department*



- Rachel VanderVeen - *Deputy Director, Housing Department*
- Kristen Clements – *Housing Division Manager*
- Larissa Sanderfer – *Parks Planner, Department of Parks, Recreation, and Neighborhood Services*
- David Keyon - *Principal Planner, Planning, Building, and Code Enforcement Department*

Consultant Team:

- Dave Javid - *Principal (Plan to Place)*
- Matt Raimi – *Principal (Raimi + Associates)*
- Suhaila Sikand – *Outreach Specialist (Plan to Place)*
- Diana Benitez – *Outreach Specialist (Raimi + Associates)*

SUMMARY

The primary agenda items were to provide overviews for the Draft Amended Diridon Station Area Plan (DSAP) and the Draft Diridon Affordable Housing Implementation Plan (AHIP). The following notes summarize the presentation and discussion of these agenda items.

Dave Javid welcomed everyone to the meeting and described the other opportunities for the community to offer feedback. The following sections summarize the main agenda items. The full set of meeting materials, including the slideshow and video recording, are available at:

<https://www.diridonsj.org/general-events/community-meeting-dsap-fall2020>.

DRAFT DIRIDON STATION AREA PLAN AMENDMENTS

Rosalynn Hughey, Tim Rood, Larissa Sanderfer, Wilson Tam, and David Keyon provided an overview of the Draft Amended Diridon Station Area Plan, including the following topics:

- Social equity, in particular how livelihood, housing, parks, and transportation strategies address equity
- Building heights and design with attention to modifications made from input in the engagement process
- Open space and public life, including the Los Gatos Creek Trail, community center, and public art
- Mobility from a district-wide lens and parking implications
- Environmental Sustainability and approach to California Environmental Quality Act (CEQA) compliance

DRAFT AFFORDABLE HOUSING IMPLEMENTATION PLAN

Rachel VanderVeen provided an overview of the Draft Diridon Affordable Housing Implementation Plan (AHIP) and addressed the following topics:

- Study areas

- Goals, performance measures, and Racial Equity indicators
- Strategies to increase production of affordable housing, including transit-oriented design and accessory dwelling units (ADUs)
- Strategies to preserve affordable housing, including a Preservation Pilot Program and working with non-profits/community-based organizations
- Strategies to protect affordable housing tenants, including legal support and a Diridon Station Area satellite office for resources

SMALL GROUP DISCUSSIONS

Following the presentation, participants were randomly placed into small group breakouts to discuss what resonated the most and what needed improvement in each of the draft plans. While there was an opportunity for a Spanish-speaking discussion area, no participants asked to partake in it. Key themes from the small group discussions are summarized below:

- Building Heights and Design
 - Showcase Historical Landmark preservation in maps and consider relocation of historical landmarks (3)
 - Consider lowering heights in lower income areas and consider DANG recommendations on heights (2)
 - Create Downtown West standards as a foundation standard for future projects, integrating sustainable design (LEED, require green walls and roofing) with cohesion and quality of life
 - Increase heights in DSAP to reduce housing pressure and equity impacts in surrounding neighborhoods
 - Explain the reasoning for the 65-degree site plane as opposed to 45-degrees
- Open Space and Public Life
 - Detail the DSAP community center vision and consider how this center would differ from Gardner's shortcomings (lack of funding and underutilized) (2)
 - Reinvest in Gardner's community center instead of building the DSAP community center
 - Invest in underutilized and unmaintained parks, with special attention to historical and cultural icons (e.g., Restore and add signage to Arena Green Park statues)
 - Demonstrate the ratios of park space to new residents within the Diridon Station Area and the estimated park fees to expenditures visually; consider increasing the ratio of park space to resident
- Mobility
 - Explore the mobility and flow for special events, specifically pedestrian-centered bridges over major streets, BART access from the arena, and buildout of regional transit (4)
 - Maintain vehicular access to SAP center events and non-shared parking (3)
 - Consider reusing current railroad bridge as the main trail pathway for Los Gatos Creek (2)



- Expand public transportation and connections to downtown area (2)
- Detail a transition plan from decoupled parking to holistic transit, with special regards to low-income residents (2)
- Detail a transition plan for roads with bus-priority like the Santa Clara Ave restructuring
- Strengthen bike lanes and safety, specifically throughout Downtown and Park Avenue
- Explore the effects of construction over the next 10 years on mobility with attention to traffic mitigation plans factoring longer-commuting employees
- Explore the impact of transit sounds in communities, specifically train horns
- Consider a rail connection to airport in addition to shuttle for increased access and convenience
- Affordable Housing, Anti-Displacement, and Social Equity
 - Clarify the parameters and break-down of “25% Affordable Housing” and demonstrate how it compares to other US cities (3)
 - Explain the breakdown of financing for affordable housing, including impact fees and number of affordable units (2)
 - Provide more detail in the anti-displacement plan to keep low-income and communities of color in San Jose (2)
 - Align anti-displacement tracking with the city-wide committee and analyze on micro and macro levels (including surrounding neighborhood effects)
 - Explore a financial plan to subsidize park fees for affordable housing tenants to reduce access gaps
 - Explain the reasoning behind the decision to move beyond a half-mile radius and what is included in that plan, as well as widening the radius to include Tamien station
 - Specify a plan for small site preservation with consideration to the current lack of resources
 - Study the current effects of landlords increasing rents as the DSAP process is underway
 - Study the effects of increased transit access on rent costs in outlying areas
 - Account for the total number of new San Jose Google residents
 - Consider working with community partners like Habitat for Humanity to increase opportunities of home ownership
- Additional Comments
 - Update on construction progress of Platform 16, the tech hub in Downtown.

The meeting was adjourned at 8:20 pm.



PLANNING COMMISSION

December 9, 2020

Action Minutes

WELCOME

ROLL CALL

PRESENT: Commissioners Caballero, Casey, Garcia, Lardinois, Oliverio, Torrens

ABSENT: Commissioner Bonilla

1. CALL TO ORDER & ORDERS OF THE DAY

Meeting called to order at: 6:30 pm

2. PUBLIC COMMENT

Public comments to the Planning Commission on non-agendized items. Please contact the Commission in the manner specified on p. 2 of the agenda to comment on any item that is not specified on the agenda. Please use the 'raise hand' feature in Zoom or click *9 to raise a hand to speak or contact 408-535-3505 to request to speak. Each member of the public may address the Commission for up to three minutes. The commission cannot take any formal action without the item being properly noticed and placed on an agenda. In response to public comment, the Planning Commission is limited to the following options:

- Responding to statements made or questions posed by members of the public; or
- Requesting staff to report back on a matter at a subsequent meeting; or
- Directing staff to place the item on a future agenda

Dan and Tami made a comment and expressed their concerns with the Opportunity Housing approach which was recommended by Staff and the Four Year Review General Plan Task force.

Access the video, agenda, and related reports for this meeting by visiting the City's website at:
<https://www.sanjoseca.gov/your-government/departments/planning-building-code-enforcement/planning-division/commissions-and-hearings/planning-commission>

3. DEFERRALS AND REMOVALS FROM CALENDAR

Any item scheduled for hearing this evening for which deferral is being requested will be taken out of order to be heard first on the matter of deferral or removal.

Staff will provide an update on the items for which deferral and removal is being requested. If you want to change any of the deferral dates recommended, or speak to the question of deferring or removing these or any other items, you should request to speak in the manner specified on p. 2 of the Planning Commission agenda.

No Items

4. CONSENT CALENDAR

The consent calendar items are considered to be routine and will be adopted by one motion. There will be no separate discussion of these items unless a request is made by a member of the Planning Commission, staff, or the public to have an item removed from the consent calendar and considered separately.

Staff will provide an update on the consent calendar. If you wish to speak on one of these items, please use the 'raise hand' feature in Zoom or click *9 to raise a hand to speak or contact 408-535-3505 to request to speak.

No Items

5. PUBLIC HEARING

Generally, the Public Hearing items are considered by the Planning Commission in the order in which they appear on the agenda. However, please be advised that the Commission may take items out of order to facilitate the agenda, such as to accommodate significant public testimony, or may defer discussion of items to later agendas for public hearing time management purposes.

No Items

6. CONTINUE GENERAL PLAN HEARING (THIRD CYCLE) FROM DECEMBER 2, 2020

7. GENERAL PLAN CONSENT CALENDAR

ACTION: COMMISSIONER OLIVERIO MADE A MOTION TO APPROVE THE STAFF RECOMMENDATIONS FOR GENERAL PLAN CONSENT CALENDAR, ITEMS 7.A. AND 7.B. SPECIFIED BELOW.

COMMISSIONER TORRENS SECONDED THE MOTION (6-0-1; BONILLA ABSENT).

- a. **GPT19-006:** City-initiated General Plan Text Amendment to make modifications to the Envision San Jose 2040 General Plan to reference Climate Smart San Jose and make updates to tracking of measures associated with the former Green Vision during the General Plan annual review process. **CEQA:** Determination of Consistency with the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 76041) and the Envision San José 2040 General Plan Supplemental Environmental Impact Report (Resolution No. 77617), and Addenda thereto.

PROJECT MANAGER, EDWARD SCHREINER

- 1. CONSIDER THE DETERMINATION OF CONSISTENCY WITH THE ENVISION SAN JOSÉ 2040 GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (RESOLUTION NO. 76041) AND SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT TO THE ENVISION SAN JOSE GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (RESOLUTION NO. 77617), AND ADDENDA THERETO IN CONFORMANCE WITH CEQA; AND**
- 2. ADOPT A RESOLUTION APPROVING THE GENERAL PLAN TEXT AMENDMENT TO MAKE MODIFICATIONS TO THE ENVISION SAN JOSÉ 2040 GENERAL PLAN TO REFERENCE CLIMATE SMART SAN JOSÉ AND MAKE UPDATES TO TRACKING OF MEASURES ASSOCIATED WITH THE FORMER GREEN VISION DURING THE GENERAL PLAN ANNUAL REVIEW PROCESS.**

- b. **GP20-002:** Privately initiated General Plan Amendment to change the land use/transportation diagram from Mixed Use Commercial to Urban Residential on an approximately 1.64-gross acre site located on the northwest corner of Lakewood Drive and Cropley Avenue intersection (1953 Via Reggio Court) (1953 Via Reggio CT LLC, Owner). Council District 4. **CEQA:** Initial Study/Negative Declaration for the 1953 Via Reggio Ct General Plan Amendment.

PROJECT MANAGER, JESSICA SETIAWAN

1. **CONSIDER THE NEGATIVE DECLARATION IN ACCORDANCE WITH CEQA;
AND**
2. **ADOPT A RESOLUTION APPROVING THE ENVISION SAN JOSÉ 2040 GENERAL PLAN LAND USE/TRANSPORTATION DIAGRAM AMENDMENT TO CHANGE THE LAND USE DESIGNATION FROM MIXED USE COMMERCIAL TO URBAN RESIDENTIAL ON AN APPROXIMATELY 1.64-GROSS ACRE SITE, LOCATED AT 1953 VIA REGGIO CT.**

8. GENERAL PLAN PUBLIC HEARING

- a. **GP19-012, C19-042, CP20-019 & T20-020:** General Plan Amendment from Residential Neighborhood to Downtown, a Conforming Rezone from LI Light Industrial and R-2 Two-Family Residence to DC Downtown Primary Commercial, a Conditional Use Permit to allow the demolition of existing structures and the construction of a mixed-use six-story building including a 190-bed commercial residential care facility with 116 assisted living guest rooms and 49 memory care guest rooms, four multi-family residential units, and a back-up generator, including a development exception to allow a reduced 12-foot height for the required on-site loading space, and a Vesting Tentative Map to merge seven parcels into one parcel on a 0.90-gross acre site located on the southwest corner of Gifford Avenue and West San Carlos street (470 West San Carlos Street) (Thang N Do Trustee & et al., Owner) Council District 3. **CEQA:** Addendum to Downtown Strategy 2040 Final Environmental Impact Report adopted by City Council Resolution No. 78942 on December 19, 2018, and addenda thereto.

PROJECT MANAGER, LAURA MEINERS

ACTION: COMMISSIONER OLIVERIO MADE A MOTION TO RECOMMEND THAT THE CITY COUNCIL TAKE THE FOLLOWING ACTIONS:

- 1. ADOPT A RESOLUTION ADOPTING THE ADDENDUM TO THE DOWNTOWN STRATEGY 2040 FINAL ENVIRONMENTAL IMPACT REPORT ADOPTED BY CITY COUNCIL RESOLUTION NO. 78942 ON DECEMBER 19, 2018, AND ADDENDA THERETO, IN ACCORDANCE WITH CEQA.**
- 2. ADOPT A RESOLUTION AMENDING THE ENVISION SAN JOSÉ 2040 GENERAL PLAN LAND USE/TRANSPORTATION DIAGRAM DESIGNATION (APN'S 264-20-086, 264-20-087, AND 264-20-088) FROM RESIDENTIAL NEIGHBORHOOD TO DOWNTOWN ON APPROXIMATELY 19,200-GROSS SQUARE FEET OF THE TOTAL 39,130-SQUARE FOOT PROJECT SITE.**
- 3. APPROVE AN ORDINANCE REZONING THE PROJECT SITE AS FOLLOWS:**
 - FROM THE LI LIGHT INDUSTRIAL ZONING DISTRICT TO THE DC DOWNTOWN PRIMARY COMMERCIAL ZONING DISTRICT ON APPROXIMATELY 13,179-GROSS SQUARE FEET (APN'S 264-20-082, 264-20-083, AND 264-20-084), AND**
 - FROM THE R-2 TWO-FAMILY RESIDENCE ZONING DISTRICT TO THE DC DOWNTOWN PRIMARY COMMERCIAL ZONING DISTRICT OVER APPROXIMATELY 25,951-GROSS SQUARE FEET (APNS 264-20-085, 264-20-086, 264-20-087, AND 264-20-088) OF THE TOTAL 39,130-SQUARE FOOT PROJECT SITE.**
- 4. ADOPT A RESOLUTION APPROVING, SUBJECT TO CONDITIONS, A VESTING TENTATIVE MAP TO MERGE THE SEVEN PARCELS ON THE PROJECT SITE INTO ONE PARCEL.**
- 5. ADOPT A RESOLUTION APPROVING, SUBJECT TO CONDITIONS, A CONDITIONAL USE PERMIT TO ALLOW THE DEMOLITION OF EXISTING STRUCTURES AND THE CONSTRUCTION OF A MIXED-USE PROJECT INCLUDING A 190-BED COMMERCIAL RESIDENTIAL CARE FACILITY WITH 116 ASSISTED LIVING RESIDENTIAL CARE GUEST ROOMS AND 49 MEMORY CARE GUEST ROOMS, FOUR MULTI-FAMILY RESIDENTIAL UNITS, AND A BACK-UP GENERATOR, INCLUDING A DEVELOPMENT EXCEPTION, ON THE PROJECT SITE.**

COMMISSIONER CASEY SECONDED THE MOTION (6-0-1; BONILLA ABSENT).

- b. **GP20-001 & C20-007:** Privately initiated General Plan Amendment to change the General Plan land use designation from Transportation and Utilities to Residential Neighborhood (GP20-001) and a Conforming Rezoning (C20-007) from A Agriculture and unzoned Zoning District to R-1-5 Single Family Residence Zoning District, on approximately an 8.6-gross acre site located on a portion generally bounded by Brooktree Way, Bret Harte Drive, Queenswood Way and Hampswood Way; a portion south of Hampswood Way, approximately 260-feet easterly of Hampswood Court; a portion northerly of Portswood Drive, approximately 380-feet easterly of Belder Drive; a portion generally bounded by the south of Portswood Drive and along the north of Raich Drive into the north terminus of Cahen Drive; a portion generally bounded by the south of Raich Drive, west of Cahen Drive and north of McKean Road (0 Bret Harte Drive) (Summer Hill Homes, Owner). Council District 10. **CEQA:** Initial Study/Negative Declaration for the Portswood Drive General Plan Amendment and Rezoning.

PROJECT MANAGER, ROBERT RIVERA

ACTION: COMMISSIONER LARDINOIS MADE A MOTION TO RECOMMEND THAT THE CITY COUNCIL TAKE THE FOLLOWING ACTIONS:

- 1. ADOPT A RESOLUTION ADOPTING THE PORTSWOOD DRIVE GENERAL PLAN AMENDMENT AND REZONING NEGATIVE DECLARATION, FOR WHICH AN INITIAL STUDY WAS PREPARED, ALL IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED.**
- 2. ADOPT A RESOLUTION AMENDING THE ENVISION SAN JOSÉ 2040 GENERAL PLAN LAND USE/TRANSPORTATION DIAGRAM LAND USE DESIGNATION FROM TRANSPORTATION UTILITIES TO RESIDENTIAL NEIGHBORHOOD FOR 790 PORTSWOOD DRIVE AND 0 BRET HART DRIVE ON AN 8.6-GROSS ACRE SITE (FILE NO. GP20-001).**
- 3. APPROVE AN ORDINANCE REZONING CERTAIN REAL PROPERTY LOCATED ON A PORTION GENERALLY BOUNDED BY BROOKTREE WAY, BRET HARTE DRIVE, QUEENSWOOD WAY, AND HAMPSWOOD WAY; A PORTION SOUTH OF HAMPSWOOD WAY, APPROXIMATELY 260-FEET EASTERLY OF HAMPSWOOD COURT; A PORTION NORTHERLY OF PORTSWOOD DRIVE, APPROXIMATELY 380-FEET EASTERLY OF BELDER DRIVE; A PORTION GENERALLY BOUNDED SOUTH OF PORTSWOOD DRIVE AND ALONG THE NORTH OF RAICH DRIVE INTO THE NORTH TERMINUS OF CAHEN DRIVE; A PORTION GENERALLY BOUNDED SOUTH OF RAICH DRIVE, WEST OF CAHEN DRIVE AND NORTH OF MCKEAN ROAD FROM THE A AGRICULTURAL ZONING DISTRICT AND PROPERTIES THAT DO NOT HAVE AN ESTABLISHED ZONING DISTRICT TO THE R-1-5 SINGLE FAMILY RESIDENCE ZONING DISTRICT ON APPROXIMATELY 8.6-GROSS ACRES**

COMMISSIONER OLIVERIO SECONDED THE MOTION (6-0-1; BONILLA ABSENT).

- c. **GP20-003:** Privately initiated General Plan Amendment to change the land use/transportation diagram from Public/Quasi-Public to Residential Neighborhood on an approximately 2.7-gross acre site located on the North of Cambrianna Drive, approximately 100 feet easterly of Taper Avenue (1975 Cambrianna Drive) (Cambrian School District, Owner). Council District 6. **CEQA:** Initial Study/Negative Declaration for the 1975 Cambrianna Drive General Plan Amendment.

PROJECT MANAGER, JESSICA SETIAWAN

ACTION: COMMISSIONER TORRENS MADE A MOTION TO RECOMMEND THAT THE CITY COUNCIL TAKE THE FOLLOWING ACTIONS:

- 1. CONSIDER THE NEGATIVE DECLARATION IN ACCORDANCE WITH CEQA; AND**
- 2. ADOPT A RESOLUTION TO DENY THE ENVISION SAN JOSÉ 2040 GENERAL PLAN LAND USE/TRANSPORTATION DIAGRAM AMENDMENT TO CHANGE THE LAND USE DESIGNATION FROM PUBLIC/QUASI-PUBLIC TO RESIDENTIAL NEIGHBORHOOD ON AN APPROXIMATELY 2.7-GROSS-ACRE SITE, LOCATED AT 1975 CAMBRIANNA DRIVE.**
- 3. ADD AN ITEM TO THE HOUSING CRISIS WORKPLAN TO EXPLORE POLICY CHANGES FOR PUBLIC SCHOOL LAND CONVERSIONS THAT COULD PROVIDE MORE OPPORTUNITIES FOR HOUSING AND REVENUE FOR PUBLIC SCHOOL DISTRICTS.**

COMMISSIONER CABALLERO SECONDED THE MOTION.

COMMISSIONER OLIVERIO REQUESTED AN AMENDMENT TO COMMISSIONER TORRENS' MOTION, WHICH AMENDMENT WAS ACCEPTED BY COMMISSIONERS TORRENS AND CABALLERO, TO ADD TO THE MOTION THE FOLLOWING: STAFF PROVIDE THE FOLLOWING INFORMATION TO THE CITY COUNCIL PIOR TO ITS HEARNING:

- 1. ADVISE COUNCIL OF THE LEGAL REQUIREMENTS, INCLUDING THE NAYLOR ACT AND THE SURPLUS LANDS ACT, ON THE SCHOOL DISTRICT TO OFFER THE SUBJECT PROPERTY TO OTHER PUBLIC AGENCIES PRIOR TO ANY TRANSFER OF THE SUBJECT PROPERTY, AND**
- 2. OBTAIN INFORMATION FROM THE SCHOOL DISTRICT ON HOW IT CONSIDERS THE TRANSFER OF THE SUBJECT PROPERTY TO BE CONSISTENT WITH SUCH STATE LAW REQUIREMENTS PRIOR TO THE COUNCIL HEARING. AMENDED MOTION APPROVED (6-0-1; BONILLA ABSENT).**

9. CONTINUE THE GENERAL PLAN HEARING TO JANUARY 13, 2021

ACTION: COMMISSIONER LARDINOIS MADE A MOTION TO CONTINUE THE GENERAL PLAN HEARING TO JANUARY 13, 2021.

COMMISSIONER CASEY SECONDED THE MOTION (6-0-1; BONILLA ABSENT).

10. REFERRALS FROM CITY COUNCIL, BOARDS, COMMISSIONS, OR OTHER AGENCIES

No Items

11. GOOD AND WELFARE

a. Report from City Council

On December 8, 2020, City Council took action on the following projects:

- i. Accepted the Envision San Jose 2040 General Plan Annual Performance Review Report for FY 2019-2020.*

b. Review and Approve Action Minutes from [12/2/20](#).

Commissioner Torrens made a motion to approve the 12/2/20 minutes.

Commissioner Oliverio seconded the motion (6-0-1; Bonilla absent).

c. Subcommittee Formation, Reports, and Outstanding Business

No Reports

d. Commission Calendar and Study Sessions

e. The Public Record

12. ADJOURNMENT

Meeting adjourned at 8:58 pm

**Diridon Station Area – Community Engagement
Fall 2020**

Event name: Diridon Experience Open Space Workshop
Hosts: San Jose Jazz, with City of San José support
Location: Zoom
Date: December 10, 2020, 6–7:30pm
Language(s): English,

City staff in attendance:

- Jacky Morales-Ferrand – Director of Housing
- Kerry Adams-Hapner – Director of Office of Cultural Affairs; Deputy Director of Economic Development
- Jose Ruano – DSAP Project Manager, Department of Planning
- Eric Eidlin – Station Area Planner, DOT
- Larissa Sanderfer – Parks Planner
- Florin Lapustea – DOT
- Kelly Kline – Chief Economic Development and Land Use Officer, Office of the Mayor

Overview:

We originally planned to facilitate face-to-face interactive workshops. Due to the shelter in place we developed a hands-on, virtual workshop to educate, connect and to provide a creative way for the San Jose arts community to engage with the Diridon Station Area planning process. Participants were more than happy to connect virtually with each other. We temporarily created a community of inquiry to explore the meaning, value and feel of public space from the comfort of the participants' living or working spaces. Through exploring their memories, needs and aspirations, participants reflected and explored this personal relationship with the land.

Using their hands and objects, participants created projects from objects around their homes that captured the intangible experiences of space and articulated sensory-based connections that are sometimes difficult to express with words. With great gusto, the participants shared their projects with each other in a virtual "show and tell." The stories of attendees were uplifted and recorded by City of San José staff to help shape the design and feel of the public space at Diridon Station. This meaningful community engagement created authentic recommendations based on lived experiences. For the participants the workshop was as fun, exciting and like a "scavenger hunt." Moreover, it created a sense of camaraderie and empathy for the group. This workshop ignited the participant's attachment to place and connection to the process of positive change for the City.

Focus Areas/Projects: public life, open space, parks, trails, recreation, and community gathering – to help inform the Downtown West development review, Diridon Station Area Plan amendment, and Downtown Transportation Plan processes

Eventbrite/facebook page:

<https://www.eventbrite.com/e/diridon-experience-workshop-tickets-130113471897#>

Presentation: We did not make a power point. Attached are is a link to the participants models and pictures <https://www.flickr.com/photos/latinourbanforum/albums/72157717328316573>

Video Link: <https://youtu.be/XnCNmRfLX88>

Attendance: 16 community members and 6 City of San José staff

Agenda:

Diridon Experience Workshop

Date; December 10, 2020

Time: 6–7:30pm

Introduction: 6:05–6:10pm, Lori Severino

Workshop instruction: 6:10–6:15pm, James Rojas

Participants placed in small break out rooms: 6:15 or 6:17, Massimo Chisessi

Small breakout Rooms: 6:15–6:50, James Rojas and Hugo Garcia

Part I: Build our favorite childhood memory from household objects

Participants searched for objects to create their models (5-10 minutes)

Participants wrote their childhood memories in the chat stream

Participants took a photo of their creations (emailed to James Rojas)

Participants share memory with others

Wrap Up, Facilitator asked for Common themes, locations, activities and people

Part II: Build your ideal Public Space

Participants searched for objects to create their models (5 -10 minutes)

Participants wrote it in the chat box

Particiants took a photo and emailed to San Jose Jazz

Participants shared their ideal public space with the group.

Facilitators asked them common themes, location, and activities.

Wrap-Up in Main Room: 6:50–7pm, James Rojas

Open Forum for Discussion: 7–7:30pm, City Staff

Small Breakout Room Notes

Room 1 Facilitator:

James Rojas

Room 2 Facilitator:

Hugo Garcia

Part One: Build your favorite childhood memory

Participants were asked to build their memory in ten minutes. They searched their room for objects that helped evoked it. Once they completed this task they were asked to take a picture of it, and email to the jamestrojas@gmail.com. Each person than presented their favorite childhood memory. Most people presented objects that had or triggered a memory. These are some of the favorite childhood memories:

- Nam memory was going to the Santa Cruz wharf, watching sea lions, and eating clam chowder
- Larissa presented a wool beanie because it reminded her of hiking in Lake Tahoe with family.

- Lori presented small children animals. She said: “All day, I have been thinking about driving to my grandparent's house on Christmas Day for a big family gathering. It was often the only time each year that my aunts, uncles, and cousins would see each other. I picture the drive through the countryside, up a steep gravel hill, past the barn and usually some deer, and up to the house. They had horses, dogs, and chickens. So fun!”
- Florin memory was playing soccer at Minor Park in south San Jose every Sunday with the Romanian community and other friends
- Joanne memory was walking from my Grandmother's house on San Carlos to Diridon Train station with my Grandmother to take the train to San Francisco to visit Family. Hand made Italian cooking with grandma.
- Gabby memory was tying up bugs and watch them fly.
- RLA memory was riding with your parents in the car wearing Sunglass
- Tessa - Outdoor flowers, Springtime and playing on the swings
- John - San Jose Clock Tower and history

These were some of the key themes, places and activities:

Social: Family, friends, and community

Feelings: safe, warm, happy, taking ownership of space, historical, exploration.

Places: outdoors, nature, beaches, and parks

Summary: Regardless of background, gender or profession, everyone participated in the activity, which created a level playing field. Most childhood memories took place outdoors and with other people regardless of where people grew up. Participants did not talk about material, man-made things, like toys, technology, or buildings. Their objects varied. Some objects were common while others were unique. All of them were part of their daily life. Participants spoke with strong conviction about their experiences. Their memories evoked sensory experiences of nature, physical activity and social cohesion. Many of these took place in the San Jose and the surrounding area. The heartfelt childhood memories expressed deep attachment to people, places, and activities. This echoed the importance of public, open space. Everyone realized that our cities are sums of these experiences. The sensory experience, memories, and relationships prepared the participants for the next task to build their ideal public space.

Part Two: Build your ideal public space

Participants were asked to build their sensory experiences for their ideal public memory. For ten minutes they searched their room for objects that helped express their ideal space. Once they completed this task they were asked to share the idea in the chat stream and take a picture of the model or object. Each person presented his or her ideal public space. These are some of specific ideal spaces:

- Brendan - Outdoor environment, nearby park, kid-friendly, and sense of freedom.
- Ann - walking outside, and exploring.
- Tessa - natural environment and no noise/cars, community garden, water features. Places to “linger” and spend time with each other Places to sit
- John - Wells Fargo cup - incorporating the railroads and the history of early industry in San José (ironworks, banking, etc.) History helps us make connections and remember memories. Places are embedded with meaning, either history or experience – thoughtful meaning being considered in the place and what you build

Key themes, places and activities

Feelings

“Destinations within the destination” for all different kinds of people

A “blank canvas” to accommodate many different activities

The space makes you feel special and uplifts you

Ability to take ownership of space

Showcase what San Jose has to offer: beauty, arts and cultural diversity

San Jose has wealth in culture

Intergenerational

Family friendly

Programming for all ages

Multigenerational, children/elders

Spaces for all generations to explore, learning about history and build things

Intergenerational elements with parks for seniors that provide opportunities for both independent and guided exercise

Art

Dynamic arts and program that are always changing, keeping people interested in the place

Egalitarian art

Art and ecology

Interactive

Public art

Mobility

Places to linger

Space to roam/interact/observe

Pedestrian experience

No cars, no noise

Bike friendly, racks

Urban Design

Human scale, tactile, shade

Integration of natural and manmade

Benches, seating, relax

Similar elements to Transbay Terminal

History/Belonging

Maintain historic structures – clustered together to tell a story

It needs to be human and have a story to connect with people

Embrace the history of San Jose

Preserve agricultural feel

Museum type room with history of farming land and Ohlone peoples,

Public Library (with outdoor learning)

Diridon Station:

Retain the historical integrity of the old train station

Building upon the history of Diridon Station and the area that surrounds it.

Nature:

Design with Nature/vegetation
Create beautiful natural features
Use native plants
Water features

Uses:

Passive and active
Public market
Children’s playground with long slides and splash pads similar to the one at Mayfair Park; programming for all ages
Sports, play grounds
Community gardens
Safety hand sanitizer (keep clean! Able to use public space again!)

Summary: As workshop facilitators, one of the challenging tasks is the translation of what was said and not said. People use metaphors to represent ideas and feeling. The participants came up with public space ideas, solutions and feelings based on their lived San Jose experiences. No one mentioned the High Line in New Your City, which has dominated open space conversations and designs for the past few years. Rather than seek out national models the participants focused on their landscape, issues, and possibilities. Participants expressed that public space is a critical part of their lives and this project. It ties them physically, mentally and emotional to this place.

The participants stated various ways public space can enrich the lives of San Jose residents and visitors alike. By incorporating nature, history, art and activities, this can be an interdisciplinary, enduring space. Public space has to embrace the city’s diversity. Therefore, it has to be flexible, allowing for different ways of being.

As a new gateway district for the City the DSA should meaningfully reflect the identity of San Jose. San Joseans put a high premium on learning, knowledge, curiosity, grit, innovation and discovery. An iconic public library epitomizes these values and would serve as the civic anchor in this new gateway district.

Diridon Station should touch on the area’s natural landscape, Native American traditions, agricultural history and our current tech industry. The space should highlight sustainable urban practices. Participants want to feel welcome, comfortable, and know they are experiencing San Jose.

Large group discussion: 7:00 – 7:30 (City Staff)

Comments

- Think about the sounds, sights, smells, etc. from favorite memory.
- Why do you want to go back?
- Permanent/iconic and dynamic.
- History in Diridon Station – important to save it, product of FDR program, as we move into green economy – think about government support in our new buildings
- Embrace the legacy of the past, but look forward; take best elements of different eras (orchards to high tech; keep nature)

- Lincoln Building (where Hoppa's is) did a great job of preserving the history of San Jose; would love for the DSA to have similar elements to give you that feeling
- Lessons learned from Salesforce Tower – public/private partnership? Boston Properties; integration of nature/technology; experiences at different time of day; valuable land; different context—complicated financing package, station design, iconic structure, but public space is 5 stories up (drawbacks)
- Active v. observational?
- Connection to place, put names on a brick; sponsor and come back?
- What are ideals when thinking about San Jose planning for this transit center?
- We put high premium on knowledge, learning, curiosity, discovery
- Some areas could be no cars – show that we are a leader in climate change
- SAP is a bad thing for this area – asking for 5,000 spaces; we need to put our money where the mouth is – let that past go! Our future is Google in this area. Royal Coach diesel bus depot on Stockton needs to go too. Airport and fossil fuel uses need to go.
- Architecture – San Jose has not done a great job with that
- Art – What is put on murals needs to be evaluated more carefully (does not like the Modera mural) – we need inspirational not violent messages
- Symbolism of the transportation – all walks of life, diversity of San Jose
- Yes, we have to work on climate change
- Mitigate violent images through rules and a board
- Parents came here as farmers – third generation San Joseans. Also pulling for preservation of depot, convert to a state-of-art transit center. My roots to SJ are too deep to leave
- Glad to see City involved in open space
- Want to make the DSA a diverse, urban and walkable area
- Got take-out and realized that there is not space to stop and eat outside
- Ideal would be to have decentralized, small spaces for intimate meetings and opportunities to be outside – would help make a diverse and dynamic environment
- San Jose is a working town – hope that is carried through
- Sound pollution: cars, leaf blowers, etc.
 - We don't talk about this near enough
 - Negative and positive sounds
- Nature of creek, rhythms of a train station, music
- Need a comprehensive noise ordinance to address those issues
- Outside pianos!
- San Jose Jazz did a sound workshop recently – interesting concept to explore
- Sound triggers memories
- Stockton to Taylor – grand boulevard to Diridon
- Open lots should be used to grow food – sustainability
- We need office more than housing
- Preserve views of mountains on east side
- Replace Royal Coach with garden

Zoom Meeting

Recording **LIVE** on Facebook

Chat

From **joanne** to **Everyone**:
I see an ideal public space that honors the history and past of San Jose through murals and retaining the historical integrity of the old train station.

From **James Rojas** to **Everyone**:
Lori farm animals, work in nature
Email your picture to jamestrojas@gmail.com
nam a place to roam and observe
Multi activities
destination with destination
Florin soccer field
Gabby favorite feel some else
jamestrojas@gmail.com
Art

From **Gabby Vasquez** to **Everyone**:
intergenerational elements with parks for seniors that provide opportunities for both independent and guided exercise.
Childrens playgroup with long slides and splash pads similar to the one at Mayfair park, native CA foliage, programming for all ages, public market, museum type room with history of farming land and Ohlone peoples, benches and bike racks that are also public art

To: **Everyone**

Type message here...

7:00 PM
12/10/2020



103913

DATE: December 16, 2020

TO: Airport Land Use Commission

FROM: Mark Connolly, Senior Planner / Deputy Zoning Administrator

SUBJECT: City of San Jose referral for an amendment to the Diridon Station Area Specific Plan

RECOMMENDED ACTION

Consider recommendations relating to the Diridon Station Area Plan Amendment, affecting lands within the San Jose International Airport (SJC) Airport Influence Area. (City of San Jose File No. GP20-007)

Possible action:

- a. Find the Specific Plan Amendment consistent with the policies contained within the SJC Comprehensive Land Use Plan (CLUP).

OR

- b. Find the Specific Plan Amendment inconsistent with the policies contained within the SJC CLUP.

REASONS FOR RECOMMENDATION

The subject referral is a Specific Plan amendment for the Diridon Station Area Plan (DSAP), which is an amendment to the existing 2014 Diridon Station Area Plan. The location is south of SJC and west of the downtown San Jose core area, with the Diridon Transit Station as a focal center point of the Specific Plan area. The plan area includes development of land uses within an approximate 300-acre project boundary.

The project site is located within the San Jose International Airport (SJC) Airport Influence Area (AIA), between SJC and the Downtown area. As can be seen on Figure 1 of the referral, approximately half of the Diridon Station Area Plan area is located within the AIA of SJC. These areas are currently identified as Area A (Julian North) and Area B (Arena North) and allow Transit Employment Center, Urban Village and Downtown General Plan Land Use designations. The proposed amendment would remove these General Plan Land Use designations and replace them with Downtown and Downtown Commercial General Plan designations. The Plan omits the Downtown West project boundary, which is a separately proposed project that will be referred to the ALUC following the DSAP referral.

Therefore, the analysis in this report will be limited to these two areas of the Plan (Julain North and Arena North) located within the AIA.

The DSAP amendment is technically an amendment to a Specific Plan within the City's General Plan, which includes both map and text amendments. Pursuant to State Law, anytime modifications to a Specific Plan are proposed within the Airport Influence Area (AIA) of an adopted CLUP, a referral must be made to the County ALUC for a consistency determination. The City must refer the application to the ALUC to provide a consistency determination with the appropriate CLUP policies prior to final approval.

The following is a consistency analysis of the Diridon Station Area Specific Plan amendment with the San Jose International Airport Comprehensive Land Use Plan (CLUP):

Noise:

The SJC noise contours use CNEL for depicting noise disruption from aviation activity, due to the penalty added during nighttime activities where aviation noise disruption could affect people the most. The SJC CLUP uses 65, 70 and 75 decibel CNEL noise contours and includes different noise mitigation based on the type of use exposed to aviation noise.

As seen on Figure 3 of the referral "Land Use/ Noise Contours", the Specific Plan area is located between the 60 and 70 dBA CNEL noise contours and would allow Employment Commercial, residential and retail uses within these CNEL noise contours.

According to Table 4-1 of the SJC CLUP, Office Buildings, business commercial, professional and retail uses are "Generally Acceptable" between the 60-70 dBA CNEL Noise Contours.

However, residential uses are "Generally Unacceptable" between the 65-70 dBA CNEL Noise Contours. Table 4-1 of the SJC CLUP states:

New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor activities are likely to be adversely affected.

Also, policy N-4 of the SJC CLUP states:

No residential or transient lodging construction shall be permitted within the 65 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential portion of a mixed use residential project or a multi unit residential project. (Sound wall noise mitigation measures are not effective in reducing noise generated by aircraft flying overhead.)

Interior noise insulation and insulated fenestration would be required by the City, but the outdoor areas associated with residential development would be exposed.

City of San Jose included language from its General Plan and Zoning Code into the current 2014 Diridon Station Area Plan, which includes the following "Safe Airport" policies:

Goal TR-14 – Safe Airport

- Ensure that airport facilities in San José are safe by removing potential conflicts between land use and airport operations.

Policies – Safe Airport

- TR-14.1 Foster compatible land uses within the identified Airport Influence Area overlays for Mineta San José International and Reid-Hillview airports.
- TR-14.2 Regulate development in the vicinity of airports in accordance with Federal Aviation Administration regulations to maintain the airspace required for the safe operation of these facilities and avoid potential hazards to navigation.
- TR-14.3 For development in the Airport Influence Area overlays, ensure that land uses and development are consistent with the height, safety and noise policies identified in the Santa Clara County Airport Land Use Commission (ALUC) comprehensive land use plans for Mineta San José International and Reid-Hillview airports, or find, by a two-thirds vote of the governing body, that the proposed action is consistent with the purposes of Article 3.5 of Chapter 4 of the State Aeronautics Act, Public Utilities Code Section 21670 et seq.
- TR-14.4 Require aviation and “no build” easement dedications, setting forth maximum elevation limits as well as for acceptance of noise or other aircraft related effects, as needed, as a condition of approval of development in the vicinity of airports.

The current DSAP amendment omits reference to these policies. However, they are still in the Envision San Jose 2040 General Plan and should still be used by the City of San Jose staff to ensure a projects consistency with the General Plan.

However, as there are no specific policies within the Specific Plan amendment or existing Safe Airport policies that would prohibit residential outdoor space within the 65 dBA CNEL contour, the DSAP amendment would be inconsistent with the SJC CLUP noise policies.

A solution that is not proposed in the DSAP amendment, could be if the City agreed to add language into the DSAP amendment that precluded residential outdoor space within the 65 dBA CNEL. If such language is not included, the DSAP amendment would be inconsistent with the SJC CLUP noise policies.

Safety:

Safety of people on the ground and in the air and the protection of property from airport-related hazards are among the responsibilities of the Airport Land Use Commission. The 2002 Caltrans Handbook presents guidelines for the establishment of airport safety areas in addition to those established by the FAA.

Airport safety zones are established to minimize the number of people exposed to potential aircraft accidents in the vicinity of the Airport by imposing density and use limitations within these zones. The safety zones are related to runway length and expected use.

As can be seen on Figure 4 of the referral “Land Use / Safety”, four plan areas lie within the Outer Safety Zone (OSZ) for SJC. Both Downtown and Downtown Commercial Land Uses, which include residential and retail development. The Downtown land use designation would

allow a very broad range of uses including potential hospitals, residential and commercial development up to 800 dwelling units per acre and an FAR of 30. The DSAP amendment states “While this land use designation allows for up to 800 dwelling units to the acre, achievable densities may be much lower in a few identified areas to ensure consistency with the Santa Clara County Comprehensive Land Use Plan (CLUP)”. However, there is nothing specific in the plan amendment that would limit density specifically within the outer safety zone. The Downtown Commercial land use designations would allow a floor area ratio FAR of 15.0.

According to Table 4-2 of the SJC CLUP, the OSZ allows non-residential uses to a maximum density of 300 people per acre with 20% of the gross area required as Open Space. This portion of the plan area is approximately eight (8) acres, where the Specific Plan amendments would allow an approximate population density of 2,400 people in this area.

Table 4-2 also provides that, if non-residential uses are not feasible in the OSZ, residential infill is allowed up to the existing density. No regional shopping centers, theaters, meeting halls, stadiums, schools, large day care centers, hospitals, nursing homes or similar activities are allowed.

The CLUP density policies do not focus on type of use, such as residential or commercial, but rely on people per acre as the prescription for acceptable density. As will be discussed in the height section below, the height allowed in these areas is between 180 and 205 feet tall above grade. Parcel sizes vary and would dictate the specific floor area ratio allowed. However, it is highly likely development under the Specific Plan amendments would allow an exceedance of 300 people per acre given the FAR and height allowed and any of the sites within the Outer Safety Zone.

As supported by the “Safe Airport” policies in the City’s General Plan, staff recommends the following language be added into the DSAP amendment:

- The maximum density of development within the Outer Safety Zone of the SJC CLUP shall be limited to 300 people per acre with 20% of the gross area required as Open Space.

As a note, the required Open Space could be achieved on the adjacent park land, Guadalupe Garden and Creek area, as well as Highway 87.

Overall, if the recommended language were added into the Diridon Station Area Plan amendment, the amendment would not conflict with any of the safety policies contained within the SJC CLUP. If the City were not amenable to the addition of the above language, the DSAP amendment would be inconsistent with the SJC CLUP safety policies.

Height:

Airport vicinity height limitations are required to protect the public safety, health, and welfare by ensuring that aircraft can safely fly in the airspace around an airport. This protects both those in the aircraft and those on the ground who could be injured in the event of an accident. In addition, height limitations are required to protect the operational capability of airports, thus preserving an important part of National and State aviation transportation systems.

Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, establishes imaginary surfaces for airports and runways as a means to identify objects that are obstructions to air navigation. Each surface is defined as a slope ratio or at a certain altitude above the Airport elevation. The ALUC uses the surfaces as height restriction boundaries.

Figure 5 of the referral is titled “existing heights / OEI”, but is actually the FAA FAR Part 77 surfaces. Figure 6 shows the Terminal Instrument Procedures (TERPS) surfaces. And Figure 7 shows the ground elevations. In June of 2020, the San Jose City Council adopted TERPS as the height limitation surfaces for the area south of SJC. Because there was no associated projects, there was no required referral to the ALUC for consideration. However, City staff did attend an ALUC meeting in March of 2020 as a courtesy to inform them of the changes.

Figure 9 shows the proposed heights in the DSAP Specific Plan amendment. For comparison, Figure 8 shows the existing heights allowed in the 2014 DSAP.

The adoption of TERPS surfaces as a height standard allow heights that exceed the Part 77 surfaces by varying heights of 80-120 feet

Figure 9 of the referral shows building heights up to 295 feet tall allowed within the Station Area Plan amendment. All proposed heights proposed in the DSAP amendment would exceed the allowed heights (FAR Part 77 Surfaces) in the SJC CLUP

According to Section 20.70.200, the City of San Jose Zoning Ordinance, the height of structures within the Airport Influence Area (AIA) of SJC is as follows:

- Except as otherwise specified in this chapter, properties located in the downtown zoning districts shall only be subject to the height limitations necessary for the safe operation of San José International Airport.
- No building or structure, together with any equipment or objects attached to such building or structure, shall be permitted of a height that exceeds the elevation restrictions prescribed under Federal Aviation Regulations Part 77 (14 C.F.R. Part 77), as amended, unless the proposed height is specifically reviewed in an aeronautical study prepared by the Federal Aviation Administration in accordance with such federal regulations and the study concludes that the proposed building or structure does not constitute an obstruction or hazard to air operations.

Notwithstanding the Safe Airport polices and the above ordinance language, The DSAP amendment, that uses TERPS surfaces as a height standard, would allow heights in conflict with the CLUP height policies. Therefore, the DSAP amendment is inconsistent with the SJC CLUP height policies.

Because the City has already adopted the TERP surfaces as a policy, there is no way that the DSAP using TERP surfaces can be consistent with the SJC CLUP height policies, because the CLUP uses FAA FAR Part 77 surfaces as a height restriction boundary.

Avigation Easement:

Avigation Easements provide notice to future owners and occupants of buildings that there will be aviation activity around them. Avigation Easements are important disclosures both for the public and airport operators to ensure aviation activity is taken into consideration.

SJC CLUP policy G-5 states: “Where legally allowed, dedication of an avigation easement to the City of San Jose shall be required to be offered as a condition of approval on all projects located within an Airport Influence Area, other than reconstruction projects as defined in paragraph 4.3.7 [of the CLUP]. All such easements shall be similar to that shown as Exhibit 1 in Appendix A [of the CLUP].”

Neither the Diridon Station Area Plan, nor the amendment, propose any specific development. Therefore, at the time of any future specific development proposals, the City of San Jose, Planning Staff will require Avigation Easements as a condition of all such development.

STEPS FOLLOWING ACTION:

Following the consistency determination by the ALUC, staff will forward the recommendations to the City of San Jose to include in the final action of the City of San Jose Planning Commission and City Council. If the ALUC determines the Plan amendments are inconsistent with the SJC CLUP, the City may initiate the overrule process, which requires a two-thirds vote of the local agency’s governing body, supported by specific findings which demonstrate that the plan(s) satisfy the purposes of the State Aeronautics Act {PUC 21670 et seq} and guidance of the state’s Airport Land Use Planning Handbook.

Section 4.2.2.1 of the SJC CLUP (Overrule Notification Process) states that in the event of intent to overrule, the affected local agencies shall:

- Notify the ALUC at least 45 days in advance, of their intent to overrule any ALUC non-consistency determination including a copy of their proposed decision and specific findings.
- Notify the ALUC if and when the local agency overrules any ALUC non-consistency determinations.

ATTACHMENTS:

- Diridon Station Area Plan Amendment_ALUC_Referral (PDF)



103914

DATE: December 16, 2020

TO: Airport Land Use Commission

FROM: Mark Connolly, Senior Planner / Deputy Zoning Administrator

SUBJECT: City of San Jose General Plan Amendment and Rezoning for the Downtown West project

RECOMMENDED ACTION

Consider recommendations relating to a request from the City of San Jose for a General Plan Amendment and Rezoning for the Downtown West Project, within the Airport Influence Area of San Jose International Airport (SJC). (City of San Jose Planning File Nos. GP19-009, PDC19-039-multiple parcels)

Possible action:

- a. Find the General Plan Amendment and Rezoning consistent with the policies contained within the SJC Comprehensive Land Use Plans (CLUP).

OR

- b. Find the General Plan Amendment and Rezoning inconsistent with the policies contained within the SJC CLUP.

REASONS FOR RECOMMENDATION

The project includes multiple parcels and includes General Plan Amendments, a Planned Development Rezoning, Planned Development Permit, Historic Landmark boundary Amendments, Historic Preservation Permit, and Vesting Tentative Map. However, only the General Plan Amendment and Rezoning are mandatory referrals to the ALUC. The Vesting Tentative Map is for the subdivision of airspace for condominium purposes, as well as to adjust right-of way boundaries. However, it is what the General Plan Amendment and Rezoning allows on those subsequent lands that is subject to the SJC CLUP policies. The other processes do not affect aviation land use, either because they are administrative, such as a boundary amendment, or do not have associate specific development included.

Pursuant to State Law, anytime a General Plan Amendment or Zoning Amendment is proposed within the Airport Influence Area (AIA) of an adopted CLUP, a referral must be made to the County ALUC for a consistency determination. The City must refer the

application to the ALUC to provide a consistency determination with the appropriate CLUP policies prior to final approval.

Downtown West (“Project”) is an approximately 81- acre mixed-use plan located within the Diridon Station Area Plan (DSAP) boundary and General Plan Downtown Growth Area in the City of San José. The Project is seeking land use approvals including amendments to the General Plan, Planned Development Rezoning and a Planned Development Permit, including the Downtown West Design Standards and Guidelines (DWDSG) (file numbers GP19-009, PDC19-039 and PD19-029) among other related entitlements studied under the Draft Environmental Impact Report (DEIR).

The Diridon Station Area Plan (DSAP) is currently undergoing an amendment and is a separate referral to the ALUC, not considered with the subject referral.

Two areas of the project are located within the CLUP Airport Influence Area (AIA) for the Norman Y. Mineta San Jose International Airport and subject to this referral: The portion north of West Santa Clara Street, and the portion east of South Montgomery Street and north of West San Fernando Street.

Although not entirely within the SJC AIA, the overall project would allow the development of up to 7,300,000 gross square feet (GSF) of office space; up to 5,900 residential units; up to 500,000 GSF of active uses, which may include retail, cultural, arts, etc.; up to 100,000 GSF of event space; up to two central utility plants totaling approximately 130,000 GSF; hotels up to 300 rooms; up to 800 rooms of limited-term corporate accommodations; and approximately 15 acres of open space. The project also proposes infrastructure, transportation, and public area improvements, as well as a customized infrastructure, utility, mobility and public spaces. The project site is approximately 80 acres, and extends approximately one mile from north to south and is bounded by: Lenzen Avenue and the Union Pacific Railroad tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, State Route 87, South Autumn Street, and Royal Avenue to the east; Auzerais Avenue to the south; and the Caltrain rail corridor to the west. As can be seen on Figure 2 of the referral package, approximately half of the project area is within the Airport Influence Area (AIA) of San Jose International Airport (SJC).

In addition to the proposed General Plan Amendment and Rezoning and unique to the subject project, the project incorporates Downtown West Design Standards and Guidelines (DWDSG) that affect aviation land use, such as heights and density. These design guidelines will be written into the City’s Zoning Ordinance for projects in the Downtown West area. When future specific development is proposed the City will evaluate the project for consistency with the guidelines through the Planned Development Permit process.

General Plan Amendment

As can be seen on Figures 2 and 3 of the referral, the General Plan Amendment of the project entails amending the existing General Plan designations of Transit Employment Center, Public / Quasi Public, Downtown, Commercial Downtown and Open Space to Downtown and Commercial Downtown, to allow for the mixed commercial, office, retail and residential development proposed in the plan.

Rezoning

The purpose of the Rezoning (PDC19-039) is to incorporate the proposed Design Guidelines into the Zoning Ordinance for the project area. This also prescribes the heights of the buildings. The referral states the following proposal related to height:

“Maximum building heights for individual buildings in the Downtown West PD Zoning District may be increased without amendment to this General Development Plan provided that: (a) such increase correlates to an increase in maximum allowable height authorized by the FAA and approved by City Council following Santa Clara County Airport Land Use Commission review, if applicable; and (b) the Planning Director conducts environmental review of the building’s proposed height increase to determine compliance under CEQA. Documentation of any height increase pursuant to this section shall be through the Zoning / Design Conformance Review process described on Sheet 8.01.”

Development density and intensity can vary significantly in the project area based on the nature of specific uses likely to occur. However, the project does not propose specific development. Future development will be evaluated through the City’s Planned Development Permit process, which is only being included in the project to create the specific development review path for future development.

The following is an analysis of the consistency of the proposed Downtown West (“Project”) with the San Jose International Airport Comprehensive Land Use Plan (CLUP) policies. The analysis specifically focuses on what the General Plan Amendment and Rezoning allows.

Safety:

Safety of people on the ground and in the air and the protection of property from airport-related hazards are among the responsibilities of the Airport Land Use Commission. The 2002 Caltrans Handbook presents guidelines for the establishment of airport safety areas in addition to those established by the FAA.

Airport safety zones are established to minimize the number of people exposed to potential aircraft accidents in the vicinity of the Airport by imposing density and use limitations within these zones. The safety zones are related to runway length and expected use.

As can be seen on Figure 5 of the referral “Safety Zones”, the project area is located outside of all safety zones for SJC. Therefore, none of the SJC CLUP safety polices apply.

Noise:

The SJC noise contours use CNEL for depicting noise disruption from aviation activity, due to the penalty added during nighttime activities where aviation noise disruption could affect people the most. The SJC CLUP uses 65, 70 and 75 decibel CNEL noise contours and includes different noise mitigation based on the type of use exposed to aviation noise.

As can be seen on Figure 4 “Noise Contours 2027 forecast”, the project area is between the 60 and 65 dBA CNEL noise contours. The General Plan Amendment would allow Employment Commercial, residential and retail uses within both CNEL noise contours.

According to Table 4-1 of the SJC CLUP, Office Buildings, business commercial, professional and retail uses are “Generally Acceptable”.

However, residential uses are “Generally Unacceptable” between the 65-70 dBA CNEL Noise Contours. Table 4-1 of the SJC CLUP states:

New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor activities are likely to be adversely affected.

Also, policy N-4 of the SJC CLUP states:

No residential or transient lodging construction shall be permitted within the 65 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential portion of a mixed use residential project or a multi-unit residential project. (Sound wall noise mitigation measures are not effective in reducing noise generated by aircraft flying overhead.)

Interior noise insulation and insulated fenestration would be required by the City, but the outdoor areas associated with residential development would be exposed.

City of San Jose General Plan and Zoning Code currently include the following “Safe Airport” policies:

Goal TR-14 – Safe Airport

- Ensure that airport facilities in San José are safe by removing potential conflicts between land use and airport operations.

Policies – Safe Airport

- TR-14.1 Foster compatible land uses within the identified Airport Influence Area overlays for Mineta San José International and Reid-Hillview airports.
- TR-14.2 Regulate development in the vicinity of airports in accordance with Federal Aviation Administration regulations to maintain the airspace required for the safe operation of these facilities and avoid potential hazards to navigation.
- TR-14.3 For development in the Airport Influence Area overlays, ensure that land uses and development are consistent with the height, safety and noise policies identified in the Santa Clara County Airport Land Use Commission (ALUC) comprehensive land use plans for Mineta San José International and Reid-Hillview airports, or find, by a two-thirds vote of the governing body, that the proposed action is consistent with the purposes of Article 3.5 of Chapter 4 of the State Aeronautics Act, Public Utilities Code Section 21670 et seq.
- TR-14.4 Require avigation and “no build” easement dedications, setting forth maximum elevation limits as well as for acceptance of noise or other aircraft related effects, as needed, as a condition of approval of development in the vicinity of airports.

These policies are intended to be used to evaluate projects within the AIA of SJC to ensure aviation land use safety and General Plan consistency. Future specific land use proposals would be evaluated by City staff and these policies used to ensure project consistency with the General Plan and Rezoning and ideally include conformance with these CLUP policies.

However, as there are no specific policies within the General Plan Amendment, Rezoning, Design Guidelines, or existing Safe Airport policies, that would prohibit residential outdoor space within the 65 dBA CNEL contour.

A solution that is not proposed in the Downtown West project could be if the City agreed to add language into the General Plan Amendment, or Rezoning Design Guidelines that precluded residential outdoor space within the 65 dBA CNEL. If such language is not included, the Downtown West project would be inconsistent with the SJC CLUP noise policies.

Height:

Airport vicinity height limitations are required to protect the public safety, health, and welfare by ensuring that aircraft can safely fly in the airspace around an airport. This protects both those in the aircraft and those on the ground who could be injured in the event of an accident. In addition, height limitations are required to protect the operational capability of airports, thus preserving an important part of National and State aviation transportation systems.

Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, establishes imaginary surfaces for airports and runways as a means to identify objects that are obstructions to air navigation. Each surface is defined as a slope ratio or at a certain altitude above the Airport elevation. The ALUC uses the surfaces as height restriction boundaries.

Figure 6 of the referral shows “existing heights / OEI”, but is actually the FAA FAR Part 77 surfaces. Figure 7 shows the Terminal Instrument Procedures (TERPS) surfaces. And Figure 7 shows the ground elevations. In June of 2020, the San Jose City Council adopted TERPS as the height limitation surfaces for the area south of SJC.

The adoption of TERPS surfaces as a height standard allows heights that exceed the Part 77 surfaces by varying heights of 80-120 feet

As started earlier in the report, the Downtown West Design Standards and Guidelines (DWDSG) would be used for building height allowance up to TERP surface ceiling. This would equate to building heights approximately 295 feet tall from grade. All proposed heights proposed in the project would exceed the allowed heights and specific development could potentially exceed the FAR Part 77 Surfaces in the SJC CLUP, which are used by the ALUC as height restriction boundaries.

According to Section 20.70.200, the City of San Jose Zoning Ordinance, the height of structures within the Airport Influence Area (AIA) of SJC is as follows:

- Except as otherwise specified in this chapter, properties located in the downtown zoning districts shall only be subject to the height limitations necessary for the safe operation of San José International Airport.
- No building or structure, together with any equipment or objects attached to such building or structure, shall be permitted of a height that exceeds the elevation restrictions prescribed under Federal Aviation Regulations Part 77 (14 C.F.R. Part 77), as amended, unless the proposed height is specifically reviewed in an aeronautical study prepared by the Federal Aviation Administration in accordance with such federal regulations and the study concludes that the proposed building or structure does not constitute an obstruction or hazard to air operations.

Notwithstanding the Safe Airport polices and the above ordinance language, the Downtown West General Plan Amendment and Rezoning would allow heights in conflict with the Part 77 surfaces and SJC CLUP height polices. Therefore, the General Plan Amendment and Rezoning are inconsistent with the SJC CLUP height policies.

Avigation Easement:

Avigation Easements provide notice to future owners and occupants of buildings that there will be aviation activity around them. Avigation Easements are important disclosures both for the public and airport operators to ensure aviation activity is taken into consideration.

SJC CLUP policy G-5 states: “Where legally allowed, dedication of an avigation easement to the City of San Jose shall be required to be offered as a condition of approval on all projects located within an Airport Influence Area, other than reconstruction projects as defined in paragraph 4.3.7 [of the CLUP]. All such easements shall be similar to that shown as Exhibit 1 in Appendix A [of the CLUP].”

The General Plan Amendment nor the Rezoning, propose any specific development. The Planned Development Permit is procedural process for future development. The Historic Landmark boundary Amendments would simply amend a boundary, the Historic Preservation Permit is needed to amend that boundary, and Vesting Tentative Map is for subdivision of airspace for condominium purposes. Therefore, at the time of specific development proposals to the City of San Jose, City Planning Staff will require Avigation Easements as a condition of all such development. These easements shall be similar to the document contained in the CLUP appendix.

STEPS FOLLOWING ACTION:

Following the consistency determination by the ALUC, staff will forward the recommendations to the City of San Jose to include in the final action of the City of San Jose Planning Commission and City Council. If the ALUC determines the General Plan Amendment and Rezoning are inconsistent with the SJC CLUP, the City may initiate the overrule process, which requires a two-thirds vote of the local agency’s governing body, supported by specific findings which demonstrate that the plan(s) satisfy the purposes of the State Aeronautics Act {PUC 21670 et seq} and guidance of the state’s Airport Land Use Planning Handbook.

Section 4.2.2.1 of the SJC CLUP (Override Notification Process) states that in the event of intent to override, the affected local agencies shall:

- Notify the ALUC at least 45 days in advance, of their intent to override any ALUC non-consistency determination including a copy of their proposed decision and specific findings.
- Notify the ALUC if and when the local agency overrides any ALUC non-consistency determinations.

ATTACHMENTS:

- Referral-Letter_Downtown-West-Google-Project (PDF)
- Downtown West Airport Land Use Project Package (PDF)
- Downtown West Design Guideline Excerpt (PDF)



Shasta/Hanchett Park Neighborhood Association
P.O. Box 28634 • San José, CA 95159 • info@shpna.org • www.shpna.org

January 8, 2020

VIA EMAIL (jose.ruano@sanjoseca.gov)

Jose Ruano
Diridon Station Area Plan Project Manager
City of San Jose
Department of Planning, Building, and Code Enforcement
200 East Santa Clara Street, 3rd Floor Tower
San Jose, CA 95113

Re: Diridon Station Area Plan Draft Amendment

Dear Mr. Ruano:

I am writing to you as the Vice President and Director for Planning and Land Use of the Shasta / Hanchett Park Neighborhood Association (S/HPNA), on behalf of the NA, with our comments on the scope of the Draft Amendment to the Diridon Station Area Plan (DSAP). S/HPNA represents 4,500 households immediately west of Diridon Station, in the Garden Alameda, Shasta / Hanchett Park, and St. Leo's neighborhoods, directly adjacent to the western boundary of the DSAP; the easternmost portion of S/HPNA is within the DSAP boundaries. For more than thirty-five years, we have sought to work with the City of San Jose, developers, and our neighbors to create a vibrant neighborhood.

While we appreciate the fact that the City has posted the Draft Amendment at this early stage, we must take issue with the revision process itself. Given the scale of the Draft Amendment, we have several concerns regarding expedience taking precedent over thoroughness; our comments include, but are not limited to, the following:

- **Comment Period:** The City's website gives conflicting information as to when the comment period for the Draft Amended DSAP ends. PBCE's 'Diridon Station Area Plan' web page lists January 11th and includes a link to the online feedback form; this is the top search result for 'Diridon Station Area Plan Amendment Comment Period'. This is unacceptable and could be seen as a deliberate attempt to sideline commentary.
- **Use of Amendment Process:** A Draft Amendment that cites a previously completed, adjacent EIR, which never included any reference to the specific site, building height, and transit issues associated with the Diridon Station Area (DSA), cannot be considered a full guiding document for future development. This conveys a clear disinterest in any in-depth analysis of the specific challenges posed by the DSA. The revised Ignoring the 2014 DSAP allows PBCE to set aside the guides, considerations, and years of public input that preceded the 2014 document, in favor of unrelated analysis. The agreements and mitigations being consciously discarded include the Strong Neighborhood Initiative Zones, deference to residential building heights at the southern zone of the DSAP, and the 2002 Delmas Park Neighborhood Improvement Plan. Overruling years of community engagement, and multiple agreements and plans, should not be an Amendment process. It is a clean sheet undertaking.
- **Building Heights:** Using the amendment process circumvents the public's ability to comment on the building height and neighborhood interface issues. Projects of substantially smaller scopes have entailed supplemental or new EIRs, when there were no substantive changes to proposed building heights. To now cite an array of disparate documents, previously prepared without reference to the project area or

substantial increases in building height, as the heart of a CEQA document would be laughable, were it not for the decades of impact this document will have. This comes across as an attempt to sidestep the need to address the substantive mitigation issues, sacrificing the ability of the surrounding neighborhoods to engage in the process, for the sake of expedience.

- **Crane Heights:** The Draft Amendment ignores the fact that the substantial increase in building heights would require cranes that would violate FAA guidelines, rendering the achievement of these proposed heights logistically impossible. When asked this question multiple times, in a series of meetings, City staff chuckled, and acknowledged that it is a problem that will need to be addressed. Environmental Impact Reports and CEQA documents are exactly where these issues are to be addressed. Even an Amendment, crafted to circumvent the typical process, cannot be taken seriously if it does not address one of the fundamental challenges of development within the DSA.
- **Development Data / Metrics:** The Amendment should include documentation of all proposed, pending, entitled, and completed developments within the DSAP, dating back to at least 2002. This should also include any projects which are scheduled to be approved or entitled before the final version of this Amendment, including developments which have held publicly noticed meetings. This information is needed to properly understand the context of the DSAP. Individual S/HPNA residents should not have to compile the data themselves, and then provide it to City staff, who were admittedly unaware of the specifics; yet this is exactly what has happened. Planning staff that has no knowledge of the current Planning conditions cannot be relied upon to generate an accurate, complete CEQA document.
- **Separating Means of Transportation:** The City's General Plan Land Use Goals, and its embrace of Vision Zero, emphasize that walking and bicycling become primary transportation methods. The proposed Amendment includes significant negative impacts on bicycle and pedestrian safety, putting it in conflict with these goals. Connecting the Los Gatos Creek Trail across West Santa Clara Street with token crosswalk and curb improvements is inadequate. The Amendment calls for massive intensification of uses at this area; an office building, two residential buildings, an events center, the adaptive re-use of the San Jose Water Company Building, a large plaza, the upgraded Los Gatos Creek Trail, the Guadalupe River Park Trail, Arena Green (with the pending Urban Confluence structure), and SAP Center. The proposed improvements would only nominally improve the congestion caused by SAP Center alone and would do little to substantively protect cyclists and pedestrians. The City has cited an overcrossing as an 'ideal solution', at some future, undefined date. The overcrossing needs to be studied as part of the project proposal, and a solution, based on robust analysis of pedestrian and non-vehicular access, should be part of any development approval. An environmental document cannot rely on ideal future solutions as a means by which to address substantial shortcomings in pedestrian and bicycle safety.

A pedestrian crossover on West Santa Clara Street, close to Diridon Station, would address further shortcomings. The lack of a BART station entrance on the north side of West Santa Clara Street will create a substantial uptick in traffic across West Santa Clara, as will the inevitable substantial developments to the north. The Amendment does not address this order-of-magnitude increase in crossings. A detailed micromodality management plan needs to be produced, with robust community involvement and input.

- **West San Fernando Street and Cahill Park Promenade:** West San Fernando Street between Race Street and the project area is indicated as a protected bike lane. This would bisect Cahill Park, eliminating the promenade between the playground and the open grass. West San Fernando Street is a narrow street that already experiences heavy pedestrian, motorized scooter, skateboard, and bicycle usage. The area was converted to permit parking as part of the Arena Traffic and Parking Management Plan (TPMP) more than twenty-five years ago. The proposed protected bike lane is vital, but it undermines the TPMP's detailed commitments and requirements. The proposal reduces the safety and functionality of the single large park immediately adjacent to the DSA – an area that is already drastically lacking in parks. It reduces the efficacy

of mitigations made as part of the Arena's construction, directly undermining the City's commitments to its residents, and substantially increases the non-vehicular usage of a street that is already substandard in many ways. These are all clear dismissals of Vision Zero principles. Analysis and recommendations for how to improve West San Fernando Street and Cahill Park without causing these substantial harms must be included in any CEQA document.

- **Roadway Network Changes:** Emphasizing Autumn Street and Almaden Avenue as primary circulation paths, while closing Delmas Avenue, would substantively hamper vehicular ingress and egress to the DSA, especially to SAP Center. This directly undermines the TPMP and has the potential to send drivers through residential neighborhoods seeking nearby freeway onramps; one of the very problems the TPMP was drafted to prevent. The TPMP goals must continue to be met.
- **Expedite Downtown Transportation Plan:** West San Fernando Street, Cahill Park, and West Santa Clara Street at Diridon Station will all be bottlenecks that clearly prioritize car and bus traffic. The Downtown Transportation Plan (DTP) should be expedited, so that its findings and recommendations can be incorporated into the DSAP. To undertake an effort as substantial as the DTP, only to have it not apply to the DSAP analysis, is either farcical or a cynical effort to ensure that any impacts are dismissed as 'existing'. The DTP should provide City Council and PBCE staff with the necessary data and models to address the potential impacts of the DSAP Amendment before it is approved.

We take pride in our neighborhood; S/HPNA Board members and volunteers have been diligent advocates for decades. Density and additional development within, and adjacent to, our boundaries are inevitable; documents and plans that ignore precedent, and seek to circumvent substantive analysis and public input, while ignoring or minimizing significant impacts on the adjacent residents, should not be. We welcome development that supports the neighborhoods with community services and amenities, while maintaining and encouraging the walkability and vibrance of the area.

Respectfully submitted,



Edward Saum
Vice President & Director for Planning & Land Use
Shasta / Hanchett Park Neighborhood Association

Cc: San Jose City Council
Mayor Sam Liccardo
Rosalynn Hughey, Director, Department of Planning, Building and Code Enforcement
Robert Manford, Deputy Director, Department of Planning, Building and Code Enforcement
Toni Taber, City Clerk



January 8, 2021

Jose Ruano, Diridon Station Area Project (DSAP) Manager
Planning Building and Code Enforcement
City of San Jose

Dear Mr. Ruano:

Please accept these comments from San Jose Parks Advocates on the Diridon Station Area Plan (DSAP) and park components of the Downtown West (Google) plan. SJ Park Advocates is a group of passionate park residents with a mission to bring parks into the public political consciousness, to make parks an issue in all discussions of civic priorities, neighborhood services, and community interactions with the City of San Jose.

The limited commitment to park land for an area for 24,000 new residents and 20,000 new office workers is shocking. The park space is wholly inadequate. The DSAP plan should more clearly acknowledge how COVID demonstrated the importance of public space for urban residents.

Parks, Recreation and Neighborhood Services has adopted *ActivateSJ* as guiding principles for the entire system. The over-riding goals for DSAP Parks and Open Space should be sorted according to the guiding principles of *ActivateSJ* and should be coordinated with those principles. Comments on the DSAP will be discussed within the context of those five guiding principles.

Stewardship: We take care of what we have and invest for the future.

1. **The plan should include clear specification about operational and decision-making responsibilities and the role of future residents in those decisions.** It alludes to the collaborative relationship with Guadalupe River Park Conservancy, but it is completely unclear what organization (City, Google, GRPC, or other) will:

a) operate the public spaces within DSAP and Downtown West (Google);

- b) decide what amenities will be included—even though Downtown West (Google) has provided a proscriptive list for their properties and the lands they may dedicate;
- c) program and select activities;
- d) decide when facilities will be closed to serve private needs;
- e) respond to future residents needs and wants.

Further, nobody knows what maintenance costs will be shared or born exclusively by the City. **It is fiscally irresponsible to establish a plan with no clear lines of responsibility.**

2. The DSAP plan should state that park land that is accepted for dedication and/or for purchase will be evaluated for its robust usability and flexibility as well as its attractiveness for users. Irregular shapes that can't be programmed or designed for different usages in the future should be rejected. The plan should acknowledge that the COVID pandemic has changed how people interact with parks and that many social scientists believe it will change how people interact with each other in the future and that parks and plazas should be acquired with scale and dimensions that allow responding to that change. **The DSAP should state the City will reject dedication of land that is shaded by tall buildings throughout the day.** All parks and plazas should be of a size and orientation so that they receive sun during peak usage from 10 am to 4 pm year-round. This builds on the experience of other cities that have popular, naturally and cost-effectively activated parks *when the parks have sunshine throughout the four seasons* and filtered shade from trees. **Land with southern exposure along a street should be preferred for park acquisition and dedication.**

3. The DSAP plan should clarify that plazas are meant as places of respite, for people-watching, and for the development of social cohesion through interaction. The current language suggests their primary purpose is for people movement—diluting the goal of building social cohesiveness through public space. Parks and plazas serve a different purpose than sidewalks. PRNS must invest in spaces that serve PRNS purposes, not transit. **The DSAP should make clear that PRNS properties are not places designed primarily for waiting for transit—**buses, Lyft, Uber, Airporter, or car rides.

4. The DSAP park plan should specify the acreage of each type of property. While Downtown West (Googletown) claims 16 acres of “open space,” only about 4 acres is possible city parkland. The 16 acres over-inflates what may be usable by the public. The DSAP plan should seek to provide clarity. “Open space” does not mean “anything that is not a building;” it means “space where the public can feel openness to nature.” In addition, the DSAP language should make clear that some of that potential parkland may go away with the construction of the Diridon Integrated Station Complex. (DISC) or if Google chooses to sell or not develop later phases.

5. The DSAP should clarify the role of the upcoming development agreement and its impact on the park plan. Specifically, the dedicated park lands should be a priority and should be dedicated in phase 1.

6. The DSAP should make clear that PDO/PIO fees collected will be allocated according to the City's usual protocols. PRNS must protect residents of the city and the integrity of the PDO/PIO process in the face of developer pressure to keep fees within the boundaries of their project even when it does not serve the City.

Nature: We protect, promote and preserve natural areas for all people.

1. The plan should state how the City will protect existing parks and riverine environments, such as Arena Green West, from shade impacts and how the plan will mitigate any degraded natural experience from proposed buildings. DSAP proposes very tall building heights without regard to shade impacts on existing parks and open space. The Downtown West (Google) DEIR shade analysis demonstrates the severe impact on the existing Arena Green West park, limiting the ability to keep any natural elements and reducing availability of natural elements to future residents. The DSAP makes no mention of this degradation and any compensatory action plans for the residents from the City. Since Arena Green West is less than 10% of the entire Guadalupe River Park, Downtown West (Google) does not have a CEQA obligation to mitigate the degradation. The DSAP plan suggests that Arena Green West will be providing the more natural experience, but the shade will degrade that experience and potentially eliminate natural from this park. (Also, it is unknown how much of this park will be turned to hardscape for the Urban Confluence project—potentially eliminating ALL natural elements in the Arena Green West). In addition, shade impacts were highlighted by the Joint Powers Board/Caltrain in its letter to the Downtown West EIR, the stated the shade impacts would damage their Los Gatos bridge habitat restoration. The Water Quality Control board similarly has expressed concerns on the impact of shading on the riverine environment. Activate SJ calls for the City of San Jose through PRNS to be a steward of park land and open space and *protect the assets*. The DSAP should explain how CSJ is protecting these assets from shade impacts.

2. The DSAP plan should not include a proposal for an additional bridge across Los Gatos Creek between West San Fernando and West Santa Clara. The currently proposed bridge violates the City's Riparian Habitat Study, Santa Clara County Consortium's Land Use Near Streams, and the Habitat Conservation Plan for minimum separations between bridges. There are already bridges nearby. This bridge would connect from one private property to another piece of private property and further damage the already fragile habitat.

3. The DSAP should make clear that it follows the Habitat Conservation Plan with its minimum 35-foot setback for all recreational elements. Downtown West (Google) has proposed extensive numbers of structures of various types within the minimum 35 ft. setback required by the Habitat Conservation Plan (HCP). The HCP plan is specific about the type and frequency of intrusions—seeking to minimize intrusions. The DSAP plan should specify that this area is NOT an appropriate area for intensive education experiences. The habitat is too fragile. **Educational experiences should be provided outside of DSAP boundaries and within the City's and County's regional parks that have more robust riverine environments,** such as Guadalupe River Park north of Coleman Avenue which is just outside the DSAP boundary and within a 20-minute walk of Diridon station.

4. **The DSAP plan should improve language around “urban form” to indicate that urban form with somewhat more hardscape does not equate to no nature.** Surveys conducted by multiple groups (eg Gehl, Santa Clara County Housing, People for Public Spaces, City of San Jose, New Yorkers for Parks, Trust for Public Land, as well as academics) show that people prefer urban parks with strong natural elements.

Equity and Access: We embrace people of all ages, cultures and abilities.

1. **The DSAP park plan should clarify how decisions will be made about programming and design.** The DSAP should indicate how the parks and plazas and programming will be updated over time as new residents join the community and wish to express their views. It appears that Downtown West (Google) has already decided about their spaces as evidenced by their proscriptive design guidelines where nearly all decisions are made and future residents and workers will have little input.

2. **The DSAP park plan should include language that describes how PRNS will be certain that persons of all ages, income levels, abilities and cultural preferences will have access to parks that meet their needs.** DSAP suggests a desire to provide a neighborhood that allows residents to surrender their cars which will limit access to amenities that are housed in distant neighborhoods. PRNS should provide a full palette of recreational categories. The published Downtown West (Google) design guidelines and their consultants indicate that their designs are based on western European public spaces. They have specified a color palette. The Downtown West (Google) plan’s space names do not reflect the cultural or historic or technological diversity of San Jose—even though they affirmed a desire to design a place that says *San José*.

3. **The DSAP should indicate that PRNS will specifically counter-design to provide the diversity of design, culture and amenities that the Downtown West (Google) project does not provide.** For example, the City’s public art could include the names IBM, HP, Adobe, Cisco, or Yahoo. The City’s parks should include symbols, colors and park design elements from places other than western Europe so that all of the city’s residents from around the world can feel comfortable in the public space including those who don’t have money to spend at the coffee shops and restaurants proposed to line these Downtown West (Google) European-style public spaces.

4. **The DSAP should indicate that PRNS will carefully inventory amenities and will counter-design so that all public space needs, including active recreation, are met through appropriately sized amenities.** Although large residential development may provide certain amenities to their residents, the city should keep track and provide adequate amenities for residents who do not live in these expensive facilities as well as for those residents who have little interest in outdoor coffee shops for their recreation.

5. **The DSAP should specify that city park design guidelines shall supersede any developer’s design guidelines when issues of equity and access are at stake, even if this was not**

discovered at the time of entitlement or the development agreement. For example, signage must be multi-lingual and all-access. Seating design must allow the less-able to rise independently either through the use of arms or appropriate heights.

6. **The DSAP park plan should include a discussion of potential low income housing and the impact on park fees collected.** An equity discussion should be included on how it is equitable that poor people will have less access to parkland. The DSAP should lay out what policy alternatives there are to backfill this discount so that poor people (who are primarily people of color or language minority) are not disadvantaged in park access. Typically, fewer recreational amenities are built within low income/affordable housing.

7. The DSAP Housing sections suggests that there will be further discounting of park fees and makes claims that the discounting will further the construction of inclusionary housing. **The claim—if true—should be documented with the research that supports additional discounts.** The claim should also indicate what percent park fees represent of total construction, marketing and development costs and should provide historic data on the park fees that have been foregone by this policy giving examples of how many inclusionary units have been built with the current discount policy. Housing built on this discount program should be mapped and access to parkland should be described. Equity issues should be discussed answering the question, “Does black and brown and poor mean less access to parks and less access to health and community building from public life?” The supporting documentation should be placed in appendix along with research that suggests what *other strategies*, such as direct subsidies, increase inclusionary housing.

8. **The DSAP plan should indicate the Diridon Station Area will continue to perpetuate discriminatory inequities that communicates non-European cultures are not valued if PRNS does not obtain enough PDO/PIO fees** or other monies to develop culturally sensitive public space that counter-balances the Euro-centric Downtown West (Google) design,

Identity: We aim to be a premier parks, recreation and neighborhood services system.

1. **The DSAP offers an appallingly small amount of public park and open space compared to similar major redevelopment projects in other cities nationally and internationally.** It is unacceptable that this plan is being presented with so little public space at a time when COVID has reminded everyone of the critical role of public space. Premier park systems identify parcels for acquisition. DSAP should contain stronger aspirational language about land acquisition. Downtown West (Google) offers only 4.7 acres of public parkland—where ALL of the DISC construction impacts will reduce those public park acres and none of the Downtown West (Google) highly commercialized, European-style, curated private open space. The city’s portion of DSAP contains a guarantee for only one small plaza and the continuation of Arena Green West in some less usable form after the Urban Confluence project covers some or all of the park.

2. **The DSAP language should continue to emphasize the importance of acquiring prominent parkland on the Barack Obama Boulevard Gateway.** These parcels will set the stage for residents and everyone entering the Diridon Station Area. They can be designed to say “San José” with our cultural diversity, focus on nature, health, sun, and fun. They would allow an additional recreational opportunity for underserved residents from Downtown West (Google) residential buildings on Royal at West San Carlos (Old Orchard Supply Hardware site).

3. **PRNS should reject the Downtown West (Google) offer of dedication for several of the suggested properties. They are not compatible with a premier system. They are table scraps from one of the largest corporations in the world and shows disrespect for the City and its park system.** Specifically:

3a. **The City should reject dedication of the land behind the residential village on the old Orchard Supply Hardware.** The DISC construction will take this property. It is too narrow and there will be too much user conflict between those residents and the users of the trail. It is bad design and incompatible with the city’s stated aspiration to being a premier system.

3b. **The City should reject the St. John Triangle from Downtown West (Google).** It will be fully shaded by buildings and receive sun for less than hour per day. It has an odd irregular shape and it will be hard to convince people to use during three seasons per year. Land is too valuable to be underutilized. Using this site for parkland is a mis-match for the state goals of DSAP;s park system.

3c. **The City should reject dedication of the “The Social Heart.”** It is irregular shaped and dominated by the personality of Downtown West (Google)’s tenant businesses. It sits on top of planned Downtown West (Google) parking lot. The irregular property lines make it difficult to maintain and does not allow for changing tastes. It requires complex programming and interaction with the Downtown West tenants. *“Too many cooks spoil the broth.”*

4. **PRNS should discuss within the DSAP land acquisition strategies to fully serve the periphery of DSAP, including McEvoy and Stockton Avenues neighborhoods.** The appendix should include a simple discussion of strategies in addition to the traditional PDO/PIO process, such as bonding against a parcel tax, floating commercial paper, or collaboration with San José’s heritage developers seeking to reduce tax burdens from generational transfer of property.

5. **PRNS should include in DSAP a statement the City of San Jose will set aside staff or designer time to more aggressively shape public space both in and outside of Downtown West (Google) to create design reflective diverse cultural communities around the world—beyond Western European.**

6. **DSAP should indicate how community members will be notified when they are on public land and when they are on private land—even if it is publicly accessible.** Some members of the public may not want to be on the land of such a controversial company. The Downtown West (Google) design guidelines call for a proscriptive and narrow color palette for both the privately owned public open space and the turnkey City-owned parks. The identity of the City of San Jose may become blurred with Google’s identity if there is such uniformity of design.

7. **The DSAP plan for a bicycle flyover addresses user conflict and would certainly be iconic, but it doesn’t address human behavior and won’t meet the stated goal.** The Flyover won’t attract bicyclists in a hurry, they will use the trail at grade—perpetuating conflict—unless the city plans to build barricades (that people likely will remove). Looking ahead 30 years, the City’s transportation plans hope the number of bicyclists will require something more than this flyover. More likely, lunchtime pedestrians will enjoy the view from a flyover—something like the highline. The iconic structure would build the city’s identity, but considering the costs, is it the best use of money that will be limited due to the ongoing pressure from housing department managers and other city staffers to continue to discount PDO/PIO fees for nearly all types of housing? A single iconic structure does not counter balance table scraps and cold north-facing wind-swept plazas that no housed resident will use.

Public Life: We promote community spaces for a safe, fun and healthy San José.

1. **The DSAP plan should eliminate the promise of a Community Center. No PDO/PIO development fees from the park trust fund should be spent on another community center in this catchment area.** The language of the plan should reflect contemporary reality that under city policy few community centers are full service (hub). While the City owns many buildings, it does not program most of them, depending on a “partner program” with local non-profits. Gardner Community Center is located within one-half mile of Diridon Station. A modern facility, it has been converted to a “partner” program and left vacant most of the time since the start of the “partner” program. The Gardner partners never operated a full-service center and limited hours of operation. Gardner is located across the street from Gardner Elementary and the DSAP plan area is the catchment attendance area for the school. Children from DSAP area walk to Gardner elementary school every day during normal non-COVID times. It would not be unreasonable to expect DSAP residents to walk to this modern facility. Further, San Jose Unified School District Enrollment Projection report and the Downtown West (Google) DEIR have both indicated that few children are expected in the DSAP area. The City’s current community center offerings city-wide focus on seniors and children with very, very, very few offerings for people between the ages of 25 and 55 which is the expected age of nearly all new residents of DSAP. Additionally, most of the “partner” non-profits the City depends upon to operate community centers are suffering greatly from the pandemic. Many are expected to fold. The model of using “Partners” does not appear to be sustainable. PRNS is not taking care of what they already have (e.g. the Gardner Community Center), and should not build anything else until they can. However, the Gardner Community Center property could be remodeled for

additional square footage and additional programming—if a future city-wide study of sustainable and equitable community center operation warrants it.

2. When describing urban parks, **the DSAP park section should have illustrations that show a greater variety of active and urban uses beyond eating and drinking at tables.** PRNS should make mention of Viva Calle, Viva Parks, and programming by Downtown Association and other event providers and how parks were a part of the al fresco program. Narrative could be supported by photos of a physical trainer, a ropes course, a tall rock climbing wall, other active activities or events like a “painting party”, a youth camp, Indian “Holi” Color Festival, Mexican folklorico dancing, Japanese drumming or a concert. Illustrations should be reviewed with an eye towards equity, and diversity. If someone saw these pictures, would they see themselves? Their family? Grandma? Friends? Co-workers? The section should speak to each of these users. At present, they do not.

3. **The DSAP should have language about how PRNS will design to avoid user conflict.** At present, the Downtown West (Google) sketches appear to be replete with user conflicts. DSAP and the PRNS design guidelines should have specific language highlighting the importance of minimal user conflicts for safe parks. PRNS guidelines should take precedence over Downtown West (Google) plans. Particularly worrisome is the conflicts that appear to be likely between trail users and the thousands of residents and office workers who will be confined to narrow park and POPOS corridors in the Downtown West (Google) plan.

4. **The DSAP language should address this important significant role for parks: climate change management.** There should be a mention of the urban heat island effect, and the use of evapotranspiration to cool a local area. Parks enhance local wind patterns with a park breeze (cooler air over parks replaces warmer air in adjacent city neighborhoods). Parks sequester carbons and other pollutants as well as mitigate local precipitation anomalies caused by heat island issues. (The best place in Downtown San Jose on a 100-degree day is Arena Green West—next to the river and under the trees.) San Jose has little experience with highly urbanized areas. It should learn from other urbanized cities and address these climate change management strategies right here in this plan for what will be the most urbanized area of San Jose.

5. **The DSAP should indicate how public life will be measured without violating people’s privacy.** The City should state that passive data collection via cell phone monitoring by private companies will not be tolerated. It should not be allowed with POPOS. However, if the law does not allow this limitation on the property, users of the POPOS should be warned via signage and a text every time they cross from the public domain onto the private property that they are being monitored through their cell phone.

6. **The DSAP should acknowledge how COVID has made clear the critical role of public parks as areas for exercise, recreation, and respite and safety from the intensity of interpersonal relations in small spaces.** Reference should be made to how COVID is likely to change human behavior to increase the desire for greater personal space. Building developers are already

modifying their designs to reflect this prediction. Americans already required more personal space in their public spaces than most world cultures. It would not be surprising if they require even more personal space in the future.

Great cities have great parks.

Great redevelopment projects include a great public realm with parks at the center.

Thank-you for the opportunity to comment.

Sincerely,

/s/

Jean Dresden

On behalf of San Jose Parks Advocates

cc.

SJ Parks Advocates Board

Nicolle Burnham, PRNS

Larissa Sanderfer, PRNS

CATALYZE SV

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January 8, 2021

San Jose Planning Division
Department of Planning, Building, and Code Enforcement (PBCE)
200 E. Santa Clara St.
San Jose, CA 95113

Memo: Diridon Station Area Plan

Dear Lori Severino and San Jose's Planning staff,

Thank you for considering Catalyze SV's Diridon Station Area Plan feedback based on input from the 2 Community Visioning Workshops and insights from our member's review of Downtown West. We applaud you and your colleagues' efforts on this important plan that will help shape the future of San Jose.

Background: In fall 2020, Catalyze SV (CSV) conducted 2 Community Visioning Workshops (including virtual site walks) about the Diridon area - one on 10/21 for the Vietnamese community and another on 11/21 for the artist and creative community.

CSV synthesized feedback from the 60 total workshop participants into two reports linked here:

- [Community Visioning Workshop & Virtual Site Walk for Artists & Creatives](#)
- [Community Visioning Workshop & Virtual Site Walk for the Vietnamese Community](#)

Meanwhile, Catalyze SV's members evaluated & scored Google's Downtown West project in October 2020 based on [our project criteria](#).

Thus, our input below is based on a) the input we gleaned from both workshops; b) our general project criteria; and c) our specific evaluation of the Downtown West project.

City of San Jose's request to Catalyze SV: "The City team has tried to reflect the big picture themes (i.e., the vision for the area) in the [Draft Amended DSAP](#) and will consider adjustments based this fall's engagement. We would love your feedback on the DSAP vision statements and any suggestions on how to reflect the community input you helped us gather this fall! Most relevant are sections 1.2 (Vision), 1.4 (Planning for Equity), and 2.2 (Key Principles – land use and design), 3.2 (Key Principles – open space and public life), and 4.2 (Key Principles – mobility) ..."

1.2 Vision:

In general, the Vision aligns with what we heard from the artist and Vietnamese community workshop participants, as well as with Catalyze SV values. While most of these are covered in additional sections, items that could be incorporated into the values include:

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- Art in public space
- Abundant homes for people of all incomes and family sizes
- Pedestrian and bicycle wayfinding
- Micromobility
- Adaptable for changing times and needs
- Cultural/event space and community centers.

There are a few language choices in the Objectives that we wish to address briefly.

- “Create a pedestrian-focused mixed-use urban district with buildings that maximize height potential to allow for more urban vitality and economic activity, with appropriate transitions to surrounding lower-density residential neighborhoods.”
 - The use of “appropriate” could have a range of meanings. As the most important transit hub in Northern California, we assume the continued expansion of density in surrounding neighborhoods as the Diridon Station Area is built out. We are concerned that hundreds of housing units won’t be built because density will be limited near single-family homes that will benefit greatly from the new amenities.
- “Improve pedestrian, bicycle, motorized and transit connectivity between the station site and existing adjacent commercial and residential areas to ensure seamless multi-modal connectivity.”
 - As a policy choice, improving “motorized” (car) trips in this area, and especially for through traffic, seems like the wrong goal. With the increased density and sustainable transportation focus, we recommend discouraging car trips passing through the area while prioritizing transit, walking, and biking.

1.4 Planning for Equity:

We are really glad that this is being called out as a separate section, but most of the actual implementation will come from specific choices made in land-use, public space, mobility, and other areas of planning. We encourage you to continue to actively reach out to different groups as you enabled us to do with the artist and Vietnamese communities. Some specific ideas include:

- Provide pedestrian, bicycle & transit wayfinding in Spanish and Vietnamese to make the area welcoming to residents that do not speak English.
- Ensure the area can be enjoyed at all hours, as some low-income workers that don’t work normal hours should also be able to benefit from the new public space. This includes good lighting, safe pedestrian access, and active frontages. The Vietnamese community suggested having a night market, which could increase vibrancy after-hours while providing employment for small entrepreneurs.
- Small food carts within the neighborhood or temporary stands could be allowed for independent small businesses to operate similar to those found in East San Jose.

- Safe and secure bike parking not just at the station but in hubs throughout the area will benefit low-income residents who have the highest bike mode share in the United States.¹

2.2 Key Principles – Land Use and Design:

Both the artist and Vietnamese workshop participants called for plenty of housing at all levels of affordability and different sizes of households. This is a principle with which Catalyze SV strongly agrees. We believe the following feedback/suggestions for land use fall in line with these principles.

- We hope the CEQA clearance allows for any housing or other uses that does not get built-in Google' Downtown West (DTW) area to still be developed. If Google only builds 4,000 units, then 8,900 are allowed in the area outside DTW to equal the maximum in the Station Area.
- “Urban Residential (30-95 du/ac) Density: 30-95 DU/AC; FAR 1.0 to 4.0” - This is a very low density and FAR for areas this close to Diridon Station. CSV believes taller buildings around a handful of single-family homes are an okay trade-off for adding hundreds of additional housing units. Can these areas be converted to Transit Residential or at least have the allowed DU/AC increased?
 - Example: CSV's Project Advocacy Committee evaluated a planned affordable housing development at 777 West San Carlos that falls within the Urban Residential zoning area. Using the state density bonus to build, the developer plans to maximize density with 126 DU/AC, and would have proposed even more affordable homes if it was not limited by the existing zoning. This is a direct example of how this zoning is reducing much-needed homes.
- In general for a site this close to Diridon Station, the City should match building heights with what is allowed based on FAA regulations. There is no reason for the city to limit the number of homes in this transit-oriented district through heights, maximum densities, or FAR.

Both workshops and Catalyze SV members were concerned about the Diridon Station area having a range of different housing types. This includes affordable housing and family units which we believe is being addressed in the plan. But we are concerned that, less conventional homes such as micro-units that are naturally affordable and work/live space for artists could be limited by density and parking regulations.

- By setting maximum densities, developers will be discouraged from proposing micro-units or co-living buildings that are space-efficient and can be naturally affordable.
- Parking is another area that often increases the cost of homes. We hope that there will be low parking maximums for residential buildings and no parking minimums. If development is being limited because of concerns about traffic, adding parking maximums is the best

¹ "National Household Travel Survey bike/walk data - Bike Lab." Accessed January 7, 2021. <https://bike-lab.org/2019/01/04/national-household-travel-survey-bike-walk-data/>.

way to address this issue. Additionally, buildings without parking minimums are more likely to have ground floor space available for work/live units.

Commercial space for small businesses: Attendees of the visioning workshops focused on providing small shops, business space, and “Mom & Pop” food production locations. This would provide a naturally affordable space for small entrepreneurs, increase the diversity of businesses, and provide amenities for people of all incomes. Would the City consider setting a minimum percentage of ground-floor commercial space that could be divided into smaller areas (maybe between 200-800 sq ft) for large developments or provide incentives for buildings that do?

3.2 Key Principles – Open Space and Public Life:

We’re glad that the Guadalupe River Park is a key focus point in the DSAP principles on open and public space. From the community workshops, we believe this area and other parks could present a great opportunity for subsidized or affordable commercial space for low-income entrepreneurs. This could be in the form of more permanent space or small food carts, farmers markets, and other less formal commercial activities that provide lower-cost options to visitors and residents.

Additional ideas include:

- Connect health and wellness by providing outdoor exercise equipment, space for physical activity, and playgrounds for kids.
- Add signage and wayfinding in Spanish and Vietnamese to encourage use by residents with limited English ability and display San Jose’s cultural diversity.
- Provide flexibility of the space and encourage art through temporary exhibitions and not just permanent art installations.
- Utilize the changing urban environment by placing art exhibitions, studios, and community space in underutilized lots as the area is built out. Instead of empty lots waiting to be developed, create vibrancy, and bring in the community.

4.2 Key Principles – Mobility:

Participants from both the artist and Vietnamese workshops were concerned about the pedestrian realm and creating an accessible place. While the DSAP does specify the importance of walking, Catalyze SV believes there is still too much focus on driving and enabling through-traffic for cars.

- We’re glad to see a goal of only 25% drive alone trips for this area as compared to 35% in DTW by Google. But 25% of 44,000 jobs, 28,000 residents, and many additional visitors in the Diridon Station Area is still 35,000 plus drive alone trips a day. This site is the most important transit node in Northern California and should shoot for 85 or 90% of trips on foot or by public transit, bicycle, or other alternatives to single-occupancy vehicles.

CATALYZE SV

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- While pedestrian access and routes were covered, the flip side of a quality pedestrian environment is limiting vehicle traffic passing through the neighborhood and speeds which we hope could be directly called out in the principles. Though-traffic by cars should not be encouraged or inconvenienced. It could even be priced.

The Vietnamese community felt strongly about the need to prioritize public transit, which is a value shared by Catalyze SV. To help prioritize public transit and maximize the movement of people into and through the area, we offer the following suggestions:

- Look into creating a Transportation Demand Management District that provides all residents with [VTA Smart Passes](#) to encourage transit use. This would help improve equity, with low-income residents most likely to use public transit and benefiting the most from the reduced need to spend on transportation. A similar measure was adopted by the [Tasman East District](#) (see page 150) of Santa Clara with bulk VTA Smart Passes being purchased for all residents once the population reaches 3,000 and can receive the bulk VTA discount.
- Provide bus-only lanes on West San Carlos, West Santa Clara, and The Alameda to prioritized transit and increase bus speeds.
- Explore a major public space - such as a transit-mall - that does not allow car access outside Diridon Station.

Additional ideas/feedback include:

- A strategy around micro-mobility seems to be missing from this chapter. This includes parking spaces, areas for charging, bike share, and micromobility parking locations to organize these vehicles.
- While secure bike parking is mentioned at the station, creating additional bicycle parking hubs throughout the area will increase the attractiveness of cycling and maximize ridership.

The Diridon Station Area Plan (DSAP) will help bring thousands of new homes and jobs that prioritize sustainable transportation and vibrancy to this under-developed neighborhood of San Jose. We applaud the effort in developing the DSAP and look forward to seeing the final plan with our feedback taken into consideration. We welcome follow-up dialogue on these ideas if that would be helpful, & we look forward to continuing to engage in this important process.

Sincerely,

Gavin Lohry, Catalyze SV's Development Manager

Alex Shoor, Catalyze SV's Executive Director

About Catalyze SV

Catalyze SV's Project Advocacy Committee is comprised of community members who identify, evaluate, & lead advocacy efforts around specific development projects.



January 11, 2021

Jose Ruano, DSAP Project Manager
City of San José
Department of Planning, Building, and Code Enforcement
200 E. Santa Clara St., 3rd Floor Tower
San José, CA 95113-1905

Submitted via e-mail to Jose.Ruano@sanjoseca.gov

RE: Draft Diridon Station Area Plan Amendment

Dear Mr. Ruano:

We are pleased to provide this letter as the California High Speed Rail Authority's (Authority) comments on the Draft Diridon Station Area Plan (DSAP) Amendment dated October 2020. As mentioned in our December 8, 2020, letter commenting on the City of San José/Google Downtown West Mixed-Use Plan (Downtown West) (attached), we appreciate the ongoing partnership with the City of San José and your support for the delivery of high-speed rail passenger service to San José and the San Francisco Bay Area.

The Authority is supportive of the City of San José's amending the Diridon Station Area Plan in response to the Downtown West project and the Diridon Integrated Station Concept (DISC). Amending the DSAP is consistent with Authority policy to attract employment and housing to downtown station areas. Implementation of the DSAP will advance city regeneration and district-scale development consistent with our sustainability policies and vision for the integration of high-speed rail and local land use to transform California.

As discussed in more detail below, the Authority requests that the City of San José consider our feedback on the following topics on the DSAP:

1. Ensure right-of-way (ROW) preservation for high-speed rail needs;
2. Ensure that the DSAP provides the necessary station access as envisioned in the Authority's Draft EIR/EIS for the San Jose to Merced Project Section;
3. Confirm station development potential;
4. Incorporate coordination on inter-related projects, phasing, and capital improvement plan into the implementation chapter; and
5. Coordinate interim and final public improvements between the various projects and programs in the area.

The Authority looks forward to working with the City of San José on the coordination necessary to ensure the successful implementation of the Diridon Station Area Plan.

1. Rail Right-of-Way. Please update the DSAP to account for the Authority's high-speed rail alignment, as identified in the San Jose to Merced Project Section Draft EIR/EIS including the map figures.ⁱ For more detail on this, please refer to our attached Downtown West EIR letter, dated December 8, 2020.
2. Station Access. The Authority is highly supportive of the DSAP objective to "Improve pedestrian, bicycle, motorized, and transit connectivity between the station site and existing adjacent commercial and residential areas to ensure seamless multi-modal connectivity." We request consideration of the following to ensure station access improvements can meet our performance needs as envisioned in the Authority's Draft EIR/EIS for the San Jose to Merced Project Section:
 - a. Cahill Street. Cahill Street is the point of arrival to the station and the City. The Authority's San Jose to Merced Project Section Draft EIR/EIS utilizes Cahill Street for walk, bike, transit, and vehicular access to the station. As the heart of a seamless passenger experience of multi-modal connectivity, there is a need for collaborative planning on how Cahill Street can be improved over time to meet all users' access needs as well as optimize pedestrian access to the station for each travel mode with the buildout of the DSAP.
 - b. BART Station Access. Adding an entrance to the BART station that faces Diridon Station would substantially improve the user experience for passengers connecting from the heavy rail systems to BART. The BART station should have direct line of sight and connection to Diridon Station.
 - c. Station Plaza. Please eliminate reference to plaza with regard to the entire station footprint as shown in Figure 4-4-6 Connection within the Station.
 - d. Street Design. For more detail on street design please refer to attached Downtown West EIR letter from the Authority, dated December 8, 2020.
3. Station Area Development. To help achieve the objectives of the DSAP "to establish Diridon Station and the surrounding area as a local, citywide and regional destination where all residents and visitors, regardless of race, ethnicity, age, gender identity and income level can live, work and play," we would like to see the following clarifications to station area development for the Diridon Station site:
 - a. General Plan Land Use Designation. To advance the DSAP principle "make more efficient use of scarce transit-adjacent land and preserves natural resources by accommodating urban growth in the city's core instead of undeveloped areas at the city's edge", consider clarifying the text on page 33 under Public/Quasi Public to be consistent with the General Plan land use map so the text says that

the Diridon Station site has a Public/Quasi Public designation on the westside of the station and a Commercial Downtown designation on the east side of the station. The station site is not limited to only Public/Quasi Public uses. Given that the DISC vision has retail and employment uses extending to the west side of the station, the DSAP should permit these uses on the west side of the station. Figure 2-3-1: Land Use can be updated to be consistent with Figure 2-3-2: DSAP Preliminary GP Designations, which shows Commercial Downtown and Public/Quasi Public uses.

- b. Height. To advance the DSAP objective “create a pedestrian focused mixed-use urban district with buildings that maximize height potential to allow for more urban vitality and economic activity...”, we suggest considering updating Figure 2-3-4: Building Heights to show a maximum height designation for the Station. Per Figure 2-3-3 Airport Influence Area (AIA), Diridon Station is not within the AIA boundary so there is no FAA height restriction. Indicating the potential height at the station site would enable the opportunity to advance the City’s interest for skyline-defining massing.
- c. Street Frontage. To achieve the objective of “establishing the station and the surrounding area as a destination,” we suggest updating Figure 2-4-3: Prominent Sites and Frontages to show both sides of Cahill Street as “image defining frontages”. This will benefit travelers arriving to downtown San José on transit, as well as travelers arriving to the station to take transit. Figure 2-4-4: Podium and Pedestrian Level Framework can be revised from a Secondary Addressing Street designation to Primary Addressing Street, so there is an emphasis on active ground floor uses at the station and across the Cahill Street from the station. This will make the DSAP consistent with the Downtown Design Guidelines.
- d. Transit Gateway. It would be beneficial to identify transit gateways for the BART station and the future location for the VTA light rail station below grade per DISC. Two interim conditions could be also considered in the text: 1) the existing location of Diridon Station, and 2) after HSR implementation with station entrances located both north and south of the existing historic station. This would be prior to the implementation of DISC. Figure 2-4-4: Podium and Pedestrian Level Framework shows four transit gateways as entry points to and from Diridon Station per the DISC Concept Layout.
- e. Open Space and Public Life. For Figure 3-1-1: Open Space and Public Life Vision, we would like to coordinate on the location of the southern plaza to ensure there is a solution that works for our station entrance as envisioned in the Draft EIR/EIS. We also noted that the location of the two plazas differ from the DISC Concept Layout, which locates both plazas on the east side of Cahill Street.

4. Implementation. The challenge for the DSAP is the staged implementation of several major projects in the area over a prolonged period of time. The Implementation Chapter is an opportunity to address this, by considering how the DSAP can work to accommodate each project as implementation advances as a roadmap to realizing the overall vision of the DSAP. A few high-level suggestions on how to consider this:
 - a. Inter-Related Projects. It would be helpful to have a single table of inter-related projects identified in the DSAP. The table can identify the Lead Agency and collaborating Agency roles and responsibilities, project scope, time frame and status, and inter-related projects that require coordination. This would clarify how each project contributes to the whole, as well as leverage investment for mutual benefit, minimize impacts and avoid duplicative efforts. This can also clarify what Downtown West and other private development is contributing to improve the function and quality of life of the station area.
 - b. Phasing. It would be beneficial for the DSAP to include a phasing plan for public improvements. This would ensure station access improvements are in place to facilitate growth in ridership and support build-out of the station area. We suggest adding concepts for near, mid and long-term phasing of station access improvements based on anticipated completion dates for Caltrain modernization, BART – Silicon Valley Phase II and HSR service. For example:
 - i) Near-term improvements (5 years) would be tied to completion of Caltrain Electrification and Phase 1 of DTW Plan.
 - ii) Mid-term improvements (5-15 years) would be tied to completion of BART, HSR and Phases 2 and 3 of DTW Plan.
 - iii) Long-term improvements (+15 years) would be tied to completion of DISC and buildout of the station area.
 - c. Capital Improvement Plan. The DSAP could prioritize a list of capital improvements with a specific focus on station access. The list can include the scope of improvements, an estimate of costs, measures for financing each capital project, who is responsible for completing the improvements and timing. DSAP assumes that street frontages and utilities will be required to be improved or replaced with new development, however there are improvements that benefit the larger station area and cannot be built piece-meal. The DSAP can have an appendix with an update to the Diridon Station Area Infrastructure Analysis Report which was funded by the Authority. An update can identify a delivery program for improvements funded by the City's adopted Basic Infrastructure Impact Fee on development in the station area.
 - d. Coordination Plan. The Implementation Chapter, at a high level, needs to frame future coordination efforts needed to implement the DSAP. The City is the Lead Agency for the approval of private development and associated public

Mr. Jose Ruano
Page 5
January 11, 2021

improvements. This includes design and approval of multi-modal access improvements that serve the station. The topics raised above all require a coordination plan to ensure that all interested parties are engaged at the right level.

5. Diridon Integrated Station Concept.

The DSAP presents the DISC Concept Layout as the future vision for the station. We suggest that the City work with the Partner Agencies to consider how space can be reserved “pre-DISC” for future station access for each mode, so the vision of DISC can be realized. Elevating the tracks/platforms and realigning light rail transit will create some, but not all space needed for station access, especially for light rail facilities, local/intercity buses and pick-up/drop-off space.

Thank you for the opportunity to comment. We look forward to our continuing collaboration with you and your staff. If you have any questions or concerns, please contact me at margaret.cederoth@hsr.ca.gov or (916) 882-1272.

Sincerely,

Margaret Cederoth

Margaret (Meg) Cederoth, AICP, ENV SP
Director of Planning and Sustainability

cc: Boris Lipkin, Northern California Regional Director
Serge Stanich, Director of Environmental Services
Kelly Doyle, Supervising Transportation Planner

Enclosure: Authority Comment Letter on Downtown West EIR, dated December 8, 2020

ⁱ Figure 2-3-1: Land Use, Figure 2-3-2: DSAP Preliminary GP Designations, Figure 2-3-3 Airport Influence Area (AIA), Figure 2-3-4: Building Heights, Figure 2-4-3: Prominent Sites and Frontages, Figure 4-4-6 connection within the Station Area, and all other maps.

December 8, 2020

Shannon Hill, Environmental Project Manager
City of San José
Department of Planning, Building, and Code Enforcement
200 E. Santa Clara St., 3rd Floor Tower
San José, CA 95113-1905

Submitted via e-mail to shannon.hill@sanjoseca.gov

**RE: Downtown West Mixed-Use Plan (Google Project)
File Nos: GP19-009; PDC19-038; PD19-029
Review of Draft Environmental Impact Report**

Dear Ms. Hill:

Please accept this letter as the California High Speed Rail Authority's (Authority) comments to Google's proposed Downtown West Mixed-Use Rezoning and Development Plan (DTW Plan) Draft Environmental Impact Report (Draft EIR) to the City of San José dated October 7, 2020. We appreciate the ongoing partnership with the City of San José and your support for the delivery of high-speed rail passenger service to San José and the San Francisco Bay Area.

The Authority is supportive of the City of San José's efforts to develop the DTW Plan in the Diridon Station Area. The DTW Plan is consistent with Authority policy to attract employment and housing to downtown station areas. Implementation of the DTW Plan will advance city-regeneration and district-scale development consistent with our sustainability policies and vision for the integration of high-speed rail and local land use to transform California.

As discussed in more detail below, the Authority requests that the City of San José and Google consider the following specific revisions to the DTW Plan and coordination efforts:

- Inclusions to demonstrate conformity with the transit-supportive Goals and Policies of the Envision San José 2040 General Plan;
- Updates to the documents to account for the HSR rail alignment laid out in the Authority's San Jose to Merced Project Section Draft EIR/EIS;
- Further analysis to determine the impacts on high-speed rail ridership and modes of access/egress;
- Modifications to the design of the street network to meet the Authority's performance needs for station pick-up/drop-off (for all modes) and address functionality of dynamic lanes, bicycleways, and sidewalks for pick-up/drop-off in constrained right-of-way;

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- Guidance for the future site planning of the BART station to ensure seamless rail-to-rail connectivity to minimize travel times for HSR travelers;
- Recognize and support the intent of the Diridon Integrated Station Concept (DISC) to create a world-class center of transit and public life integrated with surrounding development, especially given the significant level of investment in rail transit serving the Diridon Station area; and,
- Inclusion of a Comprehensive Construction Coordination Plan to avoid and minimize impacts on HSR construction, utility, infrastructure and station access.

The Authority looks forward to working with the City of San José and Google to ensure the coordination necessary to ensure the successful implementation of the respective policies, goals and plans for the Diridon Station Area and downtown San José.

Effects on the High-Speed Rail (HSR) Project Alternatives

On September 17, 2019, the Authority Board identified Alternative 4 as the Preferred Alternative for the San José to Merced Project Section for inclusion in the Authority's San Jose to Merced Project Section Draft EIR/EIS. Alternative 4 utilizes a blended at-grade high-speed rail/electrified Caltrain configuration through Diridon Station.

Although the Authority identified Alternative 4 as the Preferred Alternative for the San José to Merced Project Section, the final decision about the alternative to be implemented will not be made until after completion of the Final EIR/EIS for the San Jose to Merced Project Section. The EIR/EIS is considering three other alternatives (Alternatives 1, 2, and 3) that share a common aerial station design and aerial alignment through the San José Diridon Station area. Because it remains possible that an aerial alternative could be selected, the Authority has identified the following impact topics that affect all alternatives.

1) RAIL RIGHT-OF-WAY

The area around Diridon station is a constrained environment with plans for both rail upgrades and new development proposed in the DTW Plan Draft EIR. The Authority's planned rail right-of-way needs are laid out in the San Jose to Merced Draft EIR/EIS and would be impacted by the proposed project described in the DTW Plan Draft EIR. The Authority requests that the City of San José and Downtown West continue to collaborate with the Authority to update the documents to account for the HSR rail alignment laid out in the San Jose to Merced Draft EIR/EIS. This supports our shared goals for effective rail operations and feasible and high-quality station and development projects. It is critically important to reserve space for HSR to avoid challenging right-of-way negotiations in the future and the Authority stands ready to work with the City of San José and Downtown West on these issues. Please see the enclosed Table 1 Potential Right-of-Way and Temporary Construction Easement Impacts by Alternative. For the Authority's Preferred Alternative 4, development would impact planned ROW and preclude track, retaining structures, and temporary construction easements of the north approach to Diridon Station.

The DTW Plan should comply with the transit-supportive Goals and Policies of the Envision San José 2040 General Plan (see *Table 3.13-2 Land Use and Transportation Goals and Policies*) by, including the following in section 3.13.2 Regulatory Framework of Downtown West's EIR (p. 3.13-21):

- Goal TR-4 – Passenger Rail Service: Provide maximum opportunities for upgrading passenger rail service for faster and more frequent trains, while making this improved service a positive asset to San José that is attractive, accessible, and safe.
- Policy TR-4.2 – Work collaboratively with the California High-Speed Rail Authority to bring high speed rail to San José in a timely manner.

Downtown West's development application, submitted in October 2019, accounted for space for a future rail alignment (represented by the hatching and notes included on *Figure 2.09 Illustrative Framework* of the development application). *Figure 2.2 Downtown West Mixed-Use Plan* in the Downtown West Design Standards and Guidelines (DWDSG) does not similarly account for space needed for a future rail alignment. The proposed right-of-way (ROW) boundaries identified in the DTW Plan Draft EIR do not include development setbacks for parcels B1, C1, C2, F5, and G1. The lack of setbacks in these locations could complicate and/or impede the construction and staging of the Authority's project. Additional information on the construction staging of the DTW project would be helpful in evaluating additional impacts on the Authority's project. The Authority stands ready to work with Downtown West and the City of San José to find solutions for the permanent and temporary ROW interfaces between the DTW Plan and the Authority's project.

We noted that deviations from the DWDSG are allowed following implementation of DISC, per approval by the City Director (p. 242). The likelihood of major deviations being needed could be greatly reduced by the Downtown West documents better accounting for the future rail alignment including both HSR plans and the DISC Concept Layout. The Authority requests that the Downtown West documents be updated to account for this.

2) STATION ACCESS

The analysis in the DTW EIR requires further development and is insufficient to determine the impacts on high-speed rail ridership, modes of access/egress, and the implications for the transportation network (including all modes) around Diridon Station. The Authority's critical interaction with the DTW Plan is how high-speed rail passengers get to and from Diridon Station. The Authority's San Jose to Merced Project Section Draft EIR/EIS laid out a series of improvements around Diridon Station to improve access and ensure that passengers will be able to get from high-speed rail to other transportation modes, to the surrounding area, and to the entire service travel-shed surrounding Diridon Station. The DTW Plan proposes a variety of changes to the street network and various access points to the station that would impact the ability of high-speed rail passengers to use the station. Below is a list of specific areas that require further analysis and potential changes to ensure that high-speed rail and other passengers can get to and from Diridon Station. The DTW Plan EIR must ensure that the proposed modifications do not negatively impact high-speed rail passenger access as described in the San Jose to Merced Project Section Draft EIR/EIS.

The Authority supports creating urban walkable environments and requests that the Transportation Policies of the City of San José's General Plan (Chapter 6 - Land Use and Transportation, p. 37) be mentioned, and that the following Transportation Policies from *Table 3.13-2 Land Use and Transportation Goals and Policies in the Envision San José 2040 General Plan* be included in section 3.13.2 Regulatory Framework of Downtown West's EIR:

- Policy TR-1.8 – Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emission standards are met.
- Policy TR-1.5 – Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.

The Authority is highly supportive of DWDSG, Mobility Objectives:

“Improvements throughout this chapter are crafted to enhance transit access and ridership by leveraging the Project’s proximity to Diridon Station, which is served by multiple transit agencies, and where existing and new transit providers are planning future service enhancements.”

“Prioritize space for pedestrians and cyclists within streets to promote walkability and active mobility. Support walking, biking and public transit ridership with amenities that support non-vehicular choice to and from Downtown West.”

The Authority’s concerns regarding the DTW Plan are described below for each mode of access.

Pedestrians

The Draft Local Transportation Analysis (LTA) is underestimating pedestrian activity by omitting the consideration of the fact that all transit trips from the DTW development will require people to walk from transit to employment/housing. The analysis included only walk mode share trips generated by the project.

The Authority is particularly concerned about the assumption that all people going to the downtown area walk on the right side of the street and all people going to Diridon Station walk on the left side of the street, which undercounts the pedestrian flows, especially at intersections. The Authority recommends additional analysis that includes not only the walk mode share trip, but also the walk portion of the transit trips. Key areas for station access within the plan area are:

- Cahill Street and Santa Clara Street
- Cahill Street and Park Avenue
- Cahill Street and San Fernando Street
- Cahill Street and Post Street
- Montgomery Street and San Fernando Street
- Montgomery Street and Santa Clara Street

The DTW Plan shows excessive walking distances to cross Cahill Street to enter Downtown West, overloading pedestrian densities at Santa Clara Street, San Fernando Street and Park Avenue intersections. The DTW Plan creates two superblocks across Cahill Street from the station requiring pedestrians to walk over 1,000 feet to Park Avenue and Santa Clara Street, rather than a more walkable pattern of small city blocks with closely spaced intersections. The Authority requests street improvement plans with more frequent pedestrian crossings.

Bicycles

The DTW Plan should provide street design plan drawings to show how bicycle lanes are configured at intersections, given the high number of commuters accessing the station by bicycle and the high density of onsite workers who will be using bicycles in the station area on a daily basis. The Authority acknowledges the value of considering the quality of user experience in designing bicycle facilities to attract a diversity of riders.

Transit

Downtown West should comply with the transit-supportive policies of the Envision San José 2040 General Plan, and include the following Policy from *Table 3.13-2 Land Use and Transportation Goals and Policies in the Envision San José 2040 General Plan* in section 3.13.2 Regulatory Framework of Downtown West's EIR (p. 3.13-21):

- Policy TR-3.5 – Work with the Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San José.

The Authority requests that a Mobility Objective be added in the DWDSGs to improve transit access, reliability, and speed and that Downtown West's EIR documents, including through transit-supportive design by reserving space needed for transit.

Pick-Up/Drop-Off

The Authority recommends that the DTW Plan demonstrate how the design of the street network can meet the Authority's performance needs for station pick-up/drop-off. This is consistent with the following DWDSG Mobility Objective:

“Enable efficient, intuitive and safe movement of cars, buses and trucks through a redundant street grid that is right-sized to traffic volume, has separated space for pedestrians and bicyclists and slows vehicle speeds.”

High-speed rail travel choice, compared to flying and driving for inter-regional trips, is sensitive to door-to-door travel times. The Authority's Draft EIR/EIS Alternative 4 uses local streets for curbside pick-up/drop-off at Cahill Street, Montgomery Street, Otterson Street, Stover Street, and Crandall Street. The Downtown West Plan conflicts with Alternative 4 station access improvements by making the following changes:

- Precludes extending Stover Street with development of Site D6
- Precludes extending Crandall Street with development of Site D7
- Reconfigures Cahill Street from San Fernando Street to Otterson Street
- Reconfigures Montgomery Street
- Closes Otterson Street with development of Site F1

Active Streetscapes

The Authority has the following concerns regarding the functionality of the proposed active streetscapes:

- Location and width of dynamic lanes to serve station access and pick-up/drop-off
- Pedestrian/cyclist adjacency conflicts given highly constrained right-of-way
- Pick-up/drop-off conflicts with bikeways with inadequate sidewalk width between the curb and bikeways for safe pick-up/drop-off
- Inadequate sidewalk width for pedestrian through-movement
- Adequate buffer width for street trees

Per the Vesting Tentative Tract Map for Condominium Purposes PT20 - Downtown West, we want to highlight three examples:

- Exhibit TM-15, D Cahill Street Meander. DTW Draft EIR Alternative 3 is better for locating the bikeway on the east side of the street so that pick-up/drop-off can be located in front of the station. To accommodate a range of vehicles and use of the dynamic lane. For greater flexibility, they need to be 10 feet wide.
- Exhibit TM-15, N. Montgomery Street. Needs a third, new alternative with bikeway on east side of street to avoid conflicts with pick-up/drop-off serving the station on the west side of the street. Dynamic lanes need to be 10 feet wide. Alternatives 1 and 2 have pedestrian/bicycle conflicts when used for pick-up/drop-off.
- Exhibit TM-16, San Fernando Street F1 and F2. Both sections, at 55-foot and 60-foot right-of-way are too narrow to meet functional requirements, especially as the only cross street between two approximately 1,000-foot super blocks extending from Park Avenue to Santa Clara Street. Five-foot-wide sidewalks (after accounting for the one-foot transition) is not a functional width to serve a 280-foot-high building and primary access to the station. Sidewalks need to be at least 12 feet.

The Authority recommends continuing the on-going coordination with the Downtown West development team and the DISC Partner Agencies (defined below) to work together to review the multi-modal functioning of the street network to ensure street design meets the shared objectives of the Authority, DISC Partner Agencies and Downtown West.

3) CONSTRUCTION IMPACTS

Overlapping Construction Projects

A comprehensive construction coordination plan is needed to avoid and minimize impacts on HSR construction and station access during operations. The DTW Plan does not propose, and the EIR does not analyze, any solutions to the overlapping construction schedules for the HSR project, BART Silicon Valley Extension, and the DTW Plan to ensure that all projects can adequately meet their respective schedules and avoid substantial delays to these planned, critical transportation projects.

The DTW Plan proposes significant demolition, excavation and earth moving for utilities, district systems, street network changes and new buildings. Ten years of continuous construction is assumed starting in 2021 and continuing to 2031. Three phases of development are planned, and each phase includes development, utilities and street infrastructure to serve that increment of development.

The development and implementation of a Construction Traffic Control Plan needs to have multi-agency coordination and oversight to ensure that the Project Sponsor and their General Contractor(s) minimize and avoid impacts to transit service and station access for transit, bicycles, pedestrians, and vehicles. This includes early notification to affected agencies to ensure adequate time to coordinate construction management and formulate traffic control plans.

Future Focused Local Transportation Analysis (LTA)

When future focused LTAs are developed, there needs to be a method for the Authority and transit agencies to review changes to multi-modal access to the station in the plan area. Per the DTW Infrastructure Plan, “future focused local transportation analysis (LTA) will be done to address site access and on-site circulation, in addition to evaluation of multimodal access in the Plan area. Improvement plans deemed acceptable so long as they substantially comply with street sections for typologies shown in the DWDSG.” The City needs to ensure responsiveness to transit agency feedback on these plans to maintain access to transit services.

4) BART AND DIRIDON STATION PASSENGER CONNECTIVITY

There is no information or guidance for the BART site in the DTW Plan. It is essential that the design of the BART Station and Diridon Station are seamlessly connected to minimize travel time between all rail services. The stations are inter-related projects. However, they have differing governance, funding, design parameters, construction timelines and service schedules. The DTW Plan should provide clear guidance to inform a future development application. The DTW Plan and DWDSG should include the urban design of this site, as well as consideration of implementation over time, including how the BART station connects passengers to: 1) the existing Diridon Station, 2) modifications of Diridon Station for HSR service, and 3) implementation of DISC.

This site is to be jointly developed between Google and BART as a P3 project for the BART station and up to 500 units of housing and 18,000 SF of ground floor retail. The project description Figure 2-4 shows existing and proposed changes to General Plan Land Use Designations shows the site as D1, with a downtown land use designation, however Tentative Map Exhibit TM-9A and the Downtown West Design Standards and Guidelines (DWDSG) show this site as NOT part of the project.

5) DIRIDON INTEGRATED STATION CONCEPT

The Authority, City of San José, Caltrain, MTC and VTA (the Partner Agencies) entered into a 2018 Cooperative Agreement and mutually accepted a Concept Layout for the future Diridon Station in 2020 that defines a conceptual spatial layout for Diridon Station. The Concept Layout coordinates inter-related projects to realize the benefits from new Bay Area Rapid Transit (BART) service, new high-speed rail service, and additional Caltrain, Altamont Corridor Express (ACE), and Capitol Corridor service coming to Diridon Station. When BART, commuter rail, high-speed rail, light rail, and supporting bus services converge, Diridon Station will support more high-capacity transit connections than any other place in the Bay Area. The Partner Agencies’ goal is to develop a world-class center of transit and public life that provides seamless connections between modes and integration with the surrounding neighborhoods.

The Authority supports Downtown West's delivery of a transit-oriented center with new jobs, residences and active uses. The variety of the mixed-use core will promote transit ridership and create an active public realm. The Authority requests that the DTW Plan orient these active uses towards Diridon Station.

The DTW Plan, however, does not anticipate the spatial layout of DISC. Recognizing DISC design elements is an opportunity to achieve excellence in integrating development and transit.

As presented in DWDSG Figure 3.5. Minimum Required Ground Floor Active Use Locations there are no building entrances or active ground floor uses oriented towards the station. Every development block that is adjacent to the station turns away from the station: F1, F5, G1, D1 and C2. It is particularly concerning to not see any information on site D1, which is the BART Station site. Figures 4.3 Character Zones of Downtown West's Open Space Network and Figure 4.4 Natural to Urban Open Spaces are opportunities that could be explored to create more directly visible and accessible open spaces to the station. For example, building entrances could be better oriented toward the station to welcome passengers arriving to downtown San José.

6) INFRASTRUCTURE

The DTW Draft EIR proposed several changes to the infrastructure in and around the Diridon station area. There is an ongoing need for the Authority and CSJ to communicate design evolution and coordinate construction sequencing, given the overlapping schedules. As the design of utilities and infrastructure continues to develop, there should be an emphasis on collaboration between the Authority, the City of San Jose and Google to eliminate conflicting information and simplify construction. The vision of the 2018 California State Rail Plan is to connect the most populous cities of the state together and integrate intercity and regional rail with high frequency service and competitive travel times for long distance and regional trips. High-speed rail will provide competitive travel times between major urban centers of California as well as high-capacity long distance regional and inter-regional travel. With integrated ticketing and fare coordination, high-speed and regional rail services is planned for seamless transfers.

7) HSR MODE CHOICE

The DTW Plan misses an opportunity to include HSR service as a commute travel mode choice as part of the travel analysis as part of TDM reduction strategies. There is no HSR ridership assumed, development period falls within planned HSR Service with Valley-to-Valley service in 2029 with up to 40 trains a day and with Phase 1 Service starting in 2033 with up to 148 trains by 2040. The vision of the 2018 California State Rail Plan is to connect the most populous cities of the state together and integrate intercity and regional rail with high frequency service and competitive travel times for long distance and regional trips. High-speed rail will provide competitive travel times between major urban centers of California as well as high-capacity long distance regional and inter-regional travel. With integrated ticketing and fare coordination, high-speed and regional rail services is planned for seamless transfers.

Ms. Shannon Hill
December 8, 2020
Page 9

Thank you for your consideration of our comments. We look forward to our continuing collaboration with you and your staff. If you have any questions or concerns, please contact me at (916) 718-6981 or serge.stanich@hsr.ca.gov.

Sincerely,



Serge Stanich
Director of Environmental Services
(916) 718-6981
serge.stanich@hsr.ca.gov

cc: Boris Lipkin, Scott Rothenberg, Meg Cederroth, Gary Kennerley, Bryan Porter,
Chris Diwa, Bruce Fukuji

Enclosure: Table 1 – Potential Right-of-Way and Temporary Construction Easement Impacts
by Alternative

Table 1 – Potential Right-of-Way and Temporary Construction Easement Impacts by Alternative

| Alternative | Right-of-Way and Temporary Construction Easement Impacts (Based on Figure 2-10 of DTW DEIR) |
|--|---|
| Alternative 4 (with 40mph design variant) | <ul style="list-style-type: none"> • Parcel A1: ~0.11 ac impact to planned ROW, precluding UPRR MT0 track and retaining wall structures; Sta B3050 to B3054. (Approximately 0.17 ac additional impact to proposed TCEs adjacent to planned ROW south to Cinnabar St.) • North-End Park: ~0.33 ac. impact to planned ROW, precluding UPRR MT0 track and retaining wall structures; Sta. B3058 to B3063. (Approximately 0.13 ac additional impact to proposed TCE need identified adjacent to planned ROW) • Parcel B1: ~0.02 ac. impact to planned ROW, precluding UPRR MT0 track and retaining wall structures; Sta. B3064 to B3066, ~0.02 ac. (Approximately 0.04 ac additional impact to proposed TCE need identified adjacent to planned ROW) • Parcel C1 and St. John Triangle: ~0.29 ac. impact to planned ROW, precluding UPRR MT0 track and retaining wall structures; Sta. B3066 to B3072. (Approximately 0.29 additional impact to proposed TCE need identified adjacent to planned ROW) • Parcel C2: ~0.14 ac. impact to planned ROW, precluding UPRR MT0 track and retaining wall structures; Sta. B3072 to B3075. (Approximately 0.14 ac additional impact to proposed TCE need identified adjacent to planned ROW) • Parcel C1: ~0.9 ac impact precludes replacing 116 displaced parking spaces and reconfiguring parking drive aisles and spaces to adjust to the planned ROW on SAP Center site. |
| Alternative 1 and 3 | <ul style="list-style-type: none"> • Development of Parcels A1, B1, C1 & C2 precludes planned ROW & proposed TCE's required to build the planned alignment in the northern approach to Diridon Station. • Development of Parcel F5 impacts planned ROW for Diridon Station facilities. • Development of Parcel G1, H2, H3 & H4 precludes planned ROW & proposed TCE's required to build the planned alignment in the southern approach to Diridon Station. |
| Alternative 2 | <ul style="list-style-type: none"> • Development of Parcels A1, B1, C1 & C2 precludes planned ROW & proposed TCEs required to build the planned alignment in the northern approach to Diridon Station. • Development of Parcel F5 impacts planned ROW for Diridon Station facilities. • Development of Parcel G1, H2, H3 & H4 precludes planned ROW & proposed TCE's required to build the planned alignment in the southern approach to Diridon Station. |

January 8, 2021

**City of San Jose
Planning Building & Code Enforcement**

Jose Ruano, DSAP Project Manager
200 East Santa Clara Street
San Jose, CA 95113
Sent via email

RE: Diridon Station Area Plan CEQA document amendment

Jose,

The Diridon Area Neighborhood Group (DANG) would like to reiterate its consternation and frustration concerning the DSAP revision process. Commenting on this Draft Amended DSAP document was difficult due to the lack of a straightforward nature of messaging, community input, and document creation. We have several issues of concern that we want to have clarified.

1. Presenting the **Draft Amended DSAP** document merely as an amendment does not constitute a full guiding document to be used for future development. We believe that this should be **a supplemental or new DSAP EIR**.
2. When the Downtown Strategy Update 2018 was being approved, at no time was there mention that there would be no further opportunity for the community to address any building height or neighborhood interface issues for the Diridon Station area. The public should have had the ability to comment on these issues during this process.
3. Piecemealing of various documents for the purpose of taking a short cut and not letting the surrounding neighborhoods know the full extent of the mitigation issues of this change in the DSAP is unprofessional at best, creating a Frankenstein-type monster of a CEQA document.
4. Another item of concern is located within the document **Downtown Update Strategy 2040 EIR**, page 208, which states:
The proposed 4,000-unit increase in residential capacity to 14,360 units would be achieved by transferring residential units from outlying (beyond the general vicinity of Downtown) Urban Villages and other Growth Areas identified in the 2040 General Plan.

The statement above does not declare that the 4,000 units are to be assigned specifically to the Diridon Station area. Since this document does not specifically assign these additional residential units to the station area, staff should eliminate all specific numbers of residential units from the Draft Amended DSAP. If, in fact, these units are assigned specifically to the station area, please cite the location in the EIR document.

Furthermore, DANG requests that you:

1. Provide information about the criteria used to determine that an amendment to the DSAP was the appropriate process instead of a supplemental or new DSAP EIR. DANG believes that a supplemental or new EIR should be the appropriate process because of the major changes being allowed, such as Council's decision to no longer follow the OEI guidelines and the massive increase in development potential for the DSAP area due to the dramatic building height increases.
2. Provide the proposed increase of commercial development in square feet and number of housing units from the 2014 DSAP to the current draft DSAP amendment.
3. Provide information about the impact of the crane heights on development heights.

Regardless of the impediments created to limit public comment, please see below other DSAP comments from DANG.

Thank you,

| | |
|------------------|----------------|
| Kathy Sutherland | Bert Weaver |
| Laura Winter | Sarah Springer |
| Edward Saum | Harvey Darnell |
| Helen Chapman | Bill Rankin |
| Mary Pizzo | Norma Ruiz |
| Kevin Christman | Jake Smith |

Our research shows that the following documents and referenced pages guide development height in the Diridon and specifically the Delmas Park neighborhood.

Downtown Strategy 2040, Integrated Final EIR

December 2018

Page 209

Diridon Station Area Plan (DSAP)

The majority of the DSAP area is within the Downtown Strategy 2040 boundaries. The Downtown Strategy 2040 does not propose changes to the DSAP. Development occurring in the DSAP area would be subject to land use regulations and policies established in the DSAP. The project, therefore, would be consistent with the DSAP.

Diridon Station Area Plan (DSAP)

June 2014

Page 4-9 number 5 states the following:

ASSUMPTIONS AND EXCLUSIONS

The height limits used in the development of the test-fit plan are consistent with, and in most cases below, the height limits established in the Urban Design Section of this Plan. Building heights used in the test-fit plan are also below the maximum building heights established by Federal Aviation Administration (FAA) Part 77, as discussed below. In the southern zone building heights were set to respect the scale of the adjacent neighborhoods and the recommendations in relevant Strong Neighborhood Initiative (SNI) documents. (underlined for emphasis)

Page 4-16

STRONG NEIGHBORHOOD INITIATIVE ZONES

Project sub-areas D (Dupont/McEvoy) and F (Park/San Carlos) both fall within existing SNI (Strong Neighborhood Initiative) boundary and both of these areas have had SNI Neighborhood Improvement Plans and/or Business Improvement Plans prepared in the recent past. Delmas Park SNI Neighborhood Revitalization Plan gives general guidance on the community's preferred land uses, and desirable massing/heights/densities of buildings. The proposed uses, block and street patterns and building heights indicated in the 'test-fit' DSAP - Final Plan Report are intended to be respectful of and consistent with the community's recommendations.

2002 Delmas Park Neighborhood Improvement Plan

Approved and accepted by City Council and the Planning Commission

Amended in 2007 without changes to this language by City Council and Planning Commission

Page 30 states the following: Infill Development Criteria During the planning process community members made specific recommendations for infill development within the West San Carlos corridor, including height, density, tenant mix, and architectural character. Height/Density Community members support significant density and height for new development, provided it is sensitive to adjacent neighborhood conditions.

The “Infill Location and Heights” graphic on the following page illustrates height/density criteria. Infill recommendations for specific locations are:

- West San Carlos Street Frontage - Replace existing auto and light industrial uses with housing over commercial; 4-5 stories average height along the frontage, stepping down to 3 stories adjacent to single-family areas on the north and south.

Page 31 includes a map clearly identifying the site as a redevelopment area with 4 -5 stories.

Draft Amended DSAP

Page 49

Lot Line and Right of Way step back Plane

From the mid-block Lot Line and Right of Way Setback Plane lines to W. San Carlos, how many square feet of land does this section include? How many square feet of land are in the entire DSAP?

Page 51

The Lot Line step back Plane figure 2-4-8a demonstrates how this will work for a Rear Shared Property Line.

The Lot Line step back Plane does not apply to only rear property lines.

The majority of the property lines are side property lines with only three (3) foot setbacks.

Provide an additional figure to demonstrate the proposed setback plane under these conditions.

In the DSAP area (with the exception of Downtown West), on a map please show developments built within the past 20 years, projects currently under construction, entitled projects, development proposals which are scheduled to be approved before the final version of this amendment, development proposals which have held publicly noticed meetings.

Provide information about the loss of "theoretical capacity" for commercial and residential development in the DSAP due to the above projects

Provide information about the loss of "theoretical capacity" due to newly acknowledged crane height concerns

Provide information about the loss of "theoretical capacity" if the 3 half-blocks on the south side of W San Carlos between Bird and Delmas were developed to the following heights as called out in the Delmas Park Neighborhood Improvement Plan:

"West San Carlos Street Frontage - Replace existing auto and light industrial uses with housing over commercial; 4-5 stories average height along the frontage, stepping down to 3 stories adjacent to single-family areas on the north and south."

Bicycle and Pedestrian Facilities

The proposed project would conflict with a bicycle-or pedestrian-related program plan or policy if it would create a hazardous condition that currently does not exist for pedestrians or bicyclists, or if it conflicts with planned facilities or local agency policies regarding bicycle and pedestrian facilities

Several areas both within the project plan and adjacent to the project plan will have significant negative impacts on bicycle and pedestrian safety, conflicting with Envision **San Jose 2040 General Plan Land Use Goal TR-2: "improve walking and bicycling facilities to be more convenient, comfortable, and safe, so that they become primary transportation modes. Although the Downtown West and adjacent areas will greatly improve pedestrian, bicycle, and other micromodality transportation modes due to the proposed improved network of streets and access to transit, the following locations need greater scrutiny to assure compliance with Safe Routes to Transit, San Jose Bike Plan 2020, and Vision Zero: Onsite Improvements**

1. "Off-street path connections along Los Gatos Creek within the project site to fill in gaps in the existing trail, with an off-street path connection running along the western edge of Los Gatos creek between Auzerais Avenue and Park Avenue, as well as along the eastern edge of the creek from West San Fernando Street to West Santa Clara Street. These trail segments would be connected by on-street protected bikeways along

Autumn Street between Park Avenue and the VTA tracks.” A safe pedestrian and bicycle undercrossing is imperative here to assure safety for both recreational uses and transit access for commuters. This will be a major vehicular/bus intersection that will be incompatible with the heavy pedestrian, bicycle and other micromodality uses expected for the project area.

“**Controlled at-grade crossing** (crosswalk and curb improvements) for the Los Gatos Creek Trail across West Santa Clara Street at or near Delmas Avenue. This crossing would connect the existing segment of the Los Gatos Creek Trail within Arena Green, along the west side of the creek, with a new portion of the trail to be developed as part of the project on the east side of Los Gatos Creek between the VTA tracks and West **Santa Clara Street.”** This area is slated for a much more intense use than at present: an office building, two residential buildings, an events center, the adaptive re-use of the San Jose Water Building, a large plaza, the Los Gatos Creek Trail, the Guadalupe River Park Trail, plus Arena Green and SAP center all converge here. Simple controlled-grade crosswalk and curb improvements are grossly insufficient for this level of activity on both sides of West Santa Clara Street. We are aware that an undercrossing is unfeasible. An overcrossing needs to be studied for this location along with a more robust analysis of pedestrian and micromobility issues.

1. West Santa Clara Street at Cahill Street is another location that will be unsafe for pedestrian and micromodalities. Two possible solutions might be to include a second BART station entrance at the north side of Santa Clara Street in front of SAP Center or an overcrossing.
2. Provide a detailed safety analysis with proposed solutions for Bird Avenue over Highway 280. The Gardner Academy on the south side of 280 in the Gardner Neighborhood includes an enrollment boundary north of Highway 280 and is currently a pedestrian and bicycle nightmare. A parallel pedestrian/bicycle bridge may be the safest solution here.
3. West San Fernando Street between Race Street and the project area is proposed to be a protected bike lane and currently experiences heavy pedestrian, motorized scooter, skateboard, and other micromodality usage and the bikeway **includes a portion of Cahill Park’s promenade. The public safety issues with this bikeway is alarming.** An analysis and safety recommendations for this section of West San Fernando Street must be made.
4. A detailed micromodality management plan needs to be produced with robust community involvement and input.

Roadway Network Changes

Autumn Street and Almaden Avenue do not connect to a major highway, as does Delmas Avenue; this would potentially increase VMT and lead to driver confusion, especially with egress for SAP Center, a new project Events Center and Logistics Center. The Arena Traffic and Parking Management Plan is a very detailed document created with the input of the adjacent residential neighborhoods and for 30 years has worked flawlessly to minimize traffic impacts from SAP Center on said neighborhoods. Removing Delmas Avenue between West Santa Clara Street and West San Fernando Street will have a significant negative impact from visitors to SAP Center, the new Events Center and the new Logistics Center. Google Maps and Waze, if not programmed properly, will automatically send drivers through residential neighborhoods in order to get to the nearest freeway onramp to the south of the project area, the Highway 87 southbound onramp at Delmas and Auzerais Avenues. The TPMP goals must continue to be met and the navigation apps must not send drivers into a residential neighborhood.

DANG recommends a pedestrian crossover on West Santa Clara Street: Elevated crosswalk with stairs, elevators and escalators for safe pedestrian crossing over W. Santa Clara close to Diridon Station.

DANG also recommends an elevated trail connection in the north end of the DSAP based upon the outcome of the DISC development. The final determination of the location and termination points would be coordinated with the public before the Diridon Station work has begun.

Draft amended DSAP comments

Roland Lebrun <ccss@msn.com>

Mon 1/11/2021 3:05 AM

To: Ruano, Jose <Jose.Ruano@sanjoseca.gov>

Cc: Rood, Timothy <timothy.rood@sanjoseca.gov>; Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; Klein, Nanci <Nanci.Klein@sanjoseca.gov>

[External Email]

Dear Mr. Ruano,

Thank you for the opportunity to comment on the Draft Revised DSAP.

Please allow me to start by stating that I am 100% in support of the theoretical maximal buildout. Having said that, I believe that we have multiple opportunities to achieve a superior outcome including higher densities in specific areas of the DSAP:

Challenge #1: DISC

The DISC boundaries should be adjusted to south of Julian in the north and west of the Historical Depot in the east. The ensuing reduction in DISC footprint will ensure the feasibility of the maximal buildout while eliminating any nexus between CEMOF, the Warm Springs line and the proposed elevated station (conceptual engineering available on request).

Challenge #2: Downtown West proposed street types

There are no issues with the proposed West San Carlos and West Santa Clara Grand Boulevards but every connector in the central zone other than the Autumn connector should be converted to a "local" (bike and ped only) connector. The resulting reduction in connector widths will in turn make it possible to increase the adjacent buildings' footprints thereby ensuring the feasibility of the maximal buildout even when factoring in potentially reduced building heights due to building crane height restrictions.

Challenge #3: Light rail alignment

VTA have correctly determined that the relocation of the Diridon LRT platforms opens an opportunity to eliminate the San Fernando station. VTA have also correctly identified the need to underground the LRT alignment between Sunol and Diridon but have so far failed to recognize that the alignment east of Diridon requires similar undergrounding (all the way to Delmas). Once this is resolved, Google will have an opportunity to redevelop the entire block between West Santa Clara and West Fernando and increase the footprints of the E1, E2 and E3 buildings thereby ensuring the feasibility of the maximal buildout.

I hope you find these comments useful.

Sincerely,

Roland Lebrun

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is there a limit on the amount of input on each field for DSAP form comments?

Cat Woodmansee <cat.woodmansee@gmail.com>

Sun 1/10/2021 12:51 AM

To: Ruano, Jose <Jose.Ruano@sanjoseca.gov>

[External Email]

thanks Jose hopefully there is no limit on those fields youve set for us?????

this should have been articulated in the field that there is no limit for confidence to say A LOT
but you dont want to really hear from us
its really a farce that we go through
you dont listen to us the public or the science of climate change which is really dangerous!

warm regards,

tessa woodmansee

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**PRESERVATION ACTION
COUNCIL OF SAN JOSE**

History Park
1650 Senter Road
San Jose, CA 95112
Phone: 408-998-8105
www.preservation.org

January 11, 2021

VIA EMAIL Rosalynn.Hughey@sanjoseca.gov, Robert.Manford@sanjoseca.gov

Rosalynn Hughey & Robert Manford
Department of Planning, Building, and Code Enforcement
200 E. Santa Clara Street, T-3
San Jose, CA 95113

RE: Comments on DRAFT Amended Diridon Station Area Plan (DSAP)

Dear Ms. Hughey and Mr. Manford,

Thank you for the opportunity to provide comments to you on the Draft Amended DSAP on behalf of PAC* SJ and its members. These comments are in addition to any comments the City might receive via the online form, reflecting our concern that the on-line format was insufficient to address broader issues of concern.

In short, PAC* SJ is concerned about both what is absent from the amended draft of the DSAP, including but not limited to the following matters:

- 1) The amended DSAP Plan lacks reference as to how the historic Diridon Station itself “fits” within its namesake plan. It is the most iconic, prominent, unique feature to San Jose and yet, there is no statement of support for its existence going forward. San Jose’s failure to protect this structure sends a clear message to others who are currently or will be involved in private and multi-agency initiatives that San Jose is abdicating its voice in this matter; and.
- 2) Similar to our concern about the historic Diridon Station, the amended DSAP fails to establish a clear position of support for the protection and preservation of other historic buildings inside and outside the DSAP’s boundary that are either subject to direct demolition, or related negative impact from development within the DSAP; and,

PAC* SJ BOARD

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- 3) The absence of an updated DSAP EIR leaves developers and participants in multi-agency projects without up-to-date information that would otherwise inform the analysis of alternatives required by CEQA and the development of sensible mitigation measures. We disagree with the broad conclusions of the October 23, 2020 Circlepoint memo that there were no Substantial Changes to the DSAP Project, its Circumstances and Information Known. Relying on an EIR that was finalized in 2014, based on input from the community on a project that envisioned Major League Baseball stadium at its core appears to be an attempt to bypass San Jose's responsibility to the people to properly analyze everything that will happen within this 262-acre planning area; and,
- 4) The review of Project Plans and EIRs for projects that will be located fully within the DSAP such as the Downtown West project is already proceeding in advance of finalizing the Diridon Station Area Plan and is being done so with a thin draft document that shows no recognition towards historic assets the City of San Jose should be protecting.

Mitigation Alternatives Analysis

PAC* SJ sees little to no connection between the mitigation measures listed in the Integrated Final Program EIR from August of 2014 and the amended DSAP. There is no apparent connection between the "alternatives" described in the 2014 DSAP EIR and the amended DSAP.

PAC* SJ is seeking to understand why the City is not reconciling the mitigation and alternatives analysis it did in 2014 relative to historic resources within a DSAP that envisioned Major League Baseball stadium with the current DSAP. We are quite simply looking for data we can use to weigh in on a DSAP that we believe should point to a robust mitigation strategy and alternatives analysis that is commensurate with the significance of the area slated for development.

PAC* SJ has noted in every community forum for which it has been invited the need for San Jose, as the Lead Agency for the DSAP, to take a position on the preservation of historic resources including but not limited to the following:

- **Preservation of the Diridon Station/Cahill Station Historic District.** Ideally, this will include all elements of this project (depot, outbuildings, platforms, signs, etc.). Should any entity seek to modify, move or demolish any of these historic elements, PAC* SJ is seeking the City's commitment to exercising an active role when working with public agencies such as the Peninsula Corridor Joint Powers Board, High Speed Rail Authority, BART, ACE Train, VTA, etc. or any other private entity in aggressively representing the interests of the people of San Jose in preserving and protecting this National Register-listed historic landmark district.

The only document covering mitigation of the Diridon Train Station and its various elements is the



**PRESERVATION ACTION
COUNCIL OF SAN JOSE**

History Park
1650 Senter Road
San Jose, CA 95112
Phone: 408-998-8105
www.preservation.org

2014 Final DSAP Program EIR, which notes in Section 2.2.1 (Additions and Modifications to the Station) that the historic depot building will remain for passenger rail functions and that existing heavy rail platforms, LRT facilities, and pedestrian tunnel would also remain in their current locations and that new platforms for the HSR trains would be constructed approximately 60 feet above the existing at-grade platforms.” PAC* SJ is painfully aware that the fairly detailed information that is included within the 2014 EIR regarding the disposition of the historic elements is almost completely absent and/or inconsistent with the limited information included within the amended DSAP document (e.g. there is zero language within the amended DSAP about saving the historic Diridon Station and resource and rail platforms at 25’ versus 60’ above grade). As such, there is woefully insufficient information to even discuss mitigation measures and alternatives. For this and other reasons, PAC* SJ is asking the City to note specifically within the DSAP that projects within the DSAP area (e.g. Downtown West, DISC, etc.) must comply with CEQA and other ordinances relative to preservation.

- Preservation, relocation, and rehabilitation of impacted historic resources and Structures of Merit, including receiver site property acquisition.
- Proactive planning efforts and historic resource surveys in the surrounding Diridon Station Area, which will undoubtedly be subject to increased development pressure as a direct result of the Downtown West project.
- Required documentation of all impacted CEQA-eligible historic resources and Structures of Merit should include both interior and exterior documentation. Industrial resources should be documented to the standards of the Historic American Engineering Record.

Thank you for the opportunity to provide these comments. We look forward to what we hope is a recognition by the City of the need to include the preservation of historic buildings and places such the Diridon Station/Cahill Station Historic District into the next draft of a the DSAP plus a commitment to finalizing the DSAP before certification of the Downtown West Project EIR is brought to City Council for certification, or at the very least synchronize the timing of the superset DSAP plan with the subset Downtown West Project EIR.

Sincerely,

J. Michael Sodergren
Board Vice President & Advocacy Committee Chair
Preservation Action Council of San Jose (PAC* SJ)



January 8, 2021

City of San José Department of Planning, Building, and Code Enforcement
200 E. Santa Clara St., 3rd Floor
San José, CA 95113

Attn: Jose Ruano
By Email: Jose.Ruano@sanjoseca.gov

Dear Jose,

VTA appreciates the opportunity to comment on the Draft Amended Diridon Station Area Plan (DSAP). VTA has reviewed the document and has the following comments:

Equity

VTA commends the City of San José for positioning equity - and leading with race - as an objective of the DSAP. VTA shares a commitment to examining the collective role of government in advancing equity, acknowledging historical inequities, working in partnership with our communities, and continuously building common understandings in order to recognize the true impact - including the benefits and burdens - of our work. VTA would like to deepen our City-VTA partnership to move toward equitable outcomes on this project and all future projects. VTA looks forward to engaging in ongoing, productive dialogue with City staff to discuss common definitions, processes, and overall understanding in order to drive equitable outcomes that will help make San José and Santa Clara County a place that is welcoming for all and where all people can thrive.

On Page 18, the DSAP notes that, "Development agreements - common for large, multi-phased projects - offer additional opportunity to increase benefits for residents and advance equity goals." VTA requests the DSAP provide more detail on ways the City will tailor development agreements to do so. If this is listed elsewhere in the DSAP, VTA recommends this section point readers to that location.

Diridon Station Integrated Concept (DISC)

The Diridon Integrated Station Concept (DISC) Program is a joint effort of the City of San José, the Peninsula Corridor Joint Powers Board (PCJPB, also known as Caltrain), VTA, the California High-Speed Rail Authority (CHSRA), and the Metropolitan Transportation Commission (MTC) (collectively referred to as the "Partner Agencies") to redesign the Diridon Station area. It is the goal of all our agencies to develop a world-class center of transit and public life that provides seamless connections between modes and integration with the surrounding neighborhoods. VTA supports the DSAP as it is consistent with the Partner Agencies' goals to attract employment and housing to downtown station areas and the increased transit ridership it will bring to the Diridon Station area.

VTA appreciates that the DSAP reflects the guiding principles of the DISC Concept Layout, which are elevated station platforms, station entrances at Santa Clara and San Fernando streets, and maintaining

track approaches that generally stay within the existing northern and southern rail corridors. The Concept Layout coordinates inter-related projects to realize the benefits from new Bay Area Rapid Transit (BART) service, new high-speed rail service, and additional Caltrain, VTA bus and light rail, Altamont Corridor Express (ACE), and Capitol Corridor service coming to Diridon Station.

As discussed in more detail below, VTA looks forward to continued collaboration with the City of San José and the other Partner Agencies to determine appropriate revisions to the DSAP and other supporting documents regarding:

- Reserving space for DISC rail alignments
- Land use designations in the immediate station area
- Identification of primary transit walking routes
- Active ground floor uses oriented toward Diridon Station and primary transit walking routes
- "Back of house" uses oriented away from Diridon Station and primary transit walking routes
- Comprehensive plans to coordinate overlapping transformational projects

One major feature of the DISC process is VTA's intent to keep bus service on Santa Clara Street instead of moving it off-street. Moving bus service off the roadway significantly increases travel time and therefore increases costs. Figure 4-4-4 on Page 116 shows bus service on the new Post Street. This should be changed and the text updated to state that bus service for the station will be located on Santa Clara Street.

The Metropolitan Transportation Commission (MTC) joined the DISC partnership in 2020. The DSAP should be updated to correctly describe the partnership throughout.

Reserving Space for the DISC Rail Alignments

The Partner Agencies, including the City of San José, have been working collaboratively to evaluate potential boundaries needed to accommodate DISC rail alignments that meet Partner Agency goals and requirements. This collaboration supports our shared goals for effective rail operations and feasible and high-quality station and development projects. However, the space needed for foreseeable DISC rail alignments is underrepresented in the draft DSAP (Pages 11 and 106). The DSAP should be updated to institute appropriate mechanisms to account and reserve space for future DISC rail alignments. It is important to reserve space for DISC rail alignments because heavy rail tracks are the least flexible element in a station design effort.

VTA supports the City's development goals and recognizes the City must make development decisions in the near term. The Partner Agencies are satisfied that an acceptable future rail envelope can be defined – and supporting requirements established – to allow for the advancement of near-term land-use decisions while also preserving the ability to deliver the DISC program in the future.

Cahill Street

VTA appreciates that the interconnected plazas included in the Concept Layout are referenced in the DSAP (Pages 76 and 102). These plazas are intended to be on the east side of the station adjacent to

station entrances and, as stated in the DSAP, be active public spaces that serve as San José's front door, be welcoming to everyone, allow for comfortable and easy transitions between travel modes, be well integrated with surrounding land uses, and serve as breaks in the urban fabric to make the station more visible from surrounding areas to help travelers orient themselves upon arriving at the station. The Concept Layout also includes plazas that extend across Cahill Street. While the exact locations, sizes, and design of the plazas are not finalized, the DSAP should be updated to accurately represent current levels of certainty regarding the location, sizes, and designs of the station plazas.

The Partner Agencies envision a highly-visible main entrance, iconic station hall, and active public space in front of Diridon Station. To achieve this, the Concept Layout envisions that Cahill Street will be open primarily to bicycle and pedestrian traffic between Santa Clara and San Fernando Streets but will be designed to accommodate emergency and other occasional service vehicles. Designating Cahill Street as a pedestrian- and bicyclist-only thoroughfare as part of the Diridon Station Plaza is crucial to the success of the Diridon Station development and the surrounding area. The Street Frontage Classification for Cahill Street between Santa Clara Street and San Fernando Street should therefore be changed to Paseo in Figure 2-4-4: Podium and Pedestrian Level Framework (Page 43). By classifying that segment of Cahill Street as a Secondary Addressing Street, readers could imply that motor vehicle traffic would be able to use it, when it has been established that it is envisioned to only be open for pedestrians and users of micromobility devices.

VTA would also like to note inconsistencies between the DSAP and the Downtown West DEIR released in October 2020. In Appendix M of the Downtown West DEIR, Cahill Street classified as a Primary Addressing Street between Santa Clara and San Fernando Streets (Page 188). In DSAP, it is classified as a Secondary Addressing Street (Page 43) and an Active Greenway (Page 109). It is also noted to allow regular vehicle traffic with separated bikeways installed along the entire roadway in the diagram on Page 118 of the DSAP and on Pages 262-263 of Appendix M of the Downtown West DEIR. The documents should be updated to be consistent.

Bicycle Facilities

As bicycles are a primary mode of access for BART, VTA would like to ensure that the bicycle access to station and storage facilities considers the need for BART, which is located along Santa Clara Street. For the BART station specifically, the Diridon BART Station access design principles state that there should be a minimum number of bicycle parking spaces within proximity to the BART headhouse. While these bicycle facilities will not be limited to BART users only, the DSAP should also consider bicycle facilities in the vicinity of the BART station (Page 117).

VTA appreciates the attention to bicycle and pedestrian facilities shown throughout the plan. VTA recommends Figure 3-5-1 on Page 79 be updated to include bicycle facilities on Autumn Street (as described on the previous page).

Development and Land Use

VTA applauds the inclusion of Transit Residential land use in the DSAP area. Specifically, VTA would like

to emphasize the statement, "All development within the Transit Residential designation is required to be pedestrian oriented with an emphasis on activating the ground level." VTA understands this to mean that developments with this designation will have a limited number of driveways/curb cuts where any garbage or parking access will share a driveway either through an alley or other location with minimal pedestrian and transit interaction and will not be located on Santa Clara Street/The Alameda or San Carlos Streets, the roadways designated as Grand Boulevards in DSAP (Page 107). This type of design is appreciated and will go a long way to make the Diridon Station Area a pedestrian- and transit-friendly place.

That said, VTA notes that land use designations that enable realization of the Partner Agencies' vision for Diridon Station are desirable, but the designations currently included in the DSAP likely do not enable the Partner Agencies' vision for Diridon Station. For example, retail uses will likely be desired within the footprint of the existing Diridon Station, but the Public/Quasi Public designation does not expressly allow retail. In another example, the Commercial Downtown designation does not expressly encourage or require active ground floor uses, nor does it allow for residential development – both things that may be sought by the Partner Agencies to achieve our shared goals for the Diridon Station area. The Partner Agencies request that the City of San José continues to collaborate with the Partner Agencies to appropriately assign land use designation(s) to properties within and adjacent to the land included in the DISC Concept Layout, much of which is land owned by agencies who are members of the DISC partnership.

VTA understands that the buildout of the Google Downtown West development will cover some of the proposed numbers, but in the case that if Google builds fewer residential units than planned, will the broader DSAP be able to meet the capacity? While the document explicitly states the plan will build "up to" 13,519 residential units, 14,444,154 square feet of office, 1,036,000 square feet of active uses, and 300 hotel rooms (for environmental analysis), we are concerned that the number of residential units built, for example, may be way lower than originally thought and that desired densities may not be realized. VTA recommends the DSAP include a minimum number of residential units, commercial square footage, hotel rooms, and office square footage so that a certain level of density is guaranteed for the area and corresponds with the level of planned transit investment.

VTA recommends the DSAP make note of minimizing service impacts during project construction. For example, the PCJPB parcel immediately south of the VTA parcel by Diridon Station contains the light rail cut and cover tunnel box, where the alignments swings under the tracks to get to the Diridon Light Rail station. Any future construction, such as foundation piles, on that PCJPB parcel needs to protect the light rail tunnel and avoid or minimize any service interruptions.

BART Silicon Valley Phase II Extension Project

The BART Silicon Valley Phase II Extension Project is misnamed several times throughout the DSAP. The name should be updated to VTA's BART Silicon Valley Phase II Extension Project."

The language used for the completion date for VTA's BART Silicon Valley Phase II Extension project

should be updated on Page 53 footnote and Page 113 to “will be substantially completed by 2028, followed by testing.”

The language on Page 111 should be rephrased to the following: “...the BART Station entrance located on the parcel south of Santa Clara, between Montgomery and Cahill Streets...” Additionally, the language for proposed project [S1] on Page 115 should be updated to say, “The Concept Layout proposes an access point to BART via the lobby of a proposed future building on the parcel south of Santa Clara, between Montgomery and Cahill Streets. The Partner Agencies are considering additional access points, which could be completed as part of the Concept Layout project.”

Public Life

VTA applauds the inclusion of public life in the DSAP. VTA recommends that the first sentence of the second paragraph on Page 94 be rephrased to say, “In contrast, private modes that are bigger, heavier, and faster tend to separate travelers from the surrounding urban environment.” The current phrasing initially seems to include transit in the description, causing confusion. Transit riders engage in more social interactions than motorists so the section should place more emphasis on how private vehicles “hampers interactions” rather than all vehicles.

Transportation Demand Management (TDM)

VTA appreciates the DSAP including a Parking and TDM section as part of the Mobility chapter. VTA recommends Tables 4-5-1 and 4-5-2 on Pages 127 and 128 be updated to clarify what the asterisks (*) and Xs mean (right now only the table on Page 129 shows what the icons indicate). Additionally, it is unclear what the categories on these tables indicate and the acronym “Maas” should be defined.

VTA should be involved in the development of the curbside management plan noted on Page 126. VTA is a DISC partner and is permitted to operate along curbs within the city so a curbside management plan would benefit from more clarity about curbside management hierarchy, especially in the Diridon Station area. Additionally, VTA recommends that we be involved in the initial discussions around the development of the third-party Transportation Management Association (TMA). VTA programs are included in the TDM Measures tables in DSAP and appreciates the City working with us to ensure the TMA works for all stakeholders.

Project Status

VTA is concerned that some of the projects in the document are shown with more detail and definition than is reasonable. The projects that VTA is particularly concerned with are the Santa Clara Street Dedicated Public Service Lanes (Page 115) and the VTA Light Rail Grade-Separation and Realignment (Page 122). Neither of these projects have been defined or designed to any significant level and significant work will need to be conducted before their impacts on the local transportation network can be described. These projects should be shown as more visionary or long-term in their respective diagrams to emphasize how they are conceptual projects and highlight in the text that further study is needed. VTA looks forward to working with the City of San José on studying both projects to determine how to best meet the transportation goals for this area.

VTA would also like clarity on the current project status and for a few projects in mobility chapter of the document. From the descriptions in the DSAP document it is unclear what the status is of the Santa Clara Street/SR-87 Ramp Modifications (Page 117) and Julian Street/SR-87 (Page 117) projects. Both projects may have significant impacts to the transit network in the area, VTA would like to coordinate with the City of San José on developing these projects.

Railroad Change of Use

The DSAP indicates potential changes of use for railroad crossings. A General Order 88-B will need to be completed and submitted to California Public Utilities Commission (CPUC) prior to any changes.

Coordination of Overlapping Transformational Projects

VTA notes that the DSAP does not include plans to phase and coordinate design and construction of the multiple and overlapping transformational projects advancing in the Diridon Station area (e.g., Downtown West, VTA's BART Silicon Valley Phase II Extension, High Speed Rail, the DISC program, etc.). The City of San José should continue to collaborate with the Partner Agencies to develop comprehensive plans to phase, coordinate, and manage the design and construction of the multiple transformational projects in the Diridon Station area.

Draft Diridon Affordable Housing Implementation Plan

VTA was one of the three funders of the draft Affordable Housing Implementation Plan (AHIP) in support of affordable housing at transit. We previously commented to the City on the administrative draft document and offer the following additional comments on implementation. VTA looks forward to being part of the solution to build affordable housing and help reverse the displacement of Black and Latinx households that are currently undergoing gentrification in the Diridon Station area.

Strategies

Listed as a Housing Production Strategy, the Affordable Housing and Sustainable Communities (AHSC) grant does have the potential to enhance affordable housing production in the Diridon Station area. VTA has been a long-standing partner on AHSC applications with local jurisdictions in Santa Clara County. In VTA's experience, AHSC applications are lengthy and the lead times required for a successful application should not be underestimated. VTA strongly advises a shared, long-term (multi-year) AHSC strategy when identifying potential projects that envision transit investment, due to the need for advanced coordination of capital projects. This allows VTA to confirm that such projects are feasible and align with VTA's current transit strategy investment goals.

Figure 13 on Page 17 of Appendix B should be updated to include VTA's Green Line and Rapid 523 route along San Carlos Street. Including these routes will expand the location eligibility for AHSC, Transit Oriented Development, and Infill Infrastructure grant programs. VTA recommends an overlay of Figure 13 with planned future transit investments, within the next 10 years, to see the full realization of where AHSC applications may occur.

Racial Equity

VTA fully supports strategies aimed at reducing displacement of Black and Latinx households located within the Diridon Station area. At VTA, we want all people in Santa Clara County to be mobile, to thrive, and be heard. As such, VTA shares the City's vision for diverse housing opportunities in the Diridon Station area so people can take transit to do activities like get to jobs, medical care, and visit friends. VTA acknowledges that historic discriminatory housing policies have led to wide disparities across race. By partnering to provide access to affordable housing and jobs near transit, we address housing barriers, racial segregation in our communities, and its root cause: systemic racism.

VTA Transit-Oriented Development Site

VTA policy dictates a minimum of 20 percent affordable residential units on VTA-owned property. Therefore, we recommend that the sentence on Page 42 of Appendix B be updated to read, "provide a minimum of 20 percent of residential units..."

Gentrification

VTA recommends that a study by the American Public Transportation Association entitled "The Real Estate Mantra – Locate Near Public Transportation (2019)" be considered for literature review for the gentrification section of the AHIP. This study also references additional transit and real estate research in the bibliography to further support research in the AHIP. VTA also recommends additional external research be presented in the report to supplement those already produced by the report's author, Strategic Economics. Additional external-supporting research would provide more balance and context to aid the AHIP in achieving its goals.

Thank you again for the opportunity to review this project. We look forward to working with the City to realize the goals set forth in this plan. If you have any questions, please do not hesitate to contact me at 408-321-5830 or lola.torney@vta.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lola Torney', written in a cursive style.

Lola Torney
Transportation Planner III

SJ1110

November 15th, 2020**Board of Directors**

Kevin Zwick, *Chair*
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Gina Dalma, *Vice Chair*
Silicon Valley Community
Foundation

Kathy Thibodeaux, *Secretary*
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Ron Gonzales
Hispanic Foundation
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Sand Hill Property Company

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Jennifer Loving
Destination: Home

Mary Murtagh
EAH Housing

Chris Neale
The Core Companies

Kelly Snider
Kelly Snider Consulting

Jennifer Van Every
The Van Every Group

Staff

Leslye Corsiglia
Executive Director

Honorable Mayor Liccardo and Members of the City Council
City of San José
200 E. Santa Clara St.
San José, CA 95113

Dear Mayor Liccardo, Vice Mayor Jones, and Councilmembers Arenas, Davis, Diep, Carrasco, Esparza, Foley, Jimenez, Khamis, and Peralez,

On behalf of Silicon Valley at Home we write today to provide comments on the draft amendments to the Diridon Station Area Plan and the Affordable Housing Implementation Plan. As a member of the Station Area Advisory Group, SV@Home has been deeply engaged on all phases of the Diridon Station planning process. We are encouraged by the work city staff have undertaken to fulfill the vision of a vibrant, mixed-use Diridon neighborhood that is connected to the largest transit hub in the region and accessible to people of all incomes, backgrounds, and abilities.

Achieving this vision requires the City of San José to plan for a bolder, more inclusive future. **That is why we urge the City Council to continue to support a housing-rich Station Area Plan that includes at least 13,000 new homes, which adds to the roughly 2,000 units recently constructed or entitled to reach the goal of 15,000 homes in the Station Area, at least 25% of them affordable.** City staff has done tremendous work in creating a framework that is responsive to the full range of community interests. To keep us on track, the City must ensure that it does not constrain this housing potential through further reduction in height limits, or additional design constraints.

Downtown San José and Diridon are primed to become even more significant jobs centers, with well over 50,000 new jobs anticipated for the Station Area alone. Importantly, both the City and Google have committed to making housing a priority as well. Not only will this enhance the quality of this new urban center, it will begin to address the housing needs generated by these new jobs and avoid shifting affordability pressures to other parts of the city. We know that many of these new jobs will not pay the kinds of wages needed to afford San José's high housing costs; as a result, we need to also ensure that we create affordable housing in the Area that gives people of all incomes and abilities access to this new, vibrant neighborhood.

SV@Home has conducted its own analysis of potential development capacity in the Station Area, concluding that San José should plan for at least 15,000 new homes in the Station Area. Our analysis has been cross-checked with the excellent work done by city staff on the Diridon Station Area amendments process, and we believe that our figures coincide. The latest versions of the plans for Downtown West and DSAP amendments envisions around 13,000 new homes which, when added to the 2,000 homes that have been recently built or entitled, would meet our 15,000 new home goal. As with all planning processes, it is critical that this housing potential remain a priority, and that further adjustments to the plans not constrain our ability to actually build this housing we so desperately need.

With Google committing to at least 4,000, and up to 5,900 new homes (at least 25% of them affordable), San José must focus on how the remaining housing capacity can be realized. The latest proposed amendments to the Diridon Station Area Plan concentrate opportunities for new housing construction around existing residential developments in the southern end of the Station Area. SV@Home's calculations of the remaining housing opportunity parcels support staff's findings that, in order to reach the housing targets, roughly 75% of new residential development will need to be high-rise construction.

The draft Affordable Housing Implementation Plan goes a long way towards responding to these challenges. There is more work to do, but with continued commitment from all parties we are confident we can get there, and we can do so while being creative and accountable to the preservation and protection pieces that are going to fulfill the broader goals of keeping communities whole even as we grow. Thank you to the City Council for your commitment to achieving at least 25% of new homes in the Station Area as affordable, and thank you to Housing Department staff for beginning to develop plans to make this possible.

We ask that the Council support the Planning and Housing Department staff's efforts to realize the housing potential of the Station Area by:

- **Maintaining the maximum heights for residential construction throughout the entire Station Area, as originally planned;**
- **Actively embracing new construction technologies such as cross-laminated timber and modular construction;**
- **Committing to the required affordable housing subsidies that will ensure we are able to meet our affordability targets;**
- **Committing to feasibility without sacrificing our ability to produce needed affordable units. This will require new, innovative approaches to building and financing affordable homes as part of high-rise construction.**

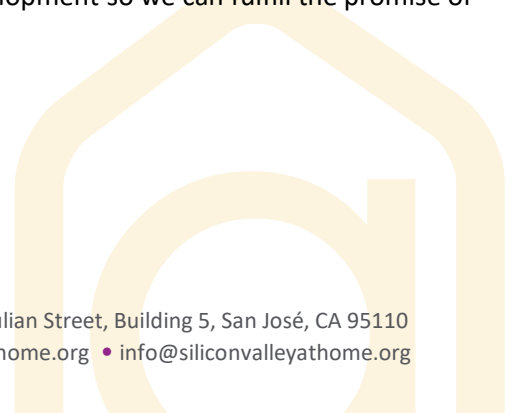
Additionally, the City should give serious consideration to maintaining flexibility in converting commercial parcels or shifting designations in ways that maintain the broader goals and capacity targets, but that are responsive to the market and the Station Area as it is built out. Similarly, both Caltrain and VTA-owned parcels should be prioritized for housing development. These steps would take additional pressure off of individual residential parcels and provide more flexibility in meeting the goals for both jobs and housing.

The Diridon Station Area is a tremendous opportunity for the City of San José to create a vibrant new neighborhood with new jobs, new housing, new retail space, new parks, and a fully interconnected transit system. Great downtowns around the world have all of these things, and we must ensure that we plan for the housing and affordable housing that will make Diridon accessible to all. That is why the Council must act to ensure that we do not constrain the opportunities for residential development so we can fulfill the promise of a more equitable, vibrant Downtown San José for all residents.

Sincerely,



Leslye Corsiglia
Executive Director



CATALYZE SV

www.CatalyzeSV.org
advocacy@CatalyzeSV.org

November 11, 2020

Ricardo Benavidez - Google
Sheela Jivan - Google
Woody Hanson - Site Labs

Marla Weinstein - Google
Bethany Windle - Google
Jessica Graham - Google

RE: Google's proposed Downtown West Planned Development and Design Standard and Guidelines in San Jose

Dear Ricardo, Sheela, Woody, Marla, Bethany, & Jessica,

Thank you for presenting Google's planned development proposal and Design Standard & Guideline for Downtown West to the Catalyze SV Project Advocacy Committee. Catalyze SV's members first reviewed Google's plan in December 2019 with [feedback provided in February 2020](#). As we understand the updated development, it comprises 84 acres of land with 4,000 (up to 5,900) residential units, up to 7.3 million sq ft for office space, & up to 500k sq ft of active uses. It also includes up to 300 hotel rooms, up to 800 overnight accommodations for corporate employees (which will be taxed like a hotel), an event center (up to 100,000 sq ft), and up to 7,160 parking spaces. The development is focused around the Diridon Station transit hub, adds bike lanes throughout the plan, and creates 15 acres of parks set aside for open spaces & riparian habitat.

Positive Elements:

- **Intensity/Zoning:** The Downtown West transit-oriented development looks to maximize heights and achieve a high level of density suitable for this site. The neighborhood has an excellent mix of homes, office, commercial, & public space. The dense housing and jobs near Diridon Station have active ground-floors & the hotel with less need for transit access is located in the North end of the site. These considerations, plus maximizing housing, were part of the feedback Catalyze SV provided you in February. We like that the homes currently proposed include many larger residential units we hope will be for families.
- **Vibrancy:** Based on the details provided in the Design Standards & Guidelines, the vibrancy of the Downtown West neighborhood has shifted from our members' greatest concern (in 2019) to its best asset. With activated ground floors & an extensive network of public open space, our members are excited to spend time in this fun, engaging place. The development embraces the area's history by preserving & enlivening historic buildings, especially the San Jose Water Company Building. With Google's emphasis on celebrating art, local culture, & river activities weaving through Downtown West, it could serve as an international example of placemaking. We hope that Google continues to improve public space through events, music, & markets, while also ensuring ground-floor commercial space is available at a variety of sizes for entrepreneurs and non-profits.

- **Integration of Public and Green Space:** Google is looking beyond its own site to integrate with the surrounding area (it's term is "a 20-minute city"), while increasing walkability through access to the Los Gatos Creek & Guadalupe River trails. Downtown West includes pedestrian-first blocks, bike lanes & trails which will slow down cars and create a safe space for pedestrians and cyclists. The network of public space, along with the commitment to ground floor commercial and active frontages, will attract and entertain residents, workers, & visitors alike.

Elements to Improve:

- **Transportation Shift:** While we appreciate that a 35% drive-alone mode share and 7,000 parking spaces are an improvement to existing conditions, development at the region's transit hub should be more future-focused. We encourage Google to be more ambitious in planning for a transportation future where less parking (drive-alone trips) funds additional transit use & innovative solutions for people's transportation needs. While we're also glad Google is promoting sustainable transportation through TDM & providing transit passes to employees, we believe more could be done. We encourage Google to explore transit passes for contractors & service workers while having residential developments buy discounted VTA Smart Passes in bulk. This would increase transit use, allow for reduced parking, and improve the quality of the environment with fewer cars.
- **Affordability:** We are encouraged that Google is committing to build 25% affordable housing, with our preference for these homes to be within the Downtown West development. We are excited to see at least 1,000 new affordable homes in this transit-oriented job-rich area; we encourage a particular focus on homes for those most in need. With a high Average Median Income (AMI) in Santa Clara County, we urge Google to prioritize extremely low-income, very low-income, & low-income units.
- **Maxing Sustainability:** We appreciate that Downtown West will build to a high standard of sustainability, but encourage Google to show leadership through maximizing green building standards & homes near transit. The neighborhood & all office buildings will be certified as LEED Gold, but hope this is the floor of what can be done. Rather, Google should build to LEED Platinum throughout the development, including residential buildings. Building the 5,900 maximum number of homes would allow thousands of additional people, including Google's own employees, to live healthier, more sustainable lives.

This is a truly transformational project that will serve as the heart of a brand-new vibrant transit-oriented neighborhood. By building a dense development next to Diridon Station, Downtown West will connect the region's transit hub with Downtown, increasing San Jose's attractiveness & use of transit. With a focus on public space, active use, & trail connectivity, this development will be both a regional job center and leisure destination bustling with activities all

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advocacy@CatalyzeSV.org

day. With our feedback incorporated into the design, we look forward to seeing this project move through the entitlement process & becoming a lively new neighborhood in San Jose.

Sincerely,

Catalyze SV's staff, Board, and Project Advocacy Committee members

CC:

| | |
|---|--|
| Mayor Sam Liccardo (mayoremail@sanjoseca.gov) | Ron Golem (ron.golem@vta.org) |
| Kelly Kline (kelly.kline@sanjoseca.gov) | Jeremy Nelson (Jeremy.Nelson@vta.org) |
| Joel Devalcourt (joel.devalcourt@sanjoseca.gov) | Ricardo Benavidez (benavidez@google.com) |
| Kim Walesh (kim.walesh@sanjoseca.gov) | Javier Gonzalez (javiergonzalez@google.com) |
| Nanci Klein (nanci.klein@sanjoseca.gov) | Ann Wharton (wharton@google.com) |
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| Nathan Ho (nathan.ho@sanjoseca.gov) | Woody Hansen (whanson@sitelaburbanstudio.com) |
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| Jacky Morales-Ferrand (jacky.morales-ferrand@sanjoseca.gov) | Shannon Hill (shannon.hill@sanjoseca.gov) |
| Mary Anne Groen (maryanne.groen@sanjoseca.gov) | John Tu (john.tu@sanjoseca.gov) |
| Jessie O'Malley Solis (jessie.o'malleysolis@vta.org) | David Keyon (david.keyon@sanjoseca.gov) |
| | Robert Manford (robert.manford@sanjoseca.gov) |

About Catalyze SV

Catalyze SV's Project Advocacy Committee is comprised of community members who identify, evaluate, & lead advocacy efforts around specific development projects.

From: [Han, James](#)
To: [Severino, Lori](#); [Tu, John](#)
Subject: FW: Google downtown project
Date: Thursday, October 8, 2020 9:25:51 AM

Lori and John,

Fyi, public comment for your records.

James Han
Planner | Planning Division | PBCE
City of San José | 200 East Santa Clara Street
Email: james.han@sanjoseca.gov | Phone: (408)-535-7843
For More Information Please Visit: <http://www.sanjoseca.gov/planning>

San José City Hall is closed in response to COVID-19.
I am working remotely in accord with governor's and City's direction.
I will monitor email during this time.

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

From: Alrie Middlebrook [REDACTED]
Sent: Thursday, October 8, 2020 8:21 AM
To: Han, James <James.Han@sanjoseca.gov>
Subject: Google downtown project

[External Email]

When are the dates for public comment?
If we wish to write an email to the google rep, what is his/her contact info?
When is the deadline for all public comments?
To whom may we write to express our views in the mayors office?
Public works? Parks and Rec? Environmental services?
Thank you for this info.
Sincerely,
Alrie Middlebrook
Executive Director
The California Native Garden Foundation
The Center for Urban Sustainability

[REDACTED]

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From: [Han, James](#)
To: [Severino, Lori](#)
Cc: [Amanda Wolf](#); [Tu, John](#); [Downtown West Project](#)
Subject: FW: Question
Date: Tuesday, October 13, 2020 8:38:16 AM

Hi,

Fyi, public Comment.

Thanks,
James Han
Planner | Planning Division | PBCE
City of San José | 200 East Santa Clara Street
Email: james.han@sanjoseca.gov | Phone: (408)-535-7843
For More Information Please Visit: <http://www.sanjoseca.gov/planning>

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I am working remotely in accord with governor's and City's direction.
I will monitor email during this time.

From: Ron Jimenez [REDACTED]
Sent: Friday, October 9, 2020 12:33 PM
To: Han, James <James.Han@sanjoseca.gov>
Subject: Question

[External Email]

Good Afternoon Mr. Han,
I enjoyed reviewing the Google Project slides as relates to our downtown of the future. One thing I did not hear was what provision will be made for access to medical care for those living and working in this downtown area. Currently these medical resources are limited and are primarily constituted by Santa Clara Valley Health and Hospital System ambulatory clinic and scattered Urgent Care Clinics in the vicinity. How will the project address this community need within the context of the anticipated volume of residents?

Thanks,
Ron Jimenez, MD, FAAP, FAMIA
[REDACTED]

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From: [Han, James](#)
To: [Severino, Lori](#); [Amanda Wolf](#); [Downtown West Project](#)
Cc: [Tu, John](#)
Subject: FW: Public input
Date: Tuesday, October 13, 2020 8:59:57 AM

Hi,

Public comment.

Thank you,

James Han

Planner | Planning Division | PBCE

City of San José | 200 East Santa Clara Street

Email: james.han@sanjoseca.gov | Phone: (408)-535-7843

For More Information Please Visit: <http://www.sanjoseca.gov/planning>

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I am working remotely in accord with governor's and City's direction.

I will monitor email during this time.

From: Marylou Avanzino [REDACTED]
Sent: Saturday, October 10, 2020 4:41 PM
To: Han, James <James.Han@sanjoseca.gov>
Subject: Public input

[External Email]

Hi James,

I plan on attending the October 19th Google Village public input meeting, but I want to email you this recommendation for the planning team in hopes that they insist on attractive names when a new street are built, if there will be new street.

There is a new development in South San Jose, next to Costco on Great Oaks, that is being built. The street names are awful. Who would want to live on Magnetic Loop, Shutter Court, Emergent Way? Not me. Sure, I know it used to be IBM property, but these street names make me depressed.

Please request that whatever new street names the planning department pulls out of the hat for this Google Village project are evocative, poetic, or have historical reference. Not Magnetic Loop.

Thank you for sharing my itty bitty piece of input. It's important to me.

Marylou Avanzino









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From: [Hideko Anderson](#)
To: [Pamela Campos](#)
Cc: [Downtown West Mixed Use Plan](#); [Severino, Lori](#); [Han, James](#)
Subject: Re: Child Care in Google Village
Date: Monday, November 23, 2020 3:11:27 PM

[External Email]

Hi Pamela,

Thank you for your inquiry and apologies for the delay.

This is a very important topic for us, as well as what we've heard from the community. At this early stage we have not identified any specific organizations or businesses that will occupy the retail space as part of the project. However, the project does identify childcare facilities within the most southern end of the project, specifically around West San Carlos Street and Royal Avenue.

In response to your questions, we're not yet at that juncture of the project. We first need the City Council to approve the project, which we expect to be considered for approval in May 2021.

In the meantime, we encourage you to [sign-up](#) to receive project updates or check our website for [updates](#). Additionally, just let us know if you'd like to connect sometime soon to discuss your ideas and suggestions.

Thank you,
Downtown West Team

On Thu, Oct 22, 2020 at 4:27 PM Pamela Campos [REDACTED] wrote:

To whom it may concern,

I just learned of the public's opportunity to provide feedback on the Google Village Project, however, I am curious to know if there is any dedicated space for Child Care?

The notes I've seen on the city webpage explain that 500,000 gsf will be for "Active uses (retail, restaurant, arts, cultural, live entertainment, institutional, childcare and education, maker spaces, non-profit, small-format office)"

My questions are how much square footage will be dedicated to child care, who will design the space, who will pay to construct the space, who will operate it, and what children will be allowed to enroll in that space?

I hope to hear from you soon!

Pamela Campos

--

You received this message because you are subscribed to the Google Groups "Downtown West Mixed Use Plan" group.

To unsubscribe from this group and stop receiving emails from it, send an email to

sanjoseplan+unsubscribe@google.com.

To view this discussion on the web visit

<https://groups.google.com/a/google.com/d/msgid/sanjoseplan/CAGL60vFeLfhEOg1nnZABhtdUW4-LJfN3om-Ba2vb%3DDbFLN%3DcLA%40mail.gmail.com>.

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Roland Lebrun](#)
To: [Hughes, Rosalynn](#)
Cc: [Walesh, Kim](#); [Zenk, Jessica](#); [Severino, Lori](#); [Eidlin, Eric](#); [Klein, Nanci](#); [Rood, Timothy](#); reggiardom@samtrans.com
Subject: DWDSG questions
Date: Monday, November 9, 2020 8:20:44 PM

[External Email]

- 1) What are the Southern Pacific Depot Landmark Boundary amendments and why are these required?
- 2) Why are you allowing ANY kind of vehicular traffic other than emergency and overnight delivery/maintenance vehicles in the Central zone (West Santa Clara/Autumn/Park quadrant) instead of eliminating all through traffic and enabling specific location access via the Downtown West underground parking infrastructure ?
- 3) Why are you extending Cahill instead of closing it to vehicular traffic and turning the existing right of way over to active modes of transportation?
- 4) How are you going to be able to sell lots A, B and C with the current VTA/HSR proposals???
- 5) DISC needs to be integrated into the Downtown West proposal. Specifically, **Google have assembled a team with more rail and station design expertise that VTA/Caltrain/HSR combined.**
- 6) There are no issues with construction phasing. The real issue is the DISC team competence, specifically the lack thereof.

From: Roland Lebrun
Sent: Monday, November 9, 2020 6:57 PM
To: timothy.rood@sanjoseca.gov <timothy.rood@sanjoseca.gov>
Cc: kim.walesh@sanjoseca.gov <kim.walesh@sanjoseca.gov>; [Jessica Zenk](mailto:Jessica.Zenk@sanjoseca.gov) <jessica.zenk@sanjoseca.gov>; [Rosalynn Hughes](mailto:Rosalynn.Hughes@sanjoseca.gov) <rosalynn.hughes@sanjoseca.gov>; [Severino, Lori](mailto:Lori.Severino@sanjoseca.gov) <Lori.Severino@sanjoseca.gov>; [Eidlin, Eric](mailto:Eric.Eidlin@sanjoseca.gov) <eric.eidlin@sanjoseca.gov>
Subject: DSAP questions

In the bizarre absence of a chat window (???), here are my questions:

- 1) Why doesn't the Historical depot show up on any of the slides?
- 2) What happened to the 265-foot building in front of the Historical depot between Stover and Cahill? Why is it no longer part of the DSAP?
- 3) Why isn't the DISC integrated into the DSAP?
- 4) Why is the public garage to the north of Santa Clara?
- 5) Will the shared parking be open to Caltrain/ACE/Capital Corridor/HSR riders and, if so, why not?
- 6) Why aren't there any links to the meetings in the last slide?

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From: [Alex Shoor](#)
To: [The Office of Mayor Sam Liccardo](#); [Kline, Kelly](#); [Devalcourt, Joel](#); [Walesh, Kim](#); [Klein, Nanci](#); [Ferguson, Jerad](#); [Ho, Nathan](#); [Perez, Raul](#); [Ramos, Christina M](#); [Tran, David](#); [Davis, Dev](#); [Rood, Timothy](#); [Severino, Lori](#); [Ruano, Jose](#); [VanderVeen, Rachel](#); [Clements, Kristen](#); [Zenk, Jessica](#); [Fidlin, Eric](#); [Burnham, Nicole](#); [Groen, Mary Anne](#); [O'malley solis, Jessie](#); [ron.golem@vta.org](#); [jeremy.nelson@vta.org](#); [benavidez@google.com](#); [Javier Gonzalez; wharton@google.com](#); [ava.bromberg@lendlease.com](#); [whanson@sitelaburbanstudio.com](#); [fromsonc@samtrans.com](#); [murphys@samtrans.com](#); [boris.lipkin@hsr.ca.gov](#); [Hughey, Rosalynn](#); [Han, James](#); [Mendez, Zacharias](#); [sheelajivan@google.com](#); [jessgraham@google.com](#); [bethanywindlen@google.com](#); [weinsteinm@google.com](#); [Hill, Shannon](#); [Tu, John](#); [Keyon, David](#); [Manford, Robert](#)
Cc: [<Projects@catalyzesv.org>](#)
Subject: Catalyze SV's Members Weigh In on Google's Downtown West Plan
Date: Wednesday, November 11, 2020 7:01:04 PM

[External Email]

Ricardo, Sheela, Woody, Marla, Bethany, & Jessica,

Thanks for presenting Google's Downtown West proposal to Catalyze SV's Project Advocacy Committee last month. Our members are extremely excited about this truly transformational project that will serve as the heart of a brand-new, vibrant, transit-oriented neighborhood.

Please find below the evaluation from [Catalyze SV](#)'s Project Advocacy Committee members and a feedback form for the project.

- 1) [Scorecard](#). The project scored very well - 4.29 out of 5! This is above a key Catalyze SV threshold that allows us to continue to be involved in urging this project to move forward.
- 2) [Letter](#). We'd also like to offer constructive comments on the project. Especially with Catalyze SV's remaining suggestions incorporated, we look forward to seeing this project move through the approval process to become a great neighborhood in San Jose. We'll be urging Google & the City to ensure these improvements are incorporated into your proposal.
- 3) [Feedback Form](#). To make it easier and quicker for you to respond point-by-point to our suggested improvements, we've prepared this feedback form. We'd like to ask Google to use this form to respond to our comments within 60 days. That would be by January 10, 2021. *Is that feasible for Google?* We're also happy to set up a Zoom video or phone call to chat further.

We've already added the above scorecard & letter to [our website](#). Thank you so much for considering our members' views on this project. Yours in community improvement - Alex

Alex Shoor
Executive Director
Catalyze SV


www.CatalyzeSV.org

From: [Dave Javid](#)
To: [Severino, Lori](#)
Subject: Fwd: Keep The Sharks In San Jose
Date: Thursday, November 12, 2020 2:11:13 PM

[External Email]

Want to make sure these are coming to you, I'll forward others.

DAVE JAVID, AICP, LEED AP
Founder + Principal

We moved to a new office, please note the updated address below.



----- Forwarded message -----

From: Kyle Boockholdt [REDACTED]
Date: Thu, Nov 12, 2020 at 11:30 AM
Subject: Keep The Sharks In San Jose
To: <diridonsj@sanjoseca.gov>, Dave Javid <dave@plantoplace.com>

The Sharks must remain in San Jose. Getting to The Tank is so convenient, please don't force them out. If they win a cup and they're not here when it happens that will be devastating.

Kyle Boockholdt

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From: [Dave Javid](#)
To: [Severino, Lori](#)
Subject: Fwd: Downtown SJ
Date: Thursday, November 12, 2020 2:12:37 PM

[External Email]

Email that came directly to me through the website. Should we go ahead and change the contact on the website back to you?

DAVE JAVID, AICP, LEED AP
Founder + Principal

We moved to a new office, please note the updated address below.



----- Forwarded message -----

From: Omar [REDACTED]
Date: Thu, Nov 12, 2020 at 1:52 PM
Subject: Downtown SJ
To: <dave@plantoplace.com>

Hi there,

Just want to take a moment from your busy day to share my concerns and frustrations with the proposed plans SJ has for the next few years. I've grown up hearing that change is good. Unfortunately, I fear that the commission has missed its mark here.

Downtown SJ is a place where people can visit for entertainment and fellowship. One place to do this is the SAP Center. I fear that adding all these extra buildings and people will make downtown unsafe for our residents. It might make more sense to go elsewhere for that entertainment.

So please, trudge this road with care. Take care of the existing residents first by keeping this city safe. Do some homework, add more parking. Don't let an entertainment venue like SAP be engulfed by someone like google. There are other parts of San Jose that they can move to.

Thanks,
Omar Beas

[REDACTED]

From: [Dave Javid](#)
To: [Severino, Lori](#)
Subject: Fwd: San Jose Hockey Now
Date: Thursday, November 12, 2020 2:11:39 PM

[External Email]

more emails through the website.

DAVE JAVID, AICP, LEED AP
Founder + Principal

We moved to a new office, please note the updated address below.



----- Forwarded message -----

From: **Sheng Peng** [REDACTED]
Date: Thu, Nov 12, 2020 at 1:27 PM
Subject: San Jose Hockey Now
To: <diridonsj@sanjoseca.gov>, <dave@plantoplace.com>

Hey Dave,

This is Sheng Peng with San Jose Hockey Now, just spoke with you.

Can you please direct me to appropriate contacts at the city of San Jose, DSAP, and/or Google who can speak to the DSAP project and the San Jose Sharks' criticism of it?

Thank you!

--

Sheng Peng | Reporter
[REDACTED]



Virus-free. www.avg.com

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From: [Dave Javid](#)
To: [Severino, Lori](#)
Subject: Fwd: Diridon Station
Date: Friday, November 13, 2020 11:11:19 AM

[External Email]

Another email sent directly to me if you want to respond. I'm going to change the contact info this morning, just want to make sure I'm not a bottleneck for these emails.

----- Forwarded message -----

From: Jay Dixon [REDACTED]
Date: Fri, Nov 13, 2020 at 11:09 AM
Subject: Diridon Station
To: <dave@plantoplace.com>

Dave,

I am writing to you to express my belief that the Diridon Station should stay as is and not altered in any way. I was born and raised in East Side San Jose and am a lifetime San Jose Sharks fan. I have watched things that made San Jose unique to other over constructed cities slowly change to the exact same cold, condensed and unappealing place that other cities have transformed into all for the name of modernization. I keep this short because part of me feels like we are never heard anyways but I will tell you this there are alot of like minded people who share my same sentiment.

Jay Dixon

--

DAVE JAVID, AICP, LEED AP
Founder + Principal

We moved to a new office, please note the updated address below.



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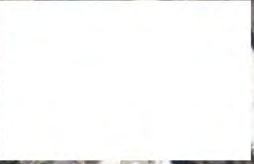
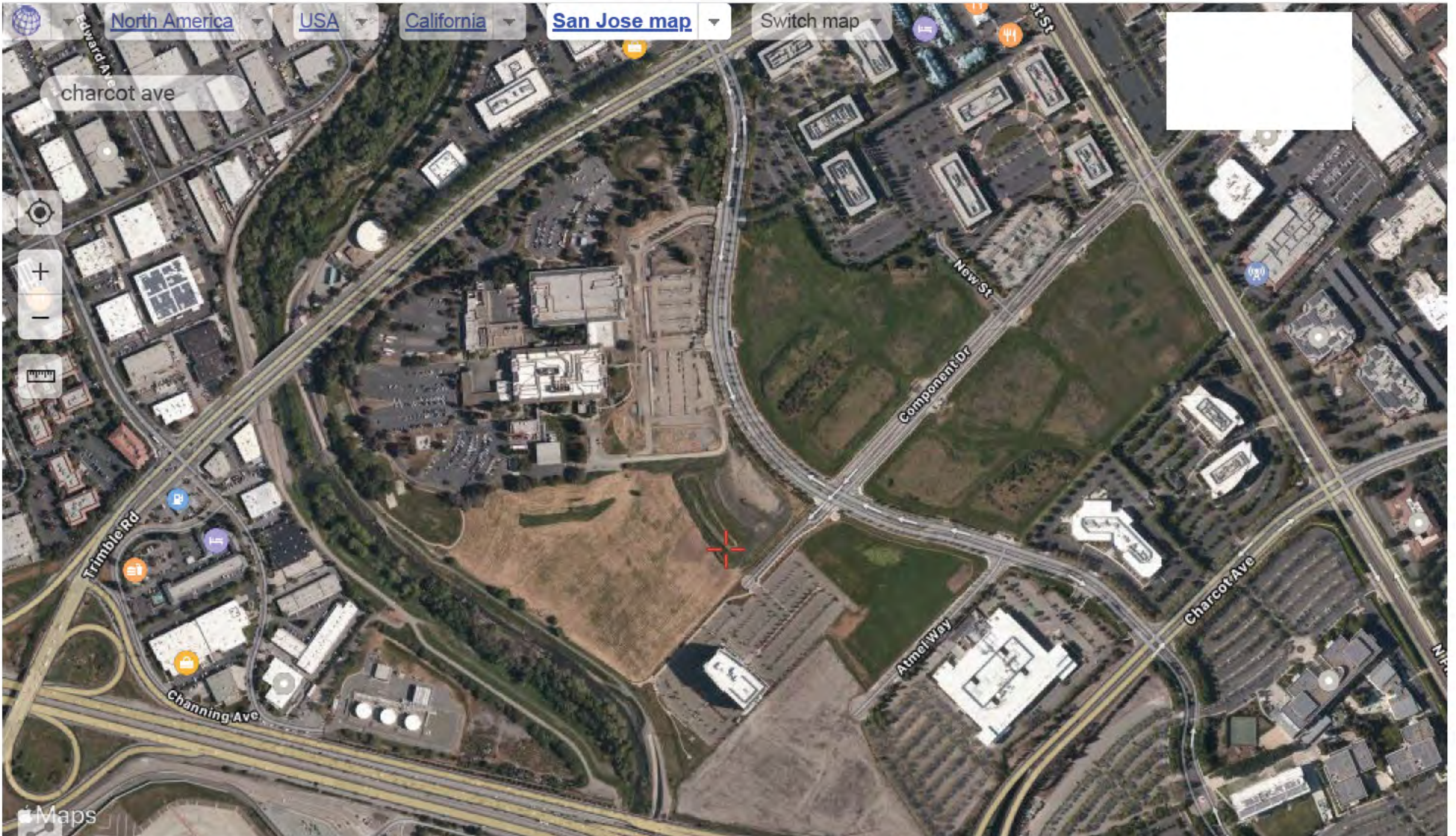
From: [anthony jordan](#)
To: [diridonsj](#); [Severino, Lori](#)
Subject: Diridon station area project, Google arena village, project EHP2020
Date: Sunday, November 22, 2020 10:59:46 PM
Attachments: [charcot and component 11222020.pdf](#)
[hedding and coleman 11222020.pdf](#)
[Project EHP2020 09292020.rtf](#)
[EHP2020 FUNDING PROCESS AND REPAYMENT 10032020.rtf](#)
[PROJECT EHP2020 EXCEL 10302020.xlsx](#)

[External Email]

I'm extremely concerned about what's going on with the Sharks and the Google Village construction. Being a season ticket holder since Patrick Marleau has been in the league. I think that Google should build over on the property at the component drive and charcot avenue area. See attached. If Google insists on building near the SAP center, then I would like to see about building a new arena at the hedding and Coleman area. Also I would like to build a village with bars, restaurants, etc.

I'm currently trying to get funding to eliminate the homeless problem in this country.

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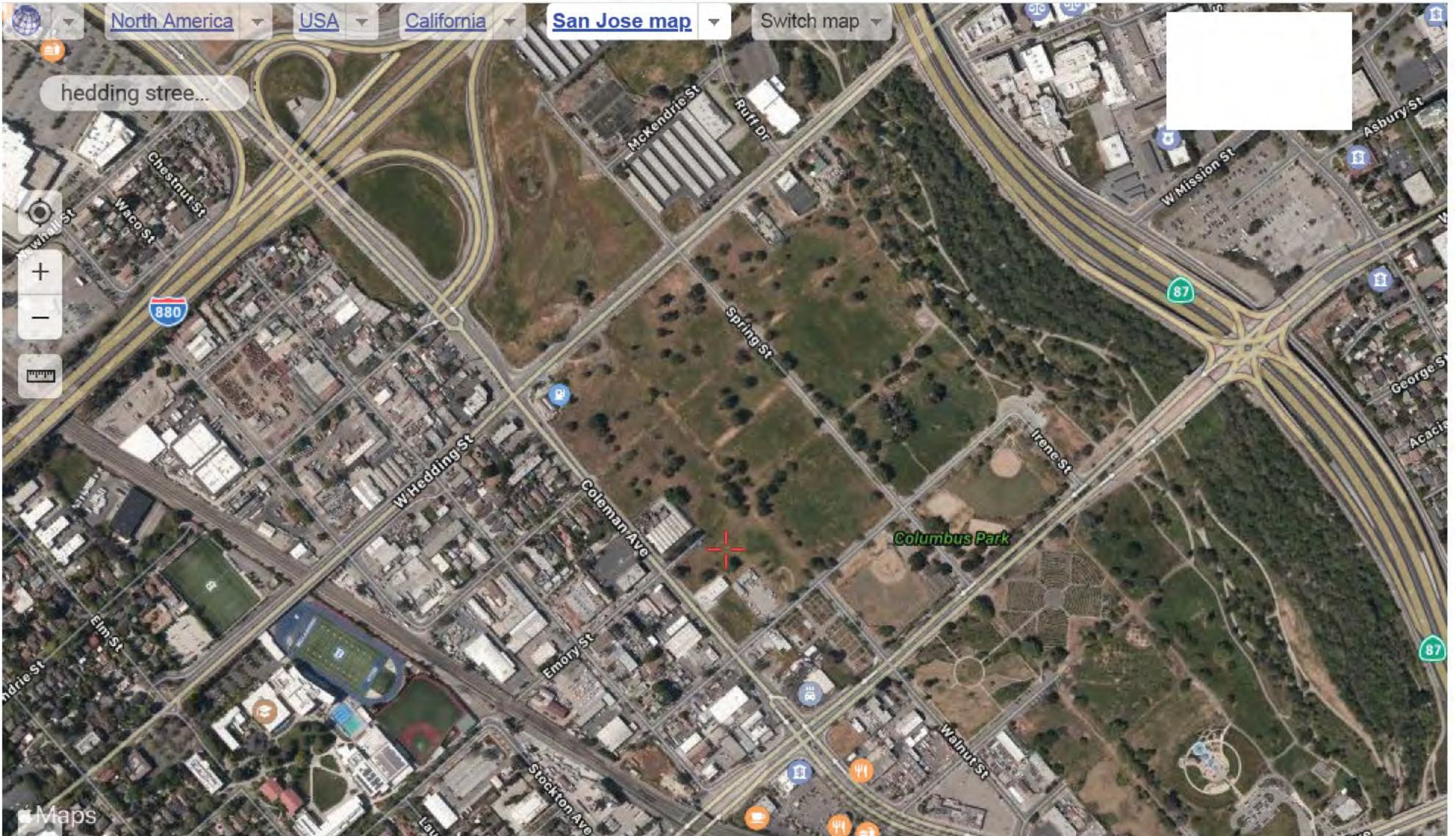


Maps




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satellite San Jose map



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satellite San Jose map

complexes)

The mission is to raise \$12.8 billion for Project EHP2020. To build 92 complexes across the country (\$200 million maximum per complex) .The project objective is to eliminate the homeless problem in this country. Since the government is too stupid to accomplish it. So it's going to be a goal of my company Tru-Choice Enterprises, Inc. My company is a multibusiness corporation that is going to have businesses in majority of industries available. I will model my company after Warren Buffett's Berkshire Hathaway company.

I've been trying to get the Mayors of any of the major cities to sit down and listen to my solution to the homeless crisis. But as usual all of them keep ignoring me. I constantly have to hear them say how they are doing everything they can to deal with the situation. All lies and they should be exposed. Why would you not want to hear a solution that can eliminate the problem forever.

My plan is to construct a facility or facilities that can house the entire homeless population, not just a select few. In places that are away from the schools and residences. Similar to the way the Hardly Strictly Festival is held in the Golden Gate Park annually. The festival is a jazz and blues festival that is free to the public. The security, sanitation and acts are paid for by a trust fund. The interest generated is so much that the trust balance grows each year keeping up with the cost of living and inflation.

I feel that each city should build a facility or facilities . That can house people with mental disorders, one with drug addictions and one that can house family units. Each unit will have a sleeping, living, dining and kitchen area. The bathroom will have the walkin tub/shower combination. The door locks will be the coded variety. There should be an account fund set up for each facility or facilities. Below is the cost to build the complex in California as an example.

Unit cost

Walkin tub combo

\$2,500

Fridge

500

Microwave

60

Bed

200

Tv

300

Dining table

100

Coded door lock

500

=====

\$4,160

Number of units
X 10,000

=====
Total
\$41,600,000

Land
\$1-\$3 million
Cafeteria
\$1,600,000
Washer/Dryers (200 units X50 rooms)
\$570,000
Office construction cost
\$400,000
Medical offices cost
\$1,500,000

=====
Total
\$5-\$7,070,000

Staffing
Security (15/5 # of guards X 24 hours X \$30 per hour X 30 days X 12 months) \$1,296,000
Kitchen (20 X 8 hours X \$30 per hour X 30 days X 12 months)
\$1,728,000
Office staff (10 X 8 hours X \$30 per hour X 30 days X 12 months)
\$864,000
Medical staff (10 X 8 hours X \$50 per hour X 30 days X 12 months)
\$1,440,000

=====
Total
\$5,328,000

Utilities cost
Gas and Electric (\$1,000 X 12 months)
\$12,000
Water (\$2,000 X 12 months)
\$24,000
Garbage (\$1,000 X 12 months)
\$12,000
Cable (\$30X10,000 DVR Box X2 months)
\$3,600,000

=====
Total
\$3,648,000

Amount needed to be placed into an account to pay for annual cost
\$125,000,000

Total amount needed to eliminate the crisis and build the facility or facilities **\$180,576,000**

Total number of homeless in country 567,715. (State break down) and complex number of rooms in each facility.

State (# of homeless) Number of rooms of the complex

A

Alabama (3261) 5000 Alaska (1907) 2500 Arizona (36,000) 40,000
Arkansas (2717) 5000

C

California (151,278) 160,000 Colorado (9619) 10,000 Connecticut (3033) 5000

D

Delaware (921) 2500

F

Florida (28,328) 30,000

G

Georgia (10,443) 15,000 Guam (875) 2500

H

Hawaii (6412) 10,000

I

Idaho (2315) 5000 Illinois (10,199) 15,000 Indiana (5471) 10,000
Iowa (2315) 5000

K

Kansas (2381) 5000 Kentucky (4079) 10,000

L

Louisiana (12,504) 15,000

M

Maine (2106) 5000 Maryland (6561) 10,000 Massachusetts (18,471) 20,000
Michigan (8575) 10,000 Minnesota (7977) 10,000 Mississippi (1184) 2500
Missouri (6175) 10,000 Montana (1357) 2500

N

North Carolina (9314) 15,000 Nebraska (2365) 5000 Nevada (7169) 10,000
New Jersey (8864) 10,000 New York (78,676) 80,000 New Hampshire (1396) 2500
North Dakota (2069) 5000

O

Ohio (10,345) 15,000 Oklahoma (3944) 5000 Oregon (15,876) 20,000

P

Pennsylvania (15,000) 20,000 Puerto Rico (3182) 5000

R

Rhode Island (1055) 2500

S

South Carolina (4172) 5000 South Dakota (995) 2500

T

Tennessee (10532) 15,000 Texas (25,848) 30,000

U

Utah (2798) 5000

V

Vermont (1089) 2500 Virginia (5783) 10,000

W

Washington (21,577) 25,000 Washington D.C. (6521) 10,000 West Virginia (1397) 2500

Wisconsin (4538) 5000 Wyoming (548) 2500

EHP2020 Funding Process

1. Funds will be deposited into a Wells Fargo escrow account.
2. Invoice will be submitted from vendor doing work. City will approve company doing work. Lender will approve amount to be paid to vendor.
3. Funds will be transferred into Tru-Choice Enterprises business account.
4. Vendor will receive check or ACH transfer from Tru-Choice Enterprises.

EHP2020 Construction Process

- A. Funds are approved by lender and escrow account is opened.
- B. A.M. Jordan attends city council meeting in San Jose, Ca. advises city of funds obtained and request a one on one meeting to go over details of EHP2020 complexes.
- C. Request to have meeting with mayors of other cities where complexes are going to be built in California. Request to have meeting with Gavin Newson to help get a governors summit meeting with other governors of the other states.
- D. Summit is conducted where the request for a grant to make the monthly interest only payments to made from the homeless budget funding.
- E. Each site is determined.
- F. Architect firm is hired. Construction company in each state will be hired.
- G. Permits are obtained and construction begins.
- H. Summit meeting with all food banks and homeless coalitions in each state are conducted. Campaign to advise homeless individuals of upcoming homes. Begin process of Identifying homeless by name and find out their needs. Determine which section they will be living in under the categories (Mental disorder, Drug addiction, family unit).
- I. Staffing personnel are determined.
- J. Facility opens simultaneously.

Repayment of \$12.8 billion

1. One month from date of opened escrow account the first payment of \$54 million is remitted. Be advised will be trying to get entire sum of the 24 \$54million (\$1.3 billion) payments all at once at this time.
2. Twenty-five months from date of opened escrow account payment of \$12.8 billion is remitted From Tru-Choice Enterprises.
3. Back up plan if Tru-Choice Enterprises does not have funds to pay final payment of \$12.8 billion. Have the 50 states sell municipal bonds to raise funds for the final payment.

| STATE | # OF HOMELESS | COMPLEX SIZE | # OF COMPLEXES |
|----------------|---------------|--------------|----------------|
| ALABAMA | 3261 | 5000 | 1 |
| ALASKA | 1907 | 2500 | 1 |
| ARIZONA | 36,000 | 40,000 | 4 |
| ARKANSAS | 2717 | 5000 | 1 |
| CALIFORNIA | 151,278 | 160,000 | 16 |
| COLORADO | 9619 | 10000 | 1 |
| CONNECTICUT | 3,033 | 5,000 | 1 |
| DELAWARE | 921 | 2500 | 1 |
| FLORIDA | 28,328 | 30,000 | 3 |
| GEORGIA | 10443 | 15000 | 2 |
| GUAM | 875 | 2,500 | 1 |
| HAWAII | 6412 | 10000 | 1 |
| IDAHO | 2,315 | 2,500 | 1 |
| ILLINOIS | 10199 | 15000 | 2 |
| INDIANA | 5,471 | 10,000 | 1 |
| IOWA | 2315 | 2500 | 1 |
| KANSAS | 2,381 | 2,500 | 1 |
| KENTUCKY | 4079 | 5000 | 1 |
| LOUISIANA | 12,504 | 15,000 | 2 |
| MAINE | 2106 | 2500 | 1 |
| MARYLAND | 6,561 | 10,000 | 1 |
| MASSACHUSETTS | 18471 | 20000 | 2 |
| MICHIGAN | 8,575 | 10,000 | 1 |
| MINNESOTA | 7977 | 10000 | 1 |
| MISSISSIPPI | 1,184 | 2,500 | 1 |
| MISSOURI | 6179 | 10000 | 1 |
| MONTANA | 1,357 | 2,500 | 1 |
| NORTH CAROLINA | 9314 | 10000 | 1 |
| NEBRASKA | 2,365 | 2,500 | 1 |
| NEVADA | 7169 | 10000 | 1 |
| NEW JERSEY | 8,864 | 10,000 | 1 |
| NEW MEXICO | 3241 | 5000 | 1 |
| NEW YORK | 78,676 | 80,000 | 8 |
| NEW HAMPSHIRE | 1396 | 2500 | 1 |
| NORTH DAKOTA | 2,069 | 2,500 | 1 |
| OHIO | 10345 | 15000 | 2 |
| OKLAHOMA | 3,944 | 5,000 | 1 |
| OREGON | 15876 | 20000 | 2 |
| PENNSYLVANIA | 15,000 | 20,000 | 2 |
| PUERTO RICO | 3182 | 5000 | 1 |
| RHODE ISLAND | 1,055 | 2,500 | 1 |
| SOUTH CAROLINA | 4172 | 5000 | 1 |
| SOUTH DAKOTA | 995 | 2,500 | 1 |
| TENNESSEE | 10532 | 15000 | 2 |
| TEXAS | 25,848 | 30,000 | 3 |
| UTAH | 2798 | 5000 | 1 |

| | | | |
|-----------------|--------|--------|----|
| VERMONT | 1,089 | 2,500 | 1 |
| VIRGINIA | 5783 | 10000 | 1 |
| WASHINGTON | 21,577 | 25,000 | 3 |
| WEST VIRGINIA | 1397 | 2500 | 1 |
| WASHINGTON D.C. | 6,521 | 10,000 | 1 |
| WISCONSIN | 4538 | 5000 | 1 |
| WYOMING | 548 | 2,500 | 1 |
| TOTAL | 594762 | 712500 | 92 |

TOTAL COST OF COMPLEXES

| | |
|----|------------------|
| \$ | 90,288,000.00 |
| \$ | 45,144,000.00 |
| \$ | 722,304,000.00 |
| \$ | 90,288,000.00 |
| \$ | 2,889,216,000.00 |
| \$ | 180,576,000.00 |
| \$ | 90,288,000.00 |
| \$ | 45,144,000.00 |
| \$ | 541,728,000.00 |
| \$ | 270,864,000.00 |
| \$ | 45,144,000.00 |
| \$ | 90,288,000.00 |
| \$ | 45,144,000.00 |
| \$ | 270,864,000.00 |
| \$ | 180,576,000.00 |
| \$ | 45,144,000.00 |
| \$ | 45,144,000.00 |
| \$ | 90,288,000.00 |
| \$ | 270,864,000.00 |
| \$ | 45,144,000.00 |
| \$ | 180,576,000.00 |
| \$ | 361,152,000.00 |
| \$ | 180,576,000.00 |
| \$ | 180,576,000.00 |
| \$ | 45,144,000.00 |
| \$ | 180,576,000.00 |
| \$ | 45,144,000.00 |
| \$ | 180,576,000.00 |
| \$ | 45,144,000.00 |
| \$ | 180,576,000.00 |
| \$ | 180,576,000.00 |
| \$ | 90,288,000.00 |
| \$ | 1,444,608,000.00 |
| \$ | 45,144,000.00 |
| \$ | 45,144,000.00 |
| \$ | 270,864,000.00 |
| \$ | 90,288,000.00 |
| \$ | 361,152,000.00 |
| \$ | 361,152,000.00 |
| \$ | 90,288,000.00 |
| \$ | 45,144,000.00 |
| \$ | 90,288,000.00 |
| \$ | 45,144,000.00 |
| \$ | 270,864,000.00 |
| \$ | 541,728,000.00 |
| \$ | 90,288,000.00 |

| | |
|----|-------------------|
| \$ | 45,144,000.00 |
| \$ | 180,576,000.00 |
| \$ | 451,440,000.00 |
| \$ | 45,144,000.00 |
| \$ | 180,576,000.00 |
| \$ | 90,288,000.00 |
| \$ | 45,144,000.00 |
| \$ | 12,775,752,000.00 |

Dec. 7, 2020

James Han, Planning Downtown West/Google Project Manager
Larissa Sanderfer, Parks, Recreation, and Neighborhood Services Project Manager
Shannon Hill, Environmental Project Manager
Jose Ruano, Diridon Station Area Plan Project Manager
Lori Severino, Diridon Station Area Advisory Group Project Manager

re: The Downtown West/Google Project;
The Downtown West/Google Project's EIR; and
Draft Amended Diridon Station Area Plan

Dear Project Managers,

I am writing regarding the planned developments in the vicinity of the Diridon Station, including CalTrain electrification, High Speed Rail (HSR), the Diridon Integrated Station Concept (DISC), the Diridon Station Area Plan (DSAP), and Google's proposal (the Downtown West Mixed Use Plan Draft EIR). I am writing in regard to all of them together because of their interconnectedness, and because I worry that not every plan is well integrated with one another and aware of the changing conditions and interfaces.

Even though I have participated in a number of meetings as a member of various groups or commissions, I am writing this on my own behalf as an individual member of the public. I have already made a number of these comments verbally in various public forums, but I repeat them here so as to have submitted them in written format.

Overall, I am generally very supportive these projects: the electrification of CalTrain, High Speed Rail coming to San José, the reconfigured Diridon Station with the elevated tracks, BART, and Google's plans to transform a faded part of the city into a dynamic and vibrant district.

That said, I do have a number of questions, comments, opinions, and concerns...

CalTrain electrification. I am very supportive. However, I'm concerned by the phasing: the electrification of the at-grade tracks is under construction now and is due to be completed in 2022. However, the planned raising of the tracks for the new Diridon Station is not even scheduled to begin construction until 2027. My fear is that "you" (by which I mean the various officials, consultants, planners, and governmental agencies) will say that all that money now being spent on electrifying the at-grade tracks would be wasted if the tracks are then raised, and that it'll be cheaper (and "good enough") to keep them as-is in their current at-grade configuration. When I asked about this at a recent meeting, I was assured that the "lost cost" – the stanchions and power cables – is but a small fraction of the total cost, and the majority of the investment (e.g., power stations and new rolling stock) can be reused. I raise this now because I've been burnt before by phrase, "it's cheaper to use the existing". Indeed, we've already been burnt when you and HSR decided to electrify the current Tamien-to-Diridon at-grade tracks rather than constructing the promised "aerial alignment" (which reduces the community impacts by keeping the tracks within the 280 and 87 freeway right-of-ways) – "because It's cheaper and

good enough.” What I’m looking for here is assurance that the elevated tracks and raised platform *will* proceed as now planned.

Elevated CalTrain Tracks.

Elevating the tracks near the Diridon Station will have a number benefits:

- It will allow grade-separation for Auzeais, which will avoid train-caused delays for the many residents in the new and planned high-density dwellings (Ohlone Towers, Monte Vista, etc.) as they head for the Bird Ave. freeway on-ramp.
- It will allow grade-separation (hopefully!) for West Virginia at Drake, so that the rather isolated Drake-Fuller neighborhood isn’t further isolated by the hundred-some trains a day that eventually will cross there.
- It will allow Park Avenue to be reconstructed, removing the psychological barrier caused by the current deep-dive undercrossing.
- It enables a reconfiguration of the Diridon Station, with shops, services, and attractions on the ground level and the train platforms above.
- It will allow a greatly improved east/west pedestrian and bicycle crossing at San Fernando.
- And it will allow an improvement to the Los Gatos Creek Trail at the recently replaced CalTrain bridge over the creek, which as now planned has the trail with minimal vertical clearance and barely above creek high-water.

Some concerns and issues:

- The elevating of the tracks will require the replacement of the San Carlos St. Bridge. This bridge is old and (in my opinion) worn out and substandard: no great loss. However, I have seen little mention of it in any of the meetings. Also, care is needed in its design so that it itself doesn’t create an uncrossable barrier for the Los Gatos Creek Trail.
- How will the new train tracks cross I-280? – the logistics will be challenging! Allow me to recommend building the new bridge somewhat to the west of the current tracks, (1) so that service on the old tracks is not disrupted during construction, and (2) to make for a smoother ride on the new tracks by “smoothing the arc”. (The current track curves near Bird Ave, straightens out when crossing I-280, and then is curved again at Auzeais, giving a “jerky” ride.) However, such a smoothed curve might require the taking of a property or two on West Virginia and/or Gregory St., which I don’t recall being discussed.

Opportunities:

- Once the train service has shifted to the new bridge, the old bridge could be converted into a bike/ped bridge, creating a trail connecting the Gardner neighborhood to the Hannah-Gregory neighborhood and on to the Diridon Station.
- The current at-grade tracks north of Auzeais would make a great “commuter’s trail” connecting the Los Gatos Creek Trail (LGCT) directly to the Diridon Station, freeing the downstream portion of the creek trail to be more pastoral and recreational. I am pleased to see that this LGCT – Diridon spur is shown in some of the presentations. Some questions: (1) How would this spur trail cross Park Ave. if the street is regraded? And (2) how would the spur trail access the station? – could there be a cyclists’ entrance at the south end?

Also: What about the Vasona Spur?

- Elevated or left at-grade? It only carries maybe one train a week, often late at night, but even so, I doubt that you'd want to leave it at-grade, with diesel engines pulling freight past (or through?) the station's ground-level shops.
- A challenge is that the Vasona spur is on the west side of the main tracks, whereas the freight track is on the east side so as to better access the Milpitas(?) Wye. I understand that there are two alternatives: (1) construct an elaborate freeway-like undercrossing/onramp to get the Vasona tracks over to the east side, or (2) just come in on the west side and then "sneak across" the mainline over to the east. I support this latter approach as it is much simpler and cheaper, and I think it is viable because of the late-hour of the infrequent crossing – but it may require adjusting the height of the electrified train's power cables and/or limiting the maximum height of the Vasona's fully-loaded freight cars.
- Would the Vasona Spur be elevated at Race/Parkmoor, and, if so, can the traffic-delaying Light-Rail/freight train signals now there be removed from the intersection?
- Would this spur line bridge over I-280 also need to be replaced?

Diridon Station Design:

- The publicly presented station concept designs show elevated platforms to reach the elevated train tracks, with escalators to get passengers to and from the platform. But how does the station accommodate bicyclists? Bike lockers are great for those who bike to the station, park their bikes, and then ride the train. But CalTrain currently operates a very popular bike-compatible commuter service with multiple bike-cars, each capable of carrying dozens of bikes, allowing cyclists to bike to the station, keep their bikes with them on the train, and then easily complete their trips by bike to their final destinations. How do these users access the trains? Standard escalators are not suitable for carrying bikes, and an elevator would not have the capacity to handle the peak demand: there needs to be ramps, comparable to those now in the current station. Alternatively, there could be specialized escalators, comparable to those in some stores that carry shopping carts.
- The current Diridon Station building is a Historic structure. Parts of the building (e.g., HVAC, plumbing, electrical, restrooms) may be in need of renovation or replacement, but the building's façade and main-hall interior ceiling are definitely worth preserving. Can the critical portions of the building be preserved in-place while accommodating the widened track footprint, or will it be necessary to physically move the building?
- To accommodate the increased usage, the new Diridon Station is going to be larger than the existing historic structure, but the old building can be preserved and incorporated into new building. The Oslo (Norway) Central Terminal is a perfect example; local, smaller-scale examples here include the Golden Arches McDonalds (on Almaden near Curtner) and the Willow St. Pizza (just east of Lincoln).
- All great train stations need a great Entrance Plaza: again for an example see the Oslo Station. An Entrance Plaza is the station's "front door", its focal point, enabling it to handle large crowds, both for the daily commute and for special occasion arrivals. The Entrance Plaza also invites folks to walk out and venture into town. The grand entrance is obvious in our current Diridon Station building, but which one of the three or four entrances planned for the new building is the Main entrance? Santa Clara west, Santa Clara east, San Fernando east? The multiple

entrances may be convenient, but they don't concentrate the area's excitement and vibrancy. (They can also confuse infrequent users: "I'll meet you at the train station"—but which entrance? You'll need a "Meeting Point" designated somewhere, as is done in some airports.)

- Are the station design efforts being coordinated with Google? You want to have the streets and parks in their project line up with the Entrance Plaza and with the newly planned entrances.
- I haven't seen much discussion of BART: it will have a major station of its own near Diridon: will it be inside the new train station or adjacent to it? Will there be a public plaza by the BART entrance to help aggregate travelers approaching BART and disperse those departing? (I don't see any nearby plazas or other open spaces in any of the various plans.)
- Sorry to have to ask, but... Will the new building be able to handle anticipated possible future security measures? Our new SJC airport terminal, for example, does the job quite well, but I've seen older buildings with grand entrance staircases all fenced off and the public forced to go through a side door entrance to pass through a metal detector; other places I've seen buildings with several entrances, but only one remains unbaricaded due to enhanced security measures.

Speaking of the SJC Airport: be sure to have a quick and convenient connection from Diridon to our local airport.

- It's important for the airport: If people can't easily get to SJC, they'll just stay on the HSR (or take the electrified CalTrain) to get to SFO, or else they'll take BART to go to OAK. Either way, it would likely be easier and less expensive than having to exit the Diridon Station and flag down a cab to take them to our local airport.
- It's important for the Diridon area: Visitors coming via HSR from LA or the Central Valley are likely to need a rental car for when they arrive: if it's convenient to jump over to SJC, they can get a rental car there and we don't have to waste the valuable land here by the station duplicating the nearby rental car facilities. Likewise, Bay Area residents catching HSR for business or pleasure trips to southern California might not be able to avoid driving to Diridon: why not have them use the long-term parking lots at SJC rather than wasting land here?

Los Gatos Creek Trail:

The Los Gatos Creek Trail is an important part of the regional trail network, serving bicyclists, joggers, walkers, young and old, recreationally and transportationally. It will be a contributing component of the Diridon transportation web, providing a non-automobile alternative means for accessing or traversing the area. I am glad that Google is prioritizing the trail in their project.

Starting at the south and heading north, some points:

- I support the current plans to extend the trail northward from its current San Carlos St. endpoint by remaining on the west side and crossing beneath the recently rebuilt CalTrain bridge at San Carlos and the creek, and then continuing downstream on the west side past what has been the fire training center. Unfortunately, the CalTrain bridge is lower and thicker than had been promised and so the trail both will have minimal vertical clearance *and* will occasionally flood, but this trail alignment is too critical to forego. When CalTrain elevates the tracks for the new Diridon Station, the trail can be reconstructed to better avoid flooding. In the interim, as this is an important transportation corridor, a process needs to be established to indicate temporary detours when flooding is likely, and also to clean up mud and silt after a flood so that the trail

can be quickly reopened. The Town of Mountain View has dealt with a similar situation with the Stevens Creek Trail at US-101: perhaps they can share pointers.

- When the train tracks are elevated, a spur trail can branch off from the main Los Gatos Creek Trail and carry Diridon-bound commuters directly to the Station, thereby reducing the load on the creekside trail. If Park Avenue is not regraded during track elevation, the current train bridge can be reconfigured for trail use; if Park Ave. is regraded, please provide a safe trail crossing (e.g., an overpass, or at least a signalized crossing).
- Also develop a trail on the east side of the creek from Auzerais to Bird, as Google has proposed. While this alignment is not as convenient as the west-side trail, it still can serve as a detour during the rainy season. As there likely are fewer bicycle commuters during inclement weather, the detour traffic is probably relatively light, and so this alternative alignment probably doesn't need to be designed to carry as many trail users as the main trail.
- Current plans are for the west-side trail to come up to Bird Ave./Montgomery and then follow the sidewalk north to Park Avenue. Please widen the sidewalk into a proper trail, and also provide a smooth transition from Creekside to roadside trail: don't repeat the mistake we made with the Three Creeks Trail where it abruptly jogs onto a narrow sidewalk at Bird Ave.
- I am truly sad that we are not taking advantage of this project construction to "right a prior wrong" and "daylight" the Los Gatos Creek, freeing it from its culverts under the Montgomery/Park intersection. While it would involve a significant amount of earth-moving, the amount is probably small compared to that involved in regrading Park Ave. at the railroad bridge. One of the advantages of daylighting the creek was that it would have provided the opportunity for safe trail crossing of both Park and Montgomery. Lacking that, it becomes more important to provide safe and convenient crossings of both Park and Montgomery so that the trail can continue to its junction with the Guadalupe and can carry trail users northward to Alviso and beyond. If it is not practical to provide trail under-crossings, would it be feasible to have overcrossings? (It'd be important to design such a crossing for ease-of-use: a crossing with hairpin turns is likely to be more of an impediment than a benefit...)
- I very much support the city's dream of acquiring properties between Autumn and the Creek for both trail continuity and for natural parkland.
- There's more to designing a good bike trail than simply drawing a continuous line on a map: please work with the cycling community when designing the trails so as to avoid common mistakes such as sharp bends or blind curves.
- Be sure the trail is sized to accommodate the anticipated usage: just like highways in town are wider than rural roads, the trail here near the Diridon Station will be carrying more trail-users than those segments out by the edge of town. It may be desirable to have multiple trails to help separate the usages: narrower winding trails nearer the creek for pedestrians quietly admiring nature and the scenery, and wider/smooth trails for joggers and commuter cyclists.

Overall Development:

There has been discussion at some meetings about the amount of housing in the Diridon area. I feel that the area should be primarily commercial, and I feel that Google is a great match for the location. As repeatedly stated at the General Plan Update ("Envision 2040") meetings, San José is "bedroom community" with more housing than jobs. San José needs tax revenue from businesses to reduce its structural budget deficit. I feel that we do want to have some residents in the area, so as to avoid it

becoming an after-hours ghost town. But we don't want too much housing in the area, as the residents quite likely will hop on BART or CalTrain for jobs in Oakland and San Francisco, giving those cities the tax revenue while San José is stuck paying for the needed infrastructure (parks, libraries, police, etc.)

Parks:

People need parks, both for physical health *and* for mental health. Parks are for residents, and also for workers who may need to get outdoors midday and clear their minds.

San José doesn't require park land dedication for new employment projects (I feel it should), but it does require it for new residential developments, requiring parkland (or equivalent cash fees) at the rate of 3 acres per 1,000 new residents. Google's plan is for 4,000 new units, which is roughly 8,000 new residents (depending on unit size), which works out to roughly 24 A of additional parkland needed. It's not practical to provide all of that within the 80 A footprint of Google's project. However, the need for parkland does exist, and can be met by collecting the in-lieu fees for the missing parks and then building parks in nearby neighborhoods like St. Leo, Shasta/Hanchett Park, Auzeais-Josefa, and Gardner.

Google's presentation talks about a total of 15 A of park and open space, but Google agrees that much of that is "project sponsor-owned open space" that doesn't count towards the 24 A requirement: only the 4.8 A of city-dedicated open space counts.

Google's park plans includes 4.1 A of Privately-Owned Public Open Spaces (POPOS). Several questions:

- Who maintains the sites?
- Who controls access, determining who is allowed to enter and who must leave?
- What are the hours of access? How are the times determined, can they change, and who changes them?
- Will POPOS public access be assured by means of a conservation easement? Would such a conservation easement "have teeth", or would it be all too easily circumvented?
- What happens to the POPOS if there's a change of owners? I wish Google a long and healthy existence – but I thought Netscape, Yahoo, Atari, Sun, IBM, and Lockheed would all be here forever, too. I would much prefer public open space to be city-dedicated parks.

Google's "15 acres" also counts the area within outdoor restaurants: they're nice, but shouldn't be counted as public open space; nor should walkways between buildings, rainwater runoff mitigation sites, or riparian setbacks. I appreciate Google's desire to design a green and open project, but I also feel it's a little misleading to count anything not paved over as "open space", even if they assure us that they're not trying to claim park credit for it.

I appreciate Google's concept for more "urban-based experiences" at their parks nearer the Diridon Station and more "nature-based experiences" further away and/or nearer the Los Gatos Creek. But even the "urban" parks need some nature: they shouldn't be all pavement and hardscape, but should also have trees for shade and landscaping to help refresh the soul.

Comments and questions on specific Google parks:

- Los Gatos Creek Connector (by Auzerais): What will be the impacts when CalTrain elevates the tracks? Will parkland be lost in case an additional track is needed when HSR arrives? Will parkland be lost when the San Carlos St. Bridge is replaced to accommodate the elevated CalTrain and/or HSR? As noted earlier, the trail through here will provide a suitable detour when floodwaters close the main trail at the current CalTrain undercrossing.
- The Meander: this proposal appears quite intriguing: a vibrant pedestrian walkway filled with activity. It is technically an “open space” in the sense that it’s not a building, but to me it seems more of a pedestrian corridor than a park. It shouldn’t count as parkland, and it is not being claimed as such, but showing it on the parkland diagrams may seem to be somewhat misleading to us in the public.
- Social Heart: is there an inviting connection between it and the entrance to Diridon? – it would seem like a natural connection. (Be sure to connect to wherever the currently-planned Entrance Plaza is located, and be alert to any future design changes.)
- Gateway to SJ (on Santa Clara): a park to provide a view down The Alameda, and to be viewed from The Alameda. This park will also be the “front door” to Arena Green and the planned icon. I am concerned that there appears to be little coordination between Google and Urban Confluence Silicon Valley, sponsors of the icon at Arena Green: if it is to be as important and popular as has been promised, I would hope for perhaps a little more attention to “viewsheds” and accessways. But of course, like the Diridon Station, this too is “a moving target”, with details such as design and location very much still TBD. And perhaps the “Los Gatos Creek East” open space will suffice as a view corridor.
- St. James Triangle: I recall that this area was pitched as a quiet escape: special measures may be needed to block the noise of a hundred-some trains a day passing along the western edge on elevated tracks.
- North Montgomery Pocket: This is a water runoff mitigation site? It doesn’t count as parkland, but it may still be a green (and marshy?) retreat best appreciated from the periphery.
- Northend Park: This park will be quite isolated until the CalTrain tracks are elevated, after which it will be accessible by Lenzen and will be appreciated by residents of the nearby park-deficient Shasta/Hanchett Park neighborhood.

I’m also glad that Google is respecting the riparian corridor and that a decent setback is provided. This is to be a natural habitat with minimal public disturbance: an open space but not a recreational resource: it doesn’t count as park, nor is it being claimed as such; I point that out for the record so that the appropriate amount of park in-lieu fees can be collected to help fund actual parks in adjacent nexus-connected neighborhoods.

I’m glad that Google is working to preserve historic and other old buildings: they add character to an area. That said, I question why Google wants to preserve the old warehouses on the east side of Autumn, including (I believe) “Building 9” and “Building 12”? These buildings extend to well within the riparian corridor: this is an opportunity to remove them and restore a critical habitat. Google has been using one of the buildings for public meetings, but they’ve just been using the front portion near the street: they could remove the unused add-on extension in the back without a loss and also enhance the riparian corridor. I suppose some of these buildings can add to the “gritty” character of the area, but

why not just keep the façades, remove the back portions of the buildings, and widen the corridor. Please don't keep them just to "remodel": don't use them as justification for constructing new buildings too close to the creek by claiming that they're rebuilt old buildings on their existing footprints.

Miscellaneous:

A few additional points:

- Google, don't forget about your western façade: you will be the "welcome to San José" view for people arriving by train. Please "put on a good face".
- The city is talking about building a new Community Center in the Diridon area. Why? The city already has several dozen centers, but is only able to operate about a dozen (roughly one per council district), and has had to close or "reuse" (i.e., hand over operation of) the rest. Indeed, the city already has a newly built center about a half mile away at Gardner that's presently unused: let's spend our time and resources using what we have.
- I'll echo the sentiments of others: this is going to be an exciting project, and promised "community benefits" will help ease the pain of squeezing such a large project into an established community. But "mitigation" is not "community benefits": mitigation is what must be done to make up for damages caused; community benefits are "above and beyond" to make for a better project.

As I wrote in an op-ed to the Mercury News three years ago, "Welcome, Google! Your project at Diridon Station will affect the surrounding neighborhoods and shape our entire city for years to come. It will be truly transformative."

I recognize that there are many pieces to this puzzle – CalTrain electrification, elevated CalTrain, High Speed Rail, BART, Light Rail, the connector to SJC–San José Airport, the Future Icon at Arena Green, the Los Gatos Creek Trail, the creek itself, nearby neighborhoods, and the city of San José, as well as Google – and we're asking you to assemble this puzzle while the pieces are all shifting shapes.

The Diridon Station Area / Google complex needs an overall project manager to coordinate and make sure that the interfaces between the different components all fit. I hope my comments may help point out some of these interconnects.

As soon as I email this, I'm sure I'll think of some additional points that I wish I had made. This is the Holiday season, and we all are distracted by it (and also by Covid, and the political season, and...). I'm sorry, but I haven't had as much time as I'd like to check through all the documentation, and so I apologize in advance if specific issues I've raised have already been addressed somewhere. But I also didn't want to miss the opportunity to provide public comment by missing the deadline.

I live just over a mile away from Diridon, and I regularly use the area now, both recreationally and as transportation. I look forward to it becoming a truly useful and vibrant destination!

~Larry Ames

longtime resident / trail and park advocate / environmentalist / community activist.

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DSAP Web Form Comments Fall 2020

| What questions do you have | What resonates with you the most | What needs improvement | Additional Comments |
|--|---|--|--|
| None | <p>I'm glad to see a focus on arts and active uses, as well as transit improvements.</p> <p>Also nice to see some new quality active transportation as well.</p> | <p>The plan needs stricter anti-displacement measures. While I'm happy to see the report acknowledge the need, I saw no sign of any form of eviction protections or rent controls for residents who face the threat of being priced out due to the new investments.</p> <p>Also, while I like the new focus on transit, I feel the plan still prioritizes parking a little too much, especially given the City's climate concerns and the fact that Diridon is set to become one of the largest transit hubs in the nation.</p> <p>Finally, the housing element should be greater. Dense, transit oriented housing is certainly financially feasible for the City, and if the amount of housing created doesn't meet the new jobs that DSAP will bring, we will be digging ourselves deeper in our housing crisis.</p> | <p>Turn San Carlos Bus Priority into dedicated public service lanes.</p> |
| Will the Diridon station be restored or town down? | That Diridon Station will be a gateway into downtown. | An appreciation for history and historic buildings that are in the area under consideration. Will any be restored? or moved to the history site in SJ? | <p>I love the historic Diridon train station. I hope any plans will include keeping it and renovating as necessary, and not tearing it down. I'm thinking of the historic Sacramento station and how lovely that is. And Penn Station in NYC. I'm sure there are many more but the historic quality of the building brings character and connections with the historical San Jose that should be kept and not torn down. St. Joseph's Cathedral is a good example of how restoring a beautiful building adds to the quality and character of downtown.</p> |
| None | Glad to see the public spaces and mixed uses. | Displacement protections could be strengthened with a Tenant Right to Purchase provision. San Carlos Street should have public service lanes. Parking minimums should be eliminated; just keep parking maximums. More housing would be great too, maybe increase the FAR for those parcels. | <p>Instead of realigning the VTA tracks through the DSAP, maybe plan for investments in VTA operations which are about to get severely cut.</p> |
| What exactly are the future plans for parks in the area? The city struggles heavily to maintain what it has now? | The short sightedness of this whole project. Are we really selling the city to Google in the midst of all the antitrust allegations? Regardless of whether they are found criminally responsible or not, they will forever be morally responsible! Come on SJ... you can do better!!! | The entire plan! There is very little reason to visit Downtown as a destination, this will not help that! | <p>The Diridon Station Plan WILL cost the city a fortune!! Can anyone name any joint venture that has not costed the city a fortune? That's of the city will just pay off their debts by laying off employees then spending millions trying to figure out how to hire them back!</p> |

DSAP Web Form Comments Fall 2020

| What questions do you have | What resonates with you the most | What needs improvement | Additional Comments |
|--|---|--|---------------------|
| <p>Context: My name is Mike Reinhart, and I am a representing board member from a local non-profit human services agency called "ACT (All Coming Together) for Mental Health Inc." ACT for Mental Health is located at 441 Park Ave, San Jose, Ca. 95110 and we have been serving the unique social, and mental health needs of those in our underserved communities in San Jose for over 60 years. "ACT's founder, Wanda Broadie Alexander has received the Jefferson Awards for Public Service for her exceptional work and for the great benefits our communities have received as a result.</p> <p>The services we provide include low-cost, and even no-cost mental health and social services, to a diverse range of age groups and ethnic backgrounds. Our efforts at ACT are focused on restoring and enhancing human strengths through acceptance in a safe, stable, and professionally guided environment that provides tools and support for the resolution of personal, emotional, and situational life problems. ACT has been able to provide these critical services without reliance on governmental funding, and instead have survived primarily through public donations.</p> <p>Our Question: In these challenging times, the services that that ACT for Mental Health provides are so essential in maintaining a quality of life. So our question is - What accommodations are being made to support non-profits who are affected by the redevelopment efforts? And how can ACT for Mental Health participate in those efforts?</p> | <p>Solutions that support safe interactions and activities appealing to a broad spectrum of our society.</p> | <p>N/A</p> | |
| <p>Concerned about the impact of the development on traffic to/from SAP Center & Downtown.</p> | <p>The decrease in traffic lanes and parking along with the increase in offices which will bring more traffic to the area.</p> | <p>Amend plan to increase and not decrease traffic lanes and parking.</p> | |
| <p>What affect will this have for out of town visitors accessing SAP center for live events who do not have easy access to public transit to the area and depend on driving themselves by automobile?</p> | <p>This would affect my ability to attend games or events at SAP if the option of driving and parking my own vehicle to events is taken away.</p> | <p>Do not take away parking space from SAP center and do not take away the 4 lanes of traffic on W Santa Clara - that is a main road for access for anyone who is driving to any event at SAP center and the easiest route of access - why fix what isn't broke!!</p> | |
| <p>Where is the parking for these projects? If the anticipated increase in vehicle traffic is 7 times more than the current volume, how you do anticipate moving these vehicles through this area?</p> | <p>Parking, parking, parking. That is the main issue considering there MUST be safe access to SAP Arena at all times.</p> | <p>Your plan for the streets around the transit station and SAP Arena. Narrowing Santa Clara St, Montgomery and Bird to two lanes is incredible short sighted. How are you going to move the 130,000+ vehicles that need access to the area for work, transit and entertainment?</p> | |

DSAP Web Form Comments Fall 2020

| What questions do you have | What resonates with you the most | What needs improvement | Additional Comments |
|---|---|--|--|
| How does the City plan to add all of this development and still for the volume of pedestrians and vehicles that need to get in and out of SAP? It is not adequate, or realistic, to expect fans to arrive via public transit, especially give that Sharks fans and concert come from all over the Bay Area. | the sheer size of the development and the traffic impacts | Why are we reducing traffic lanes - needed for access to SAP - in order to make room for more corporate buildings? | |
| This should not happen - I work in downtown San Jose and also go to events at SAP so this is going to make it exceptionally hard to get parking not only for work (limited already) and for special events. Is this project going to generate more sales tax income for the City as appears it would create less and traffic will be worse. Potentially SAP could move out of the City negatively impacting local businesses. | Parking, reduction in traffic lanes, loss of income and San Jose Sharks moving out of SJ with Google probably not paying taxes! | Parking and road accessibility | This is a disgrace and also shows how much power tech companies have ignoring the generally population and workers in SJ. You will see businesses close, relocate and also say goodbye to the San Jose Sharks who will probably move to Santa Clara! |
| Why are you reducing the number of lanes in/out of the SAP area? Traffic on game/event days is already slow. | The lack of parking is a major concern. This seems like the kiss of death for a project. This reminds me very much of the Cupertino Vallco project in proximity of the new Apple Campus: creating a destination but poor foresight to how ppl get there and where they park. This discourages people from coming. | Auto traffic flow/parking | |
| Will the planners and those receiving millions and millions of taxpayer dollars be forced to live in this future hell hole? They should have to live with their mess and not be able to escape to mansions far away. | Why choose suicide of the city? | Access to SAP Center. Parking for events, concerts, Sharks and Barracuda games. | The amount of construction and disruption to the area is mind-boggling. Just because you can doesn't mean you should. |
| How does google plan to accommodate parking for the SAP center? What does google intend to do about the homeless population that will be displaced from this area? How does google plan to help and compensate the police department for largely impacting available police resources? | Google is disregarding a very important part of San Jose. It is important to keep the SAP center open and fully functioning to bring in revenue. It's incredibly important that the NHL Sharks stay in San Jose. | Google needs to consider the impact their causing to the entire area. They are causing a strain on traffic, local residents, and local businesses. | Keep google out of San Jose. They don't belong here. |
| Why do we need this huge project ? | Overbuilding, overcrowding, reducing street lanes will cause more traffic backups Not enough parking spaces allocated for apartments and buildings. | Smaller scope of project Don't reduce street lanes Have 2 or more parking spaces per apartment | |
| Are there plans to increase parking in the surrounding area and will public transportation be run more often? One of the reasons I don't take Caltrain to this area regularly is I come down outside commute hours and the train cadence is too long. BART is more attractive since those trains run more often but I work in SSF and so the BART would send me the long way around (up to SF and down around the East Bay instead of straight down from Millbrae which is time consuming so also not totally appealing). | I wonder about access to SAP Center for Sharks games and other events and whether the Sharks would wind up relocating since I've been a huge fan and go to at least one game a month. Having grown up in San Jose though, the idea of a Downtown West is appealing if it helps add/support local businesses. | See parking and public transportation question above. I would prefer that a BART route come from Millbrae instead of Fremont or that Caltrain run trains more often so it's not a full hour wait between trains during non-peak times. | |

DSAP Web Form Comments Fall 2020

| What questions do you have | What resonates with you the most | What needs improvement | Additional Comments |
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| Will parking be available around the arena for events that my family and friends will be able to use? Having attended many Shark's games, concerts and events at SAP, the availability of parking is essential. | The overcrowded feeling of all the buildings that are planned in the Diridon area is overwhelming and does not fit in with the hometown feeling of the San Jose that I love. Mobility in and around SAP Center is important. So is safety. The crowds coming out of the arena after an event, especially a Shark's game, has a feeling of safety while walking to my car. Will we be able to park near enough to walk to a parking lot? It seems Google is being allowed to do anything they want without consideration for the people and Shark's fans of San Jose, surrounding cities and far away places who come to SAP Center. | Affordable parking. | Narrowing the streets around SAP Center is a ridiculous idea and again, everything is being done to appease Google without thought for me and all other people who come to enjoy events at the arena. |
| What measures are being taken to ensure plenty of affordable parking for events at SAP Center for attendees traveling long distances? Some of my first concerts were at SAP, and I drove 4 hours to get there. Public transit isn't an option for some coming long distances. How do you intend to prevent severe traffic congestion when there are events at SAP? | I'm an avid Sharks fan. I see no consideration taken for the Sharks and their fans. | Don't leave SAP out to dry in the haste to rush an ill considered improvement project that feels more about kowtowing to big tech than doing what's best for the citizens. | |
| How are these plans impacted in a post-COVID-19 world? Understanding city government must plan for the future, you now have to deal with more remote workers. Not sure that parking is being taking into account as much as it should be. I know we want a higher transit ridership; however, I think COVID-19 has greater impact than you are considering. | Open space is wonderful, | Addressing concerns from San Jose Sharks. Addressing a post-COVID-19 world. | |
| Sharks games access and parking....this plan seems to completely shut out the Sharks fans. | NOTHING! | Parking! Access to SAP Center | this plan is horrible! i have walking limitations and this plan will make me probably cancel my sharks tix (along with many others) or force the sharks out of SJ. Is that what you want? |
| If parking and auto access is restricted, will there be an adequate increase in public transit options? | As a die hard Sharks fan, I fully support the DSAP plan to increase density and reduce auto access to the Diridon neighborhood as long as public transit access and accessibility is increased. | BART access to Diridon station. | I do not live in San Jose, but I would be willing to attend more Sharks games in person if I could take BART instead of drive. |
| What are the impacts to hosting entertainment events at SAP Center (e.g., traffic jams, inadequate parking, inability to effectively use Uber & Lyft, etc.)? | SAP Center is the most critical entertainment source for the city of San Jose. Retaining the ability to enjoy sports and other pleasurable events WITHIN San Jose is a must for residents to really appreciate living here. | Eliminate obstacles to enjoying our SAP Center resource!!! | If the Sharks leave San Jose because of these proposed changes, I (and many others) will move away as well. |
| I don't have any questions | Affordable housing. Although feeling tentative about whether it will really be affordable and accessible. | I think there is not nearly enough parking in this plan and no thought to how much more congested the roads will be. | |

DSAP Web Form Comments Fall 2020

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| <p>What considerations are being made to ensure the SAP Center will be able to continue operations to an incredibly passionate hockey fan base? This facility is a major part of the city, and while this project will probably be very good for the growth and future of San Jose, the San Jose Sharks and their facility cannot be left out of this project. The City of San Jose should work into the proposal's that the developer's provide sufficient access, parking, and ability for fans to attend the games with minimal inconvenience.</p> | <p>Though growth must happen, the cities that truly are successful in growth don't allow their core identity to be altered in the process. This is much easier said than done considering the magnitude of developing such major construction projects, but just as historic cities such as San Francisco or San Antonio, their growth and expansions have not lost site of their identity as a city. I am very concerned that the focus of this growth has been off-base with the considerable concerns that the SAP Center has brought to the table. The San Jose Sharks and the "Shark Tank" are absolutely part of the identity of this great city and must be incorporated in the planning of this massive development.</p> | <p>More intentional work needs to be done to address the access, parking, and impact from the construction on the SAP Center, in order to ensure this venue and the many events that it holds, does not become negatively impacted to where it becomes too difficult for fans to attend. Think of the hundreds of dollars that are spent in this corridor during the days and nights where events are held. This will not just have a negative impact on the SAP Center if this is not considered, it will also have a overall negative impact on the economy of local businesses.</p> | |
| <p>How will this redevelopment project impact SAP Center and the San Jose Sharks? Even if there is minimal negative impact from the city's perspective, it would be nice to get some transparency from city officials. Seems like the San Jose Sharks organization has expressed its concerns over the last year, but very little response.</p> | <p>Keeping the Sharks in downtown San Jose.</p> | <p>Public transit</p> | |
| <p>This project seems to be overly ambitious. Why does this have to be so big of a project?</p> | <p>It sounds like parking and driving in this area will be a nightmare. I come to San Jose mostly for events at the SAP center, and if that is forced out of town I will have very few reasons to visit the area and spend my money....</p> | <p>Parking and getting around the area needs to be fixed. And any threat to the future of SAP center needs to be resolved.</p> | |
| <p>I would like to know if there was considerable due-diligence to analyze the negative impact these developments will have on the SAP Center. Reducing lanes and creating a situation with far more traffic will cause immense congestion. Moreover, the lack of additional parking will only be exacerbated by the influx of more drivers in the area.</p> | <p>Reducing traffic lanes makes no sense if the city is expecting a large influx of people to the area. More parking is imperative, as well. The proposed plans are the complete opposite of what is actually needed.</p> | <p>Increase parking. Do not reduce traffic lanes.</p> | <p>I feel like these development plans are shortsighted and do not take into account the impact to the SAP Center and its patrons. The arena has been a key destination and revenue generator for SJ for 3 decades. These developments will negatively impact an important part of our community.</p> |
| <p>Why do you have no plans for the Sharks and SAP Center for the future of google</p> | <p>That you have no plans >:(</p> | <p>What needs to be improve is plans to keep SAP Center</p> | <p>Do not force the Sharks to leave SAP Center. The Shark Tank has been a huge part of downtown San Jose for about 30 years. It would be very disappointing for Sharks fans. The Sharks have created many memories at SAP Center.</p> |
| <p>Why would you compromise the appeal of San Jose in order to model yourself after LA and NYC just to increase tax revenues.</p> <p>We already have enough of the problem that come with over development and urban sprawl. How about taking care of them better than you currently do instead of creating more?</p> <p>There are already enough vacant buildings. How about rebuilding THEM and occupying THEM first, unless the reason is YOU ALREADY RECEIVE REVENUE from them and just want to approve new projects.</p> | <p>Increased traffic congestion and reduced parking. Access to SAP center events which is currently not a problem.</p> | <p>Stop the Los Angeles and New York wanna be mentality and focus on being a friendlier city.</p> <p>Stop bending to Google and big development dangling tax revenues in fro t if your faces and watching you jump through hoops at the expense of the quality of the city of San Jose.</p> <p>Google will work from home in the future for the most part.</p> | <p>It's all about generating tax monies for the city without having a second thought to the problems it will bring to the city.</p> <p>Funny how the timing of having the public discussion, meetings, etc is being addressed again AFTER the election! This is just a required box to be checked off during the process and will have no effect on the pre determined outcome. Asking for public input is just optics.</p> |

DSAP Web Form Comments Fall 2020

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| What will the traffic time be for people visiting Sharks Games? We already have too much traffic in this region. Why add more when we are going to something that entertains us? | Parking and ease of accessibility to the Arena. | Plans to show why the city does not believe this will be an hinderance fro Sharks patrons. | Looks like this is to receive more money without thinking of the consequences or impact of having less parking for games. |
| Will you ensure accessibility options and ease of access for visitors and staff of SAP center during and after development? | The negative effect the development may have on the SAP Center. | Compromise. Work with SAP Center so that it is not jeopardized. | Go Sharks! |
| It seems like you're forcing the Sharks and SAP Center to move. Why is that? | Doesn't seem to consider the Sharks and SAP Center and the support of hockey in the San Jose area | Clearly you need to reconsider how to support the SAP Center and the Sharks with arena scale parking | |
| What is going to happen with the SAP center? How will access be provided for parking and ability for residents of the area to get to the arena for events? | That this may push out the arena and lose our hockey team. Given how much is there, I'd likely avoid the area due to congestion especially if the sharks leave. | Parking and access to SAP or alternate location for arena. | |
| Please add more housing of all types, and reduce the area dedicated to parking and single occupancy vehicles. | Please add more housing of all types, and reduce the area dedicated to parking and single occupancy vehicles. | Please add more housing of all types, and reduce the area dedicated to parking and single occupancy vehicles. | Please add more housing of all types, and reduce the area dedicated to parking and single occupancy vehicles. |
| Why do you continue to assume mass transit is in San Jose's future? It's not. We are not New York, Paris, or London with a robust subway system. CalTrain had to beg and plead for a 1/8c tax increase to stay afloat when ridership was down due to COVID. To say it's on shaky ground is an understatement. BART can't keep up with current demand and has already said that future demand will be problematic. Eliminating parking in favor of CalTrain, BART and light rail (which has already had to abandon a line due to low ridership -- how much did THAT cost the taxpayers?) is shortsighted at best and recklessly irresponsible at worst. | You're increasing demand for the area and decreasing the amount of available parking in the area | The amount of available parking spaces, unless your goal is to create further problems down the road by failing to address parking concerns now. You can pretend like people will take mass transit if forced, but that will only lead to having to spend even more money down the road to try and fix the problem on an emergency basis. | |
| How can we protect the SAP Center and the events it brings to San Jose? How can traffic be controlled so the area won't be so congested it is difficult to enter and exit? | Protecting SAP Center including our hockey team and all the other events it brings to our city. Traffic congestion and parking is a huge concern. | parking and traffic | I do not want to see the SAP Center forced out of San Jose. We need this venue to stay in San Jose to continue to provide access to entertainment and sports locally for our community. |
| WHY is there NO plans for parking and FEWER TRAFFIC LANES, when the finished project means MORE TRAFFIC?? | LACK OF INTELLIGENT PLANNING. How are the local businesses to survive is THERE'S NO PARKING? Alum Rock Road in Little Portugal is a prime example. | BETTER PLANNING, or more intelligent planning, not just the money aspect that all this project MAY bring to that area. | HOW WILL ALL THE SMALL BUSINESSES, THE SAN JOSE SHARKS (YOUR BIGGEST ECONOMIC PROVIDER), AND CURRENT AND FUTURE RESIDENTS SUPPOSED TO SURVIVE THIS INANE PROJECT?? NO ONE is going to benefit. |
| Why the elimination of the sharks parking lot? Where are people going to events at SAP supposed to park if the parking lots are still full of workers? Why make Santa Clara st two lanes if you plan on increasing the car trips by 100,000? | New housing, but it needs parking too! | Parking! Don't build over the shark parking lots, and have fewer spots with 5x times the people competing for them! Don't allow the building over of parking lots till CAHSR and BART are both at the station. | |

DSAP Web Form Comments Fall 2020

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| <p>Traffic accessing and leaving Sharks home games for those who only have the ability to use a personal vehicle? Close parking availability? Continued access to street metered parking? Affect on downtown eating establishments if commuters do not attend the games?</p> | <p>I am a Sharks season ticket holder. I have authority over 7 season tickets and that means at least 3 vehicles drive to every game. As a resident of Fremont, my only good option to get to SAP Center is by private vehicle for the 40+ Sharks Home games. Thus, both traffic management and accessible parking are key to me... both enter AND exit. Not only will any restrictions of traffic harm my attendance at the Sharks games, but we usually come down for a pre-game dinner at one of the nearby eating establishments. If commuters do not come to the games, don't you think the restaurants will suffer also? If I lived within walking distance of the arena, I would eat at home.</p> | <p>Inexpensive close parking, including EXPANDING, not contracting street metered parking Management of egress after the Sharks games.</p> | <p>The growth of this area has to be managed mainly by vehicle access. If 120,000 people move into the area, that will be 120,000 more cars. It is a myth to say that access to mass transit reduces cars. If that was correct, how come mass transit ridership is suffering and car traffic is growing? A car allows you to go anywhere at anytime. When you add pandemic possibilities, who wants to ride in mass transit?</p> |
| <p>What is the guarantee of enough access to SAP center throughout the construction projects? As a San Jose Sharks season ticket holder, I invest a good amount of money to the San Jose Sharks and the restaurants/establishments at San Pedro Square Market before and after the game. I would hate to lose access in a reliable way to SAP Center over the next 5-10 years, as I plan on continuing to support the San Jose Sharks and San Jose economy.</p> | <p>Construction preventing my access to SAP center to/from San Pedro Market square.</p> | <p>Guaranteed minimum access/service to SAP Center and San Pedro Market Square throughout the life of the construction projects.</p> | |

DSAP Web Form Comments Fall 2020

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| <p>In the larger picture ... why does Google need to expand? What is the limit of expansion? Homelessness and mental health is getting a LOT worse, and we just do not need Google in San Jose.</p> | <p>In the larger picture ... why does Google need to expand? What is the limit of expansion? Homelessness and mental health is getting a LOT worse, and we just do not need Google in San Jose.</p> | <p>In the larger picture ... why does Google need to expand? What is the limit of expansion? Homelessness and mental health is getting a LOT worse, and we just do not need Google in San Jose.</p> | <p>In the larger picture ... why does Google need to expand? What is the limit of expansion? Homelessness and mental health is getting a LOT worse, and we just do not need Google in San Jose.</p> |
| <p>What about the rising mental health epidemics, which are growing worse every year? These poor people do not need jobs first; they need consistent care. We do not need more and more big tech; what we do need is a grassroots community approach to this humanitarian crisis. Every study ever done on this topic shows that more big tech raises rents.</p> | <p>What about the rising mental health epidemics, which are growing worse every year? These poor people do not need jobs first; they need consistent care. We do not need more and more big tech; what we do need is a grassroots community approach to this humanitarian crisis. Every study ever done on this topic shows that more big tech raises rents.</p> | <p>What about the rising mental health epidemics, which are growing worse every year? These poor people do not need jobs first; they need consistent care. We do not need more and more big tech; what we do need is a grassroots community approach to this humanitarian crisis. Every study ever done on this topic shows that more big tech raises rents.</p> | <p>What about the rising mental health epidemics, which are growing worse every year? These poor people do not need jobs first; they need consistent care. We do not need more and more big tech; what we do need is a grassroots community approach to this humanitarian crisis. Every study ever done on this topic shows that more big tech raises rents.</p> |
| <p>That more and more big tech equals more and more homelessness. Go around to the encampments; see for yourself. Any one of us could be any one of them tomorrow; for many of "them" were once like you. Many homeless individuals were once high-income.</p> | <p>That more and more big tech equals more and more homelessness. Go around to the encampments; see for yourself. Any one of us could be any one of them tomorrow; for many of "them" were once like you. Many homeless individuals were once high-income.</p> | <p>That more and more big tech equals more and more homelessness. Go around to the encampments; see for yourself. Any one of us could be any one of them tomorrow; for many of "them" were once like you. Many homeless individuals were once high-income.</p> | <p>That more and more big tech equals more and more homelessness. Go around to the encampments; see for yourself. Any one of us could be any one of them tomorrow; for many of "them" were once like you. Many homeless individuals were once high-income.</p> |
| <p>And many were once as stubborn and ignorant as some of the people reading this note...</p> | <p>And many were once as stubborn and ignorant as some of the people reading this note...</p> | <p>And many were once as stubborn and ignorant as some of the people reading this note...</p> | <p>And many were once as stubborn and ignorant as some of the people reading this note...</p> |
| <p>What would be the harm in creating, in pioneering, a catalyst where we address the rising homelessness crisis; where we find ways to get consistent help for the mentally disabled on our streets; where we treat all our residents equally?</p> | <p>What would be the harm in creating, in pioneering, a catalyst where we address the rising homelessness crisis; where we find ways to get consistent help for the mentally disabled on our streets; where we treat all our residents equally?</p> | <p>What would be the harm in creating, in pioneering, a catalyst where we address the rising homelessness crisis; where we find ways to get consistent help for the mentally disabled on our streets; where we treat all our residents equally?</p> | <p>What would be the harm in creating, in pioneering, a catalyst where we address the rising homelessness crisis; where we find ways to get consistent help for the mentally disabled on our streets; where we treat all our residents equally?</p> |
| <p>And all the while, reality is not slowing down. It would not be the end of the world if Google did not come here, just like Berlin did not explode when the people were successful in chasing Google out of there after a year of the search bully's planning.</p> | <p>And all the while, reality is not slowing down. It would not be the end of the world if Google did not come here, just like Berlin did not explode when the people were successful in chasing Google out of there after a year of the search bully's planning.</p> | <p>And all the while, reality is not slowing down. It would not be the end of the world if Google did not come here, just like Berlin did not explode when the people were successful in chasing Google out of there after a year of the search bully's planning.</p> | <p>And all the while, reality is not slowing down. It would not be the end of the world if Google did not come here, just like Berlin did not explode when the people were successful in chasing Google out of there after a year of the search bully's planning.</p> |
| <p>For there are other, and creative, ways to get money.</p> | <p>For there are other, and creative, ways to get money.</p> | <p>For there are other, and creative, ways to get money.</p> | <p>For there are other, and creative, ways to get money.</p> |
| <p>We cannot continue to perpetuate this severely broken status quo.</p> | <p>We cannot continue to perpetuate this severely broken status quo.</p> | <p>We cannot continue to perpetuate this severely broken status quo.</p> | <p>We cannot continue to perpetuate this severely broken status quo.</p> |
| <p>We just can't.</p> | <p>We just can't.</p> | <p>We just can't.</p> | <p>We just can't.</p> |
| <p>That's the bottom line.</p> | <p>That's the bottom line.</p> | <p>That's the bottom line.</p> | <p>That's the bottom line.</p> |
| <p>We just can't.</p> | <p>We just can't.</p> | <p>We just can't.</p> | <p>We just can't.</p> |
| <p>We can debate on how we alter things, and we can debate until we collapse, and while that is fine ... we need action.</p> | <p>We can debate on how we alter things, and we can debate until we collapse, and while that is fine ... we need action.</p> | <p>We can debate on how we alter things, and we can debate until we collapse, and while that is fine ... we need action.</p> | <p>We can debate on how we alter things, and we can debate until we collapse, and while that is fine ... we need action.</p> |
| <p>We need to put people first; to express a willingness to solve the "roots" — optimal word — of a very, very rapidly-rising homelessness and mental health epidemic. While all you want until you are blue in the face ... hate us all you want ... the problem is that we have been perpetuating a severely broken status quo, and we have been doing it for decades, and as long as we give priority to development, these issues will only become worse.</p> | <p>We need to put people first; to express a willingness to solve the "roots" — optimal word — of a very, very rapidly-rising homelessness and mental health epidemic. While all you want until you are blue in the face ... hate us all you want ... the problem is that we have been perpetuating a severely broken status quo, and we have been doing it for decades, and as long as we give priority to development, these issues will only become worse.</p> | <p>We need to put people first; to express a willingness to solve the "roots" — optimal word — of a very, very rapidly-rising homelessness and mental health epidemic. While all you want until you are blue in the face ... hate us all you want ... the problem is that we have been perpetuating a severely broken status quo, and we have been doing it for decades, and as long as we give priority to development, these issues will only become worse.</p> | <p>We need to put people first; to express a willingness to solve the "roots" — optimal word — of a very, very rapidly-rising homelessness and mental health epidemic. While all you want until you are blue in the face ... hate us all you want ... the problem is that we have been perpetuating a severely broken status quo, and we have been doing it for decades, and as long as we give priority to development, these issues will only become worse.</p> |
| <p>And so, we have a choice: continue to ignore everything... or express a willingness to care for our fellow</p> | <p>And so, we have a choice: continue to ignore everything... or express a willingness to care for our fellow</p> | <p>And so, we have a choice: continue to ignore everything... or express a willingness to care for our fellow</p> | <p>And so, we have a choice: continue to ignore everything... or express a willingness to care for our fellow</p> |

DSAP Web Form Comments Fall 2020

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| How are you going to maintain access to the SAP Center? How are you going to make parking available for the SAP Center. The train is not always an option | Not being able to get to the SAP Center easily or conveniently | Access to SAP Center via automobile. | |
| Can someone please define affordable housing? Cars are not going away, so why so little parking? There are suburban areas to San Jose that are not served very well by the transit system now so what is going to change? If you want people to use the transportation hub how do they get there? All the additional housing being added by these projects will bring in people who will have cars so where are they going to park? How can people visit the SAP center or other downtown venues when they can't park? How are the high rise buildings going to affect the flight path of the airplanes coming to SJ? Not everyone can afford Uber/Lyft rides so do they get around? Inclement weather is not conducive to riding a bike how do these people get around? What if you are unable to ride a bike what good are all the bike lanes to them? How is grid lock going to be managed with all the cars and buses? | Assuming that people will be drawn to this " wonderful" planned transit village yet not knowing how many people it will truly serve without disrupting exiting venues . | Parking. Avoiding grid lock because new plan for street capacity is reduced. How to minimize disruption during construction. Communication with areas outside of downtown as to how all of these plans will benefit them. | With the denseness of the housing being planned how can a future pandemic be minimized? Why does SJ have to try and be like SF or NYC? We are providing for all this future expansion and we can't take care of our current homeless situation. Is downtown SJ going to get like SF with the homeless taking up space on the sidewalks and door ways of these new buildings? |
| Can the city of San Jose and Google provide more support for SAP Center, one of the biggest drivers of business to our quaint downtown? | Protecting the SAP Center and San Jose Sharks. | Communication between the city, Google and the San Jose Sharks. | The city of San Jose needs to listen to its lifelong residents and do all that it can do keep their successful sports franchise in the city. |
| Why are you not addressing the needs of the San Jose Sharks/SAP Center wrt traffic and parking? | The fact that you are not incorporating the needs of one of the City's most valuable and popular venues, SAP Center. | The San Jose Sharks and SAP Center are important parts of the San Jose social and financial landscape. Please engage with them and adjust your plans to ensure that the team and the arena can continue to operate in San Jose during and after your plans come to fruition. | While this plan is a huge plus for SJ, putting SAP center and the Sharks at risk is not a price I think is worth paying. With the resources at your disposal I am confident that the needs of all parties can be met. |
| Will you ensure that City planners address the street capacity issues, parking shortfalls and construction impacts in a manner that DOES NOT jeopardize SAP Center? | San Jose are the Sharks and the Sharks are San Jose. The Sharks are all San Jose is well known for. The SAP and San Jose Sharks turn random strangers into family. If you get rid of SAP and the SHARKS decide to leave, you are destroying a big part of San Jose and a big part of everyone. | Not the SAP center, that's for damn sure! We need to win a Stanley cup and we're not gonna do that by kicking the Sharks out of SAP because google wants to take over. | The city needs to listen to the people. We don't need google here. They are just making San Jose more overcrowded than it already is. They are going to jack up the prices on any and everything. This is just going to benefit their wallets and kick everyone out that's from San Jose. |
| Because of the pandemic and companies allowing their employees to work from home permanently, will the projected amount of people traveling in and out of the area be the same? Currently CalTrain and BART are struggling. Is there really a need to take away streets and parking in an area that is already packed. | Don't take away the few sports team we have here (physically in San Jose). When the Warriors were in Oakland, it was much easier for low-middle class people like myself to attend their games. Now they are in SF and it's more expensive and harder to get to. | no more big companies moving into what makes our downtown unique | please don't take away SAP or make it harder for fans - when you make something harder to get too, charge more to get there, people who don't make a lot of money will less likely spend it. Like if you raise the local tax, it hurts everyone - people spend less and small businesses don't meet their sales goals |

DSAP Web Form Comments Fall 2020

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| How do you plan to having parking and space for SAP Center guests for San Jose Sharks games, concerts, etc? Why is this even necessary? | .. | Parking, crowdedness, room for the San Jose Sharks and other events to be able to smoothly take place and fans/guests can attend without any obstruction. | As a resident of San Jose, I'd prefer this either doesn't happen or is fixed to the standards that allows events and Sharks games to easily take place and easy for guests/fans to access. SAP Center and the Sharks are a HUGE part of the city. Brings plenty of revenue for businesses around the area. To mess that up is a huge mistake. |
| What are you doing to keep the San Jose Sharks in San Jose? | Keeping the San Jose Sharks in San Jose. | The San Jose Arena | |
| N/A | N/A | The lack of parking and access to the area by car, specifically SAP Center, is concerning. | |
| Will people still be able to access SAP Center easily? | I'm worried about my sharks and the stability they will have at SAP center! | Don't blockout SAP center or make it difficult to access! | MAKE SURE THE SHARKS STAY IN SAN JOSE! As a life long fan and recipient of Make-A-Wish to be a San Jose Shark for a day, I can tell you the team means the world to me and have helped me and so many others in the community! |
| Why is the city of San Jose not properly looking out for the San Jose Sharks and SAP Center, an organization and venue that since 1993 has attracted numerous sporting and entertainment groups while also bringing the city money and it's citizens entertainment? | The San Jose Sharks and SAP Center having necessary street and parking resources to ensure access to the building is not impeded as well as allowing the hundreds of sporting events, concerts, and entertainment shows to continue providing excitement for San Jose citizens and money for the city of San Jose | The communication and relationship with the San Jose Sharks and SAP Center needs to improve. They are vital tenants to our city and the building is just as vital. | If the city of San Jose is willing to landlock the SAP Center to appease other developers such as Google, BART, and VTA, then they should be willing to fund an entirely new arena for the San Jose Sharks hockey club and any other groups that desire to hold events in San Jose |
| Will there be adequate access to SAP Center for commuters? | As a frequent attendee of live events at SAP Center I am most concerned with access to the venue. These concerns include drive times once in the area, parking and walking routes. Without tolerable access to the venue there would be no need to spend my money in a congested downtown San Jose. For a frame of reference it is currently congested but tolerable (at least pre-pandemic) accessing SAP Center. | Adequate parking and access to the arena and downtown restaurants. | |
| Why has this not been approved ASAP by now for the general overall good of San Jose? | Many petty complaints from Shasta-Hanchett area were made before the Arena approval vote; today, we can readily see these objections were proven false, and it seems like everyone enjoys the arena. There is always negative people to change. Just do it for the good of all San Jose. Get this project approved. San Jose continues, even with all the progress, to be a second-tier city as compared to San Francisco. | Make sure enough parking. | |
| What happens to SAP AND THE SHARKS | History | What happens to sap | |
| What other ways of accessing this area will employees, riders, and guests have ? | The possibility of moving the Sharks out of San Jose should be immediately stopped and reconsidered. Accessibility also needs to be a main priority for the people this is affecting. | Accessibility. | Keep the sharks in San Jose! |

DSAP Web Form Comments Fall 2020

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| As an Alphabet employee, I have concerns about Google's need for expansion considering the relaxed Work From Home policy we are currently under and will likely continue to be under in the future. Do we feel that Google still has a need for additional physical footprint in the Bay Area? | I'm concerned about the diminished bandwidth of traffic coming to the SAP Center which, under normal circumstances, accounts for 50% of my trips to San Jose. Traveling by car is not only quicker, but surprisingly cheaper than using CalTrain and I worry about the traffic issues for 41 Sharks home games, 34 Barracuda home games, some 10-20 concerts and events, and 4-24 hockey playoff games per year. | An understanding of what the traffic changes surrounding SAP Center mean to traffic in the area. Will there be traffic and parking diverted to other areas? Is this just considered a downside in favor of other avenues of the project? | |
| Why are parking and street access being reduced when studies show an increase in expected vehicle traffic to the area. | As a frequent visitor to downtown and the SAP Center specifically, I have concerns about the impact this plan and the Google development will have on vehicle access and parking in that area. | Plans need to account for increased, not reduced, vehicle traffic to and from downtown from the Diridon area as well as from surface streets which connect the area from nearby freeways (Montgomery, Autumn, Santa Clara, San Carlos). Significant parking, surface or multi-level, needs to be added to accommodate visitors to Diridon Station, the SAP Center, and destinations that will be part of the Google development. | |
| YouTube and Apple have similar housing near their HQ that was billed as affordable and both of the housing companies operate independently of the nearby tech company. However, each housing building almost exclusively houses company employees from the respective nearby company. What is to stop Google from housing mostly, if not exclusively, its employees in the DSAP affordable housing? | Improved public transportation, sustainability, and making the area more environmentally friendly. | How is this not just another Google campus? Who else benefits apart from Google and its employees? In spite of all the salesmanship, marketing, and PR, everything here seems to be just for Google and its employees. Google now has campuses in almost every city in the world. | Google can save themselves, the taxpayers, and the city money by expanding the campuses they've already built. |
| No additional questions at this time. | Overall vision is commendable. | Parking and traffic flow. I'm all for increasing the usage of public transit and alternative transit. But, we need to be somewhat practical here. For better or worse, a significant portion of the travel in the Diridon area will be automobile based for the foreseeable future. It is unconscionable that this plan includes taking away the SAP Center parking as well as reducing traffic lanes on Santa Clara St (and others). I suspect that the destruction of the parking and traffic capacity will precede my ability to attend an SAP Center event via the BART extension by at least a decade (yes, I'm a pessimist on the timing of the BART extension based on current circumstances). | It seems completely misguided to put together a "plan" for Diridon that for all intents and purposes ignores the primary existing asset in the area: the SAP Center. The plan should be boosting that asset and further integrating it into the fabric of the area vs. isolating it. Almost seems like the planners want SAP Center to "go away". Be careful what you wish for... |
| None | How politicians continue to be bought in the Bay Area | Everything | Google is all about google they are ruining more lives and cities for their own interest and San Jose is going to learn the hard way that google is a disease that spreads like a pandemic |

DSAP Web Form Comments Fall 2020

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| Why can't we coexist?? | We have had season tickets for the San Jose Sharks for nearly 10 years and have attended many other events at SAP over the 27+ years they have been the San Jose Arena. We live in Gilroy and always drive to SAP for events, the trains do not run late enough for us to attend events and get home on public transportation. Usually we arrive at Shark's games early, have dinner downtown and then attend the game. We like the freedom of driving with flexibility to leave early or arrive late depending on work or family obligations. | We like it just the way it is and has been for the last 20-30 years!! | The San Jose Arena is all we have in this area for large scale entertainment, please do not let it die:(I would think after this year of 2020 and our global pandemic, Google has figured out that many of their employees can work remotely and they do not have to redesign an entire city to accommodate their google campus..... |
| I have concerns of how parking and driving transportation will work smoothly with the lack of parking planned from the google downtown west facility and the narrowing of streets in this area. As an avid sharks fan these plans directly impact how I would be able to get to games to support OUR local sports team. I would hate for these plans to directly impact the only sports team I. San Jose and force them to relocate because of it. | The parking and narrowing of the streets is very concerning to me. Seeing how difficult it is now to get to the Shoreline amphitheater due to google increase in traffic makes me extremely nervous for the sap center and attending any sports game or entertainment event. | How the overall plan will ensure that the ability to get to and from the sap center is not greatly hindered and bottleneck by construction and new parking contrasts that will appear due to the expansion of google. | The San Jose sharks are the last physical connection I have to father who passed away. I would be deeply saddened to see the city not try and help this sports team to grow and ensure that it will not relocate. |
| do not get rid of Sap . ands keep lanes to 4 not 2. we work there for IA local 134 Seiu employees and sharks so rethink watcha gonna do please | keeping SAP please | security and keeping a place of work and entertainment for many folks over the big google plans to overrun our sap | |
| Sharks plans | The Sharks need to stay in SAP and in San Jose | Parking | |
| Have you considered how these plans and the ensuing construction will be detrimental to the San José Arena? Have you considered how making it difficult for fans to drive to and park at the Arena will cause artists to choose other venues for their events? Have you paid any attention to the issues Levi's Stadium is having attracting artists because of the friction with Santa Clara and the access issues? What plan adjustments have been considered in light of COVID-19 causing more employees to work remotely and companies possibly not needing as much office space? How will this construction affect the current access and parking at the Arena for upcoming events (once those resume)? How will the surrounding areas, which are currently occupied, be assimilated into this project? Can I expect the same level of parking at the Arena once this project is completed? | The encroachment on the Arena property. The difficulty of parking for an event at the Arena. Google doesn't share very well over by the Shoreline Amphitheater, which was there before they were (much like the Arena). What really resonates is how big money from a tech company can buy what it wants regardless of the occupants of the area. | Considerations of the crowd and traffic levels in the immediate Arena area for big events (e.g., NHL playoff games, concerts by big name artists). | |
| I want to make sure that people can still get to and use SAP Center for hockey and other events easily without traffic or parking delays | the lack of consideration for existing businesses and supporters access | access to SAP Center remaining unrestricted | |
| How will these plans, with little to no increased parking or increased ingress/egress points to key highways How the increased daily commuters? | Impact to easy and safe access to SAP Center and other attractions in the downtown area. | A more comprehensive parking and transportation plan is needed. This seems to be based on unrealistically optimistic assumptions on the use of public transportation that are not consistent with historical public transit use in the Bay Area. | SAP Center, and entertainment opportunities in the downtown area seem to be at serious risk of impairment with this plan, making attending any events in the area a time consuming and unpleasant proposition. |

DSAP Web Form Comments Fall 2020

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| Why are you not prioritizing the ability of SAP Center visitors in your plans? The arena has been in down town San Jose for almost 30 years, your plans are going to inhibit the ability of the visitors to the arena | The fact that it is going to become even more challenging for me to attend Sharks games. I am a season ticket holder who comes for the East Bay. I drive in. I refuse to use public transportation for several reason, 1 being it is not feasible from my location, 2 it is not a safe or cost effective option, and 3 even if I could take public transportation it doesn't run late enough. | Leave the streets and parking alone. This is an absolute insane idea to drop street traffic to 1 lane in each direction. It's already awful to get around near the arena. This is not fair and will eventually run the team out of the area. | This is a disgusting abuse of power to run the team out of town and replace them with Google. This city and community loves this team and this arena and it is absolutely a disgrace that you would do this. |
| Why is Google involved? | I like the SAP Center where it is, thank you. | The city of San Jose is not omnipotent. | The Sharks are one of the few things the city of San Jose has going for it. Don't screw it up. |
| If it is not possible for Google to help the Sharks can they help them out for a new arena that would be more centralized for the hockey fans in the whole Bay Area. | I don't want to loose my team to another city. | The Sharks are an integral part of Bay Area sports for 25 years. The power mover here need to work with the Sharks institution. | |
| 1) How does reducing Santa Clara Street down from four lanes (two each way) to two lanes (one each way) help with the planning? 2) I'm confused on parking; are there really only approximately 2,850 parking spacing being proposed? 3) What will the traffic look like if this Diridon Station plan goes through? 4) What will the traffic look like if both the Diridon Station and the Google Downtown West plans go through? 5) What are the potential crime rate increases? 6) What are the potential ramifications on the housing market? Will the cost of housing go up or down with these changes? | That parking and mobility of vehicles are the major issues. I'm very concerned with adding more trains to Diridon without offering more parking at the station itself. | Number of parking spaces and keeping Santa Clara Street at least as wide as it is. | |
| I have questions about parking, walking to games with all the construction and leaving DTSJ after games. | The parking is probably most important. | What makes San Jose a great city? In my opinion, it is that you can use both transit or your car. In SF you can not really do that. When you develop a large area like this and do not plan for better access points out of downtown and not provide enough parking, then you will make it nearly impossible for some fans to attend games/concerts. Please consider to build more parking structures and have better access to and from the arena to accommodate this development. | |
| Why does the DSAP not provide adequate parking for a possible influx on 30,000 new employees? The current proposal is totally inadequate regarding parking. Why does the proposal reduce major arteries in and out of the Diridon area from 4 lanes to 2 lanes? This proposal will create total gridlock just like construction around Chase Center in San Francisco? What mitigation measures are proposed to lesson construction impacts regarding attending events at SAP Center? Such a huge increase in traffic, lack of parking, and continuous construction will keep people from attending events at SAP Center. | I am not anti-growth but I feel the DSAP severely underestimates the impact this development will have on events at SAP Center which has become the cultural center for San Jose. | Improvements are needed in 3 areas: 1. Street network access 2. Parking 3. Construction impacts | It would be a shame if the impacts of the DSAP forces the San Jose Sharks to relocate. Not only would San Jose lose its beloved professional hockey team and millions of dollars in revenue but San Jose would lose the venue and revenue for other events because the arena could not support itself without a pro sports franchise. |

DSAP Web Form Comments Fall 2020

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| <p>1. Displaced residents: Your report states in the Google redesign of the Diridon Station area, 68% are renters, half of which are very low income. Yet only 25% is planned to be affordable housing. Where are the other 43% to reside, plus the displaced home owners/ non renters?</p> <p>2. Building heights: with higher, condensed buildings, more open space is needed for healthy mental well-being/ not claustrophobic environment, especially from ground level. And now with COVID, we need more open space.</p> <p>3. Is it true the streets around the SAP Center will be one lane in each direction, especially Santa Clara, Autumn, and Montgomery? Is this wise? Currently, these streets are full, especially during after work commute. And worst with dedicated lane/s for mass transit/ bicycles.</p> | <p>4. Mass Transit: Arrivals to SAP activities, parades, marathons, street fairs, etc. are usually staggered, thus mass transit works. However when the events are over, mass transit is inundated by thousands trying to return home all at once. This discourages me, especially being a senior citizen, to have to battle crowds to get home. And again COVID requires spacing to stay healthy, not "massing".</p> <p>5. Where's the parking? To take mass transit at Diridon, to attend activities at SAP/on street, to reside, to shop, etc.? The maps/illustrations do not include any. Will there be a distinction between residential and commercial parking? A sufficient amount?</p> | <p>6. COVID HAS CHANGED OUR WORLD. This Google take over of San Jose may no longer be a good idea. Mass transit needs to be replanned. The Google plan needs to be overhauled!!!</p> | |
| <p>Why am I reading an article today about the possibility of the San Jose Sharks moving? Why is this article blaming the city for not keeping its most recognized and valuable commodity happy? What is the city going to do to address these concerns the San Jose Sharks have?</p> | <p>The fact that the city of San Jose is being called out by the Sharks for its lack of consideration for them</p> | <p>Clearly your relationship with the Sharks. Also, isn't SAP center the most used arena in the country. How do you not have a plan for that?</p> | <p>I have been attending Sharks hockey games in downtown San Jose for over 20 years. It is by far one of the greatest sports environment the bay area has to offer. It is clearly the heart and soul of the city. If city does anything to jeopardize that the shame on you. Its extremely disappointing and heartbreaking a bunch of political hacks would jeopardize the Sharks.</p> |
| <p>none</p> | <p>I live in Sacramento. As a long-term Sharks fan I am concerned both with the amenities around the SAP Center and the ease of access. As for amenities, there is no doubt in my mind that amenities close to, or next to, these types of venues help to make them special, and worth a trip in themselves. Fenway Park, Dodgers Stadium, Yankee Stadium and Century Link/T-Mobile Park come to mind in my experience. Chase Center and Oracle Park have potential. SAP lacks any of this EXCEPT venues like the Poor House Bistro. The place is a gem. The proposed development seems to eliminate/replace this "organic development" with something likely very ordinary. That would be unfortunate. It would be simply sad for me to see what appears to be just more, relentless, corporate homogenization. I would be less likely to visit.</p> <p>As for access, it seems pretty clear that the "beef" by SAP Center interests is a negotiating tactic over who shares in the parking revenue. I want better access and more parking. I understand I will have to pay. Finally, the area around the SAP Center needs to be improved. It is underutilized in an economic and urban planner sense. But, it needs to be special in some sense.</p> | <p>Same as above: I live in Sacramento. As a long-term Sharks fan I am concerned both with the amenities around the SAP Center and the ease of access. As for amenities, there is no doubt in my mind that amenities close to, or next to, these types of venues help to make them special, and worth a trip in themselves. Fenway Park, Dodgers Stadium, Yankee Stadium and Century Link/T-Mobile Park come to mind in my experience. Chase Center and Oracle Park have potential. SAP lacks any of this EXCEPT venues like the Poor House Bistro. The place is a gem. The proposed development seems to eliminate/replace this "organic development" with something likely very ordinary. That would be unfortunate. It would be simply sad for me to see what appears to be just more, relentless, corporate homogenization. I would be less likely to visit.</p> <p>As for access, it seems pretty clear that the "beef" by SAP Center interests is a negotiating tactic over who shares in the parking revenue. I want better access and more parking. I understand I will have to pay. Finally, the area around the SAP Center needs to be improved. It is underutilized in an economic and urban planner sense. But, it needs to be special in some sense.</p> | <p>None thanks</p> |

DSAP Web Form Comments Fall 2020

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| <p>Why has the DSAP not included a detailed study of the impact to the San Jose Sharks and continued support of the Arena as a music and show Venue?</p> | <p>What resonates with me most: That after being a season ticket holder for nearly 25 years and continued concert attendee at the arena, the San Jose Sharks may be forced to move. It is very sad to think a National institution like the San Jose Sharks that has done SO much for the local and surrounding communities are not being taken into consideration. I have lived in the Greater Bay area (Alameda and Contra Costa County) for my entire life (52 years)- This continued lack of protecting our most cherished values to our communities (Oakland Raiders to Las Vegas, Golden State Warriors to SF, and now the San Jose Sharks to who knows where) has me thinking of actually moving not just out of the Bay Area, but out of the State of California.</p> | <p>The awareness that continued growth and development are not always the most important thing to a community. Limits should be made to this growth before it is too late. The local support that has been here giving of time and money for our lifetimes are taking the back seat to the over powering GOOGLES of the world. Very short sighted and this needs improvement before many of the "LOCALS" get up and move away...</p> | <p>Thank you for the opportunity to voice our concerns and experience from the last 25 years. I hope that there will be more discussion and heed the NON-STOP GROWTH of the Bay Area. Let's hope you will be able to find a balance of providing for the needed housing and development while making it possible for the San Jose Sharks (A major NHL TEAM) to stay in the South Bay at the City owned Arena. I moved from Alameda county this last year to get further away from the already over developed city of Dublin, CA. I continue to drive all the way from the Central valley from Oakdale, CA. to be able to attend Games and concerts. San Jose was one of the last great venues for incredible entertainment. Without the Sharks being there, I do not think I would ever come back.</p> |
| <p>Questions around street capacity issues, major parking shortfalls and construction impacts - the gridlock once built and during construction is all but guaranteed if this ends up being developed as proposed. These changes/construction will severely limit access not only for downtown employees, but transit riders and SAP Center guests such as myself intending to reach the Diridon area by automobile. Most will have few, if any, other transportation options to reach the area for the foreseeable future. I for one park right at/or across out of safety and convenience. Question regarding revenue loss for the City of San Jose if the SAP Center cannot be accessed or attract performers/host games.</p> | <p>See above and below comments</p> | <p>City planners need to address the street capacity issues, parking shortfalls and construction impacts in a manner that does not jeopardize the SAP Center; the gridlock is all but guaranteed if this ends up being developed as proposed. Ive enjoyed numerous Sharks games, concerts and ice skating events/championships and traffic and parking was already tough enough even without Google. I strongly believe SJ needs the SAP Center to remain competitive and attract these venues or lose it all/revenue to the Chase Center in SF!!!</p> | |
| <p>How are the San Jose Sharks being incorporated into this project? What will be done to ensure the public safe access to the SAP Center? How will the additional (Google) vehicles be appropriately accommodated in terms of parking? What are the plans to adequately coexist with the SAP Center and its surrounding neighbors?</p> | <p>The complete disregard of the staple of San Jose: the San Jose Sharks. For generations the hockey team has provided to the community and the economy. In order for the DSAP project to progressively move forward, the SAP Center must be taken into consideration. The thousands of Sharks fans who annually swarm to the Shark Tank are being belittled in favor of the potential Google population and the accompanying persons within the additional commercial spaces.</p> | <p>There must be revisions to the street design surrounding the SAP Center. Plans to narrow lanes from four (4) to two (2) overlook the likelihood of frequent traffic jams. SAP Center and SAP Center Parking footprints MUST be respected</p> | <p>The San Jose Sharks must stay in San Jose. Google and the tech business will not have significant difficulty relocating within the Silicon Valley.</p> |
| <p>How will this affect the SAP Center? Will the Sharks have to move?</p> | <p>Not only will this affect the SAP Center, home to the San Jose Sharks and their hundreds of thousands of fans, this will also affect the area around. Traffic will be much more congested and it will be difficult to find parking</p> | <p>Please, have Google reconsider their plans. Think of the people in San Jose</p> | <p>#KeepTheSharksInSanJose</p> |

DSAP Web Form Comments Fall 2020

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| <p>Have you even considered that the SAP center and all its entertainment packages it offers to the residents including the Sharks team which if this plan with the limited traffic restrictions closing two lanes on very busy access streets, limiting the parking for those attending these events may certainly tell the Sharks and the company that owns both the SAP center and the ice rinks by Spartan Stadium for the practice facility for the Sharks and Baracuda , two teams plus all the concert venues that play here and multiple play offs with Tennis and skating Disney on Ice, basketball etc. will be moved and take away the heart of San Jose and all that the SAP offers and move it to some other state ? I have been a Sharks Pak holder since the first year they opened and I REALLY DO NOT WANT TO SEE THIS FACILITY COMPROMISED IN ANY WAY. Google and all these high tech companies are screwing up the whole delight of living in California. The cities build housing that is ruining our neighborhoods with traffic which no added streets or anything to accommodate the residents that enjoyed their neighborhoods can bear. We are moving in rapid numbers as it is because of high taxes and insane real estate , utilities and everyday neccistities. DO NOT APPROVE THIS PLAN TO RESTRICT STREETS AND PARKING FOR THE SAP CENTER. It would be devastating to lose this arena and its parts for not only the entertainment but for all the surrounding restaurants and other venues in the area.</p> | <p>It just is a killer for the SAP center. The parking , the reduction in street lanes, the inaccessibility to the major contributor of entertainment in the downtown area. Its insane.</p> | <p>The SAP center needs to be considered an asset of the plan/</p> | |
| <p>No questions</p> | <p>N/A</p> | <p>N/A</p> | <p>I just hope whatever plan the city comes up with doesn't drive out the San Jose Sharks. Having a major league sports team is a boon to exposure and brings in \$\$ for the city. There are people on the other side of the world who know the city of San Jose for one thing and it isn't computer companies: The San Jose Sharks hockey team. Do you know that several of the high profile players on the Sharks have stuck it out with the Sharks over the years not because it was the Sharks franchise but because it was the San Jose Sharks franchise. I sure hope that kind of loyalty means something.</p> |
| <p>How will you preserve the SAP Center so it will remain an anchor to bring the people of the City of San Jose to a place for sports, music, cultural events? I will you provide adequate access and parking for the guest of SAP?</p> | <p>How you work with the San Jose Sharks to help them remain a franchise team in San Jose?</p> | <p>Adequate parking and road access to the SAP Center.</p> | |

DSAP Web Form Comments Fall 2020

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| How will you preserve the SAP Center so it will remain an anchor to bring the people of the City of San Jose to a place for sports, music, cultural events? I will you provide adequate access and parking for the guest of SAP? | Save the San Jose Sharks from leaving SAP Center | Better parking and automobile access to SAP Center | |
| Saving SAP Center for the San Jose Sharks | Keeping San Jose Sharks in SAP Center | Adequate parking and access to SAP Center | |
| Do they have any OPTIONS for transportation into the downtown/SAP/Diridon areas??! Will VTA and Cal Train be affected?? HOW are people supposed to get to WORK (once COVID is suppressed)?? | The effect it will have on future events at the Arena, and downtown (which NEEDS more foot and car traffic for business!!) HOW will people be able to come to the SAP center, CPA, California Theatre, Civic Center, CONVENTION CENTER (!!), or even SAN JOSE STATE UNIVERSITY!!?? | We need a centralized transportation center for VTA, Light Rail, Cal Train, and Greyhound! Take a look at the ARTIC center in Anaheim!! It combines ALL of their public transportation into one hub!! Taxis, Uber and Lyft are also available, as well as Hotel Shuttles, and shuttles to/from the SNA (Orange County Airport)!! | |
| How will this affect the events put on at SAP Center moving forward, most specifically San Jose Sharks games? | I'm most concerned about Google's plan for mixed use development. | I'd like to know more about the effect these plans will have on the SAP Center. | The San Jose Sharks have been a mainstay of San Jose and the Bay Area at large for almost thirty years. The Sharks helped put San Jose on the map, and the presence of a major arena in San Jose has provided entertainment to millions of people for over twenty years. When moving forward with this plan, consider the impact that new developments will have on traffic for folks attending events at SAP Center. Don't push out the fans and the hockey team who have helped revitalize the charm and culture of downtown San Jose. |
| Looks good on paper. How will the greatly increased density impact surrounding communities and transportation infrastructure? | It would turn San Jose into a real city in stead of a collection of suburbs. | Parking/transportation appears to be getting insufficient attention. Wouldn't want to create the same traffic nightmare New York, Chicago and other big cities 'enjoy'. Also, while it is being mentioned that keeping the SAP center viable, haven't seen too much concrete plans to do so. | |
| Where will SAP Center employees park? How can you guarantee fans won't be inconvenienced by traffic and construction? Have you considered some acts may not come to San Jose during all the disruption? They will go to Chase Center in SF instead. Two lanes on Santa Clara St is ridiculous. You need to widen not narrow the roads around the development. | You need to consider the Sharks. If they leave I have no reason to come downtown. | Where is the commercial space? We need restaurants, bars, and other nightlife around the area. | |
| Where will the 17,000 fans that often watch the Sharks Game Park? | The disregard for the established NHL Program that has given millions of dollars back to its' community. | Where is anyone going to Park? Public transportation is really not that great of an option. | The planning committee could have done better. Did they even look to see where they were making plans to build on top of? |
| Why disregard the value of a brand linked to the area for development? | The sharks organization provide a multi draw aspect to the Silicon Valley. Hockey is a lot deeper into your demographic than you think. | NHL arena and development. | Keep the sharks, don't be dumb. |
| How does this plan map to the reality that California does not have a good public transportation system and therefore many of us still need to drive single cars to get around—which means decent parking availability and realistic traffic management? | I love SAP center and this plan seems to favor Google's interests above everyone else's, including SAP's and its customers. | Consideration of SAP's needs and those of us commuters from other cities who have to drive cars and need parking. | |

DSAP Web Form Comments Fall 2020

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| What are you doing to ensure the Sharks are taken into consideration? Also why do you think Santa Clara street will not become a nightmare once the Google employees arrive? I've worked for Google for six years and despite all their efforts, Shoreline boulevard exit on 101 is always backed up for sometimes over a mile. | That the plan is out of touch with the Sharks and the people of San Jose. | Create a wider Santa Clara street and add a parking structure to the SAP center that would allow it to operate during construction. | Like I said, I worked for Google for six years and can attest that every freeway entrance and exit near their Mountain View hq is a nightmare. They can do all they want with the transportation but the bottom line is people still drive and there is rarely enough spots for the amount of workers present. Leaving work is a nightmare and can sometimes take over an hour just to reach the freeway entrance from your own office. Literally an hour for a few lights. |
| In what way is it okay to prioritize corporate interests over citizens? How is it okay to drive out a hockey team that has done such good for our community? Are you going to fight to keep the Sharks at SAP? Are you going to provide SAP Center parking so it can continue to serve the community as the entertainment and cultural hub? Or is this whole thing really about making Google and their deep pockets happy? This isn't responsible growth. This is greed. | The lack of consideration this whole project has shown is astonishing. Downtown San Jose doesn't need to be a Google haven. It needs to be a cultural hub FOR CITIZENS. A place where culture not corporations thrive... and SAP center and the events it holds is an integral part of this. The charm of the location of our arena is that it's so central, it's within walking distance from restaurants and bars. People can join together as a community and celebrate Sharks' wins or get dinner before a concert. The environment brings people together. And in a post-pandemic world where we can return to interacting safely, that unity and sense of community will be sorely needed. | More consideration for how much this community values the San Jose Sharks and their organization. The outreach they have done to not only help the community but bring hockey to kids who might not have had access to it has been beyond appreciated. The Sharks are a source of unity and a HUGE source of pride for San Jose and to propose conditions that would make games impossible to drive to is a travesty to the community. Not being able to park at SAP would make it impossible for someone like myself who moved out of town and relies on my car to get me there.. For the Sharks to come out and say they don't know if they have a future here is devastating to the people of San Jose and surrounding cities. And it should be a very clear sign that this plan is not a good one. | Do better. San Jose deserves better. The people want better. People. Not corporate interests. |
| Where will we park to attend events at SAP? How will we get to SAP during construction? | There seems to be ZERO concern for the SAP Center in this plan. It was nice to see it labeled on the map, but that is the only recognition that it seems to be getting. It has been the center of activity downtown for years and now the city is acting like it doesn't even exist. | Parking. Traffic Flow. Including SAP Center in the plan and being excited about it enhancing the plan rather than seeing it as a burden to the plan. | |
| What is the city of San Jose going to do about making sure the San Jose Sharks stays at the Arena? | Keeping the San Jose Sharks at the Arena. | Find Parking and access for the fans. | I have been a San Jose Sharks fan since the beginning. I feel the City needs to find a way to fix the problem I am hearing in the news. Please figure out a way to keep them there, the City needs this. |
| How is traffic going to be handled given the increase in people and actual reduction in parking? This has already gotten worse with the new rental units downtown. | I worry the most about how we would be able to get into the area during the evening and park for sharks games. | Need to see more parking and how you would propose to protect people attending sharks games | If this ends up moving the sharks I will be bitterly disappointed, and would consider leaving the area altogether. |
| How do you plan to allow people to park?? The rising costs of the Bay Area make it tough already. Can't imagine how I'll be able to see a Sharks game... | This seems like wishful thinking that transit solves everything. People still need to drive to concerts and games. This doesn't make sense. | Don't forget about parking! Sharks fans and music fans from all over Northern California and central California need parking lots! | The Sharks having to relocate to a new arena would be devastating as a fan and as general income to the city. SAP center would be a disaster to get to. My family has traveled from Fresno since 1995 to go to games. We would drive up and back the same day. Making parking harder to find and more expensive would have made it impossible for me to have become a lifelong Sharks fan. Now I currently reside in the Bay Area and don't want to see the same mistakes SF took happen in SJ. |

DSAP Web Form Comments Fall 2020

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| See below. | Work with the Sharks to alleviate their concerns. The Sharks have provided the city with enjoyment for over 25 years. We do not want to lose them!!! | Re-address the parking and traffic needs. | |
| How close could I park to SAP for any event. I am handicapped. | There will be no easy access to SAP and no easy parking. | Parking and access from freeway. | We need to keep easy access and plenty of close parking for the SAP arena. |
| None | Reducing road lanes and parking to accommodate a project that is going to increase traffic sounds ridiculously stupid. | I don't even know where to start. | If the Sharks have to leave San Jose because of this I am going to be endlessly angry at every single person involved with this project. The SAP center has been an important part of our lives since my family moved to the South Bay, and it would be really disappointing to lose that important piece of San Jose's culture. |
| Will the city force the Sharks out of San Jose due to poor coordination of infrastructure projects and lack of foresight? | The San Jose Sharks staying and thriving in their current arena for the next 50 years. | Coordination between all the various planned infrastructure and transportation projects. | |
| It seems like this downtown development wants to segregate people outside of the area, by not providing enough parking, expecting to have all of the people using public transportation without thinking that the pandemic might last for several years | environmental sustainability | Parking | |
| Will there be parking available for Sharks games? | The lack of concern for the patrons of the Sharks. I have supported their existence by having season tickets for over 30 years. That means I visit downtown San Jose before the game for drinks, dinner, attend the game and then visit with friends at other downtown establishments after the game. All this and parking too comes to a financial cost to me but a support of San Jose businesses and taxes to San Jose. Considering that this expenditure is made over 40 times a season I think you can understand the financial impact of 17,000 people per game this will have on San Jose if the Sharks are forced to move. | San Jose's way of thinking. Conceding to anything that Google wants is a great mistake. Parking for the Sharks games now is workable. Any changes to the status quo will create a ripple effect. To the point that visiting downtown San Jose would not be worth the hassle nor the cost. This includes Sharks games themselves. With fewer season ticket holders I'm sure the Sharks would seek another city to play in. And the lure of a Google city in San Jose would not entice one to visit more than once. Consider that a Sharks season would mean downtown would have up to 17,000 people visiting and spending money at San Jose businesses more than 40 times you can do the math. | While other cities are enticing sports franchises to come BACK to their downtown areas it seems San Jose is doing the opposite, Turning their backs on established in town sports complex in hopes that a company which can change direction in a fleeting moment will be the tax base they expect. You should work WITH the Sharks and not turn you backs on them. Work in concert for they are money in the bank now and in the future. |
| What is the whole point of this? | SAP CENTER | Everything | The SAP Center isn't just a building in San Jose, it's a part of San Jose's culture and what we're known for, it brings in revenue throughout out the whole year, and it makes the population of San Jose feel like it's a part of the them. Since 1991 the Sharks have played every game in that building, it's a part of what San Jose is known for, there aren't just hockey games there, but also concerts and we have to realize that Google has land in Silicon Valley where they could simply just expand and continue their success. |

DSAP Web Form Comments Fall 2020

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| What are you doing to accommodate the San Jose Sharks franchise and their fans as it relates to construction's impact on SAP Center accessibility. | The threat these undertaking's pose to the San Jose Sharks residency in San Jose. | A plan needs to be in place so that construction happens at a pace that doesn't cripple the San Jose Sharks ability to host regular home games at the SAP Center. The lack of attention to this detail is troubling to say the least. The Sharks are a Bay Area institution and simply cannot be impacted. It is among one of the last really affordable family entertainment options as it pertains to live sports in the Bay Area. | |
| Does Google need all this space in light of the new age of work from home? Covid has made us reconsider the need to be in big office complex in our little cubicles. | A congestion nightmare worse than Time Square. Do we really need this? | Build a New Shark Stadium at the much unused Fairgrounds and sink some city money into improving that large patch of land. | Do you have a plan for the homeless that live in the area marked by the yellow margin? |
| This seems like it is going to be a traffic nightmare for attending anything at the SAP Center. What are you doing about more not less parking in that area? | Parking and traffic. Reducing street size is never a good idea. Bringing more people to the area and reducing traffic patterns looks like a recipe for disaster. | This needs to be better thought out. SJ needs the revenue of the housing and business but this plan will just make that area a place to avoid. | |
| How will you guarantee parking and improved transportation to SAP center during and after construction ? | 18000 people regularly commute to SAP center for various events. SAP is a marquee part of San Jose. Transportation to and from SAP must be easy affordable and accessible at all times. | Light Rail and Caltrain must provide extra trains in all direction before and after all SAP events. IE the removal the Shark Train was a big mistake. Additional parking must be made available near stations for what is lost during this transition. Think park and ride With additional passengers you need to reduce prices and during constructions prices need to be lowered. | If you can't accommodate SAP fans who have been coming for 30 years in many cases you need to outline plans to move the stadium to a more friendly San Jose location as part of this plan. |
| What allowances for parking and travelling by car are going to be incorporated? | While a vibrant downtown and development is needed, the existing needs of the community need to be taken into consideration. | It is extremely disheartening that the San Jose Sharks might be forced out of San Jose due to this project. Not only are they an established community institution, but they good that they do through community and fan outreach is beyond compare. As a public school teacher, my class participates in Reading is Cool each year and the support that they provide for the educational community is outstanding. It would be beyond sad to lose such a caring organization, who not only seeks to provide entertainment but truly looks for ways to better our community at large. The other events held at SAP generate untold amounts of revenue for our community from local restaurants to hotels to ride share drivers. Please reconsider stripping SAP center of the parking and travel routes that they need to stay afloat and remain rooted in San Jose. | |
| Why would you not work with the SAP Center and the San Jose Sharks so they remain happy in San Jose? | The fact you are planning to reduce parking and traffic lanes, threatening the Sharks to depart from San Jose. | Perhaps add more parking, allowing the Sharks to utilize garage parking (similar to Levis Stadium). | The San Jose Sharks have been the heart and soul of San Jose for the last 30 years. Their departure would mean the City of San Jose would lose its soul. The hotels, restaurants, bars would all suffer. Children growing up in San Jose will not have a sense of pride for their city. It would be extremely sad. |
| How will this affect local businesses and sports teams? How much revenue will it bring in compared to having these teams stay in San Jose? | Reducing parking in an already overcrowded area. Potentially forcing a team out of the city which will harm small businesses who rely on the consumers who go to these games. | Reduce the size | |

DSAP Web Form Comments Fall 2020

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| <p>What will you do to keep the Sharks in SAP Center with the developments?</p> | <p>I love the idea of revitalizing downtown and adding more public transit</p> | <p>WORK WITH THE SAN JOSE SHARKS!!! They bring a lot of life and business to the community and thousands of families rely on their presence to play their favorite sport! Narrowing the streets and removing parking around SAP Center would make game days and concert nights almost inaccessible. They MAKE SURE THAT ANY DEVELOPMENT DOES NOT AFFECT THEIR ABILITY TO PLAY OUT OF SAP CENTER! They are the soul of downtown and a model organization that any city in the country would be proud to call their own. PLEASE ensure that they will have the support and amenities they need to continue making our home city of San Jose such an amazing place to live.</p> | |
| <p>I'm concerned about the lack of parking, driving, and easy access to the SAP Center for Sharks games and other events. While it would be nice to be a city that relies on public transportation, the South Bay is nowhere near there, and most people still drive to the arena. I'm concerned these plans would make that harder and more frustrating.</p> | <p>I think more restaurants and nightlife is a good thing to build up the area. Public transit leading right to San Jose is also a good thing.</p> | <p>Traffic and parking.</p> | |
| <p>Have you given serious thought to your ultimate sacrifice of 2 of BIG money makers for downtown San Jose and the City of San Jose for over 28 years? Did you really look at what will happen with the traffic that is caused by all of these so called "improvements" coming into a very limited sized areay? Are you willing to give up a secured big money maker for the City of San Jose for 1 very rich Tech company that i might and might not stay with in the City because of our lack of secure electricity in the very hot summer months? Will Google offer those who end up unemployed because of the sacrifice of the SAP Center a job with Google to make sure that everyone does not suffer from this poorly planned project?</p> | <p>The serious long term planning and the ultimate results of this? The ultimate sacrifice of the one building that has put San Jose on the map as a serious sports & entertainment destination Does San Jose want to copy the traffic nightmare that Chase Center & the San Francisco Giants have and do the planners really think San Jose and the business's that will suffers because of this survive?</p> | <p>The traffic situation that will result from this possible boondoggle of a project. The thought of the City Planners being star struck by Google coming in and taking over such a huge part of important land and not working out all of the kinks. Just being going along with what ever Google says. You all have college degrees--USE THEM!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!</p> | <p>The City Planners have to get over the fact that it's Google they are dealing with and stop and consider the long term effects the Google campus will have on the City as a whole. The City Planners are clearly just in another world of their own if they plan on going thru with this and not looking at and considering the long term effects it will have on San Jose in so many other areas, areas that helped put San Jose "on the map". Are you really willing to put a successful sports team, a team that had no plans of leaving San Jose and a Arena that has brought millions of much needed dollars into the downtown hotels and restaurants up for one tech company? A tech company that only two years ago thouth twice about staying hear at all due to the Power Shut Downs that happen in the very hot months of summer? Really??!!!</p> |

DSAP Web Form Comments Fall 2020

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| <p>How do planners plan to mitigate traffic congestion if they are decreasing the number of lanes on Santa Clara Street and the surrounding roadways? How do planners plan to manage parking and street access to account for the increase in workers and the riders driving to the area to utilize public transit? How will the city account for and manage pedestrian safety in the area while construction is underway? How does the city plan to work with SAP Center, a long-time revenue driver and City partner, and residents and small businesses as it develops these projects? Right now, it seems like the City is not working holistically with SAP Center or community stakeholders, nor recognizing the value patrons to bring to the City. In fact, it's putting those relationships in jeopardy.</p> | <p>How wasteful and near-sighted this plan is, especially with remote work here to stay and many people moving out of the Bay Area.</p> | <p>Consideration for traffic congestion - this project only seems to add to it. Significantly more parking. Safe access to SAP Center.</p> | <p>It's unfortunate the City is considering a plan that jeopardizes access to the only major entertainment venue in the city, one that no doubt brings in millions of dollars every year, based on the hope that it will revitalize the Diridon area with a development that will feel as soulless and be as empty as downtown Sunnyvale. This project, while ambitious, seems outsized for the area and for the demand. San Jose has a downtown, it has San Pedro's Square - why the City feels the need to bring more congestion, more wasteful construction, reduced parking and alienate its allies for a project that is already outdated - considering new remote working trends, tech workers leaving the Bay Area and new social behaviors - is baffling.</p> <p>If the San Jose Sharks move out of San Jose, you risk eliminating hundreds of jobs. You risk losing the thousands of patrons who flock to SJ on game day and provide an economic influx to local bars and restaurants. You risk losing a key part of the city and the region's identity. You risk more small businesses closing.</p> <p>Sadly, you likely have promises from developers on how this project will line the City's pockets with revenue from a demographic (tech workers) that is transient in nature and is already leaving the area. You have already lost some of the city's soul by selling parts off to Google. If you ever had the chance to visit Patty's bar on game day, you'd know what San Jose is really about. This project isn't it.</p> |
| <p>When our family attends events at SAP center, we need parking as we come from the East Bay. Based on reading the current draft, there is a critical shortage of available parking let alone when there is an event at the Arena. Also during the Construction how are you planning on having the access to the Area. Seems that there is No plans for this.</p> | <p>Seems No consideration is being given to the needs of the Arena!</p> | <p>Access to the Arena and providing parking.</p> | <p>We as a family prefer going to events at SAP center over the Arena other venues in the Bay Area. If the current plans are implanted, this will change our making SAP the first choice. We usually attend 12 plus Hockey Games a year at SAP, plus 4-6 other events. When we attend, we dine in one of the restaurants in the area</p> |

DSAP Web Form Comments Fall 2020

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| <p>Why does Google need to encroach on the footprint of the Shark Tank? Specifically, the north parking lot, and the smaller parking lots to the south.</p> | <p>The impact, both from a traffic standpoint and the encroachment on the footprint of the SAP Center.</p> | <p>Refer to previous questions/statement.</p> | <p>The SAP Center (Shark Tank) has been a staple in this area for over 25 years. The value that arena brings to the immediate vicinity, and both San Jose and Santa Clara County in general, has been tremendous. It is a prime venue, not only for NHL hockey, but a variety of different events. That venue was the reason the San Pedro Square and surrounding areas has boomed as much (and as quickly) as it did. It has been the most fan/event-attendee friendly arena due to the ease of traveling there, parking options, and walkability to the arena from the aforementioned variety of parking options. This proposal, as designed, is going to turn that completely in the opposite direction.....it will turn it, from a traffic and parking standpoint, into a venue that people will avoid due to the hassle to drive and park there. For all that the SJ Sharks, and the SAP Center, has done for the city of San Jose, this is the thanks they get? Absolutely disgusting!! If this goes through as designed, I would not blame the Sharks for seeking a different venue (outside of SJ based on the way they are being treated) and I hope it completely backfires on the City of San Jose and causes financial catastrophe for the City and Google!</p> |
| <p>What is the impact of closures to parking near SAP?</p> | <p>The possibility of the San Jose Sharks leaving town as a result.</p> | <p>More public disclosure.</p> | <p>I am a fan of the San Jose Sharks and I enjoy frequent trips from my hometown in Sacramento to attend many Sharks games during the hockey season at the SAP Center. I am writing to share my concerns with elected officials and to implore you to ensure that as City planners, you address the street capacity issues, parking shortfalls and construction impacts in a manner that does not jeopardize the SAP Center, its events and its fans.</p> <p>SAP Center has a long- standing history as serving the city of San Jose's community arena, and hosting a wide-ranging line-up of diverse sporting and entertainment events. It is imperative that the city of San Jose protect the arena and that these massive development projects are planned and implemented so that the City-owned arena can continue to operate as one of the largest contributors to the economy of downtown San Jose. Without this support, the arena simply cannot survive. I want to see the SAP Center remain viable and preserved for future generations to come.</p> |

DSAP Web Form Comments Fall 2020

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| <p>Please keep SAP Center (Shark Tank) in mind during your planning. The Shark Tank has made downtown San Jose a destination. We always eat downtown before going to a game or concert. The San Jose Sharks have given the city an awesome team to cheer for. I have seen a million concerts at SAP Center and have the ticket stubs to prove it (Circus, Rod Stewart, Celine Dion, Bon Jovi, Coldplay, Gabriel Iglesias, Katy Perry, Michelle Obama, Maroon 5 just to name a few). I believe in progress, but I also believe in compromise. You guys are smart. I'm sure you can come up with a plan that provides more parking for people that attend the events as well as more through traffic lanes by the tank. It would be a crying shame to lose the Sharks to another city. I love the Sharks and SAP Arena more than I like Google.</p> | <p>Be a good neighbor to the San Jose Sharks and SAP Center.</p> | <p>Be a good neighbor to the San Jose Sharks and SAP Center.</p> | |
| <p>How will you ensure that an icon of the San Jose culture and identity, the San Jose Sharks and the Sharktank, are supported by access and experience as part of the downtown west plan?</p> | <p>Light rail is inconveniently routed, disconnected in space, time, and schedule from the Sharktank and other transit options. Develop parking, transit, entertainment, community and culture as an integral experience with the Sharktank and the Sharks as a social hub for the people of San Jose and the downtown west project</p> | <p>Sharktank access and parking and surrounding experiences</p> | |
| <p>How are you planning to allow space for a new arena? The bottom line is SAP will be the NHL's second oldest arena once Calgary builds a new arena for the Flames. It won't be long until the Sharks pressure the city to help finance a new building (or provide the land for it), or threaten to leave -- right out of the pro franchise playbook that the 49ers, Warriors, Giants, and A's have used. Most Live Nation concerts now go to Chase Center in SF. To be competitive, SJ will have to build a new arena nearby or completely renovate the existing building. If not, San Jose will be a dead city with little to no nightlife. It's pretty bleak now, especially on the music side.</p> | <p>I hope to move soon, so it won't matter much to me, but the music scene is pathetic in downtown San Jose. You have to go to the Fox or Paramount in Oakland, or travel to SF and attend shows at the Warfield or Masonic (or dozens of other small venues) for popular music. San Jose is really dead.</p> | <p>See above. And how about some common sense? Which morons are proposing two lane roads in the area by the train station and arena. Apparently some people need a good kick in the ass. This isn't Amsterdam or Copenhagen.</p> | <p>The people planning San Jose need to get their collective heads out of their asses and make common sense changes . . . THAT THE PEOPLE WANT. A huge Google center will do nothing if people have to drive to San Francisco or Oakland to get their entertainment fix. And I'm talking young people -- they want to see live modern music at nearby venues -- not the \$#@! opera. Open up the California Theater to other events, like Rock, pop etc.</p> |
| <p>HOW WILL YOU SAVE THE SHARKS?</p> | <p>SAVE THE SAN JOSE SHARKS, BUILD ADEQUATE PARKING</p> | <p>SAVE THE SAN JOSE SHARKS, BUILD ADEQUATE PARKING</p> | <p>SAVE THE SAN JOSE SHARKS BUILD ADEQUATE PARKING</p> |

DSAP Web Form Comments Fall 2020

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| Why is the google planning not considering the existing SAP Center livelihood and the reason that makes san jose great. Taking away and making it difficult to visit the facility will make the residents unhappy and therefore risking a satisfied community. | Google planning taking away the simple needs of the SAP Center. Accessing the SAP Center. Not willing to work together on resolving important access and parking issues. Building parking structures in existing parking lots. | Access | The San Jose Sharks organization brought life into the downtown San Jose area. There should be more consideration of the need for better street access, parking, parking structures and public transportation access for the Bay Area residents to access their one and only entertainment venue. Taking away the opportunity for entertainment will take San Jose back to the days of run down and unappreciated downtown area. The need to work with the SAP Center and their concerns are imperative for their livelihood. Consider parking structures, 4 lane street, clear access for public transportation to the SAP center (lightrail) so the public can feel safe and a sense of working together to keep downtown san jose a great place to visit. |
| Why would you want to lose the Sharks? | The San Jose Sharks are the best thing that has happened to San Jose in my lifetime. My family and I enjoy going to the games. We frequently go out to dinner in San Jose before the games. Anything that would jeopardize the future of the Sharks staying in San Jose is a bad idea. I live in Livermore. Without the Sharks I have no reason to come spend my money in your city. | Fix it to keep traffic flowing around the arena. Add more parking. Don't give a reason for the Sharks to leave. | |
| In regards to the SAP Center access and parking situation between the City of San Jose, Sharks and Google, I'm hoping that a resolution is found ASAP. I'm asking that all parties work together to ensure that our city's professional hockey team does NOT LEAVE. I'm sure something could be figured out that is win-win for all involved. I can't even begin to explain how much this team means to me, my friends and family that have lived in San Jose our whole lives. | The potential of the San Jose Sharks leaving the city... | Whatever needs to be done to ensure that the San Jose Sharks do not leave the SAP Center. | As a life long San Josean, I'm very concerned about the discussion regarding the San Sharks' possible departure from the city/SAP Center. I'm appalled at the idea of not being able to take my new born to Sharks games in the near future as my parent did when I was young. The thought of the Sharks leaving our hometown makes me physically ill. |
| All of this construction will definitely interfere with any SAP SPECIAL EVENTS. I myself, need to keep the San Jose Sharks Hockey team at the SAP CENTER! | I don't want our city lose its valuable hockey team at ANY COST! It is the only event that I attended at the SAP CENTER and live for our NHL HOCKEY TEAM! LOSING THE SHARKS WOULD BE A GREAT LOSS TO SAN JOSE!!! | If Google builds here then they must also BUILD A PARKING GARAGE FOR ITS EMPLOYEES! Right now that immediate area contains neighborhoods that will be really impacted. Google has enough money to provide that area ample parking and leave the SAP CENTER PARKING AS IS! | KEEP SAP CENTER PARKING ACCESSIBLE AND KEEP THE HOME IF THE SAN JOSE HOCKEY TEAM HERE IN SAN JOSE! We don't have any other sports teams here to watch, support and be a part of. Google wants to build, leave the SAP CENTER ALONE! |
| Parking is very limited. This is a major concern, the majority of people drive | Mixed use? What does this mean to the community? | Parking. No high rise bldgs! | Limit bldg height to 6 floors |
| Only questions around adequate street space and parking spaces in the area, especially near SAP center | I like the new development planned but we need to see adequate driving lanes (going from 4 to 2 is not a good idea) and make sure lots of parking available, more than planned now. | Street network access - near SAP should not be reduced from 4 to 2 lanes Parking - need a lot more parking near SAP | |

DSAP Web Form Comments Fall 2020

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| <p>Considering the current pandemic, is it really in the city's best interest to put so many resources into office and retail space. Technology companies have had employees working remotely for about 8 months and it has worked well in most situations. Will technology companies continue to use office space as they did in the past, or will innovation and cost savings have more and more employees working from home? The build up of the Diridon Station, and providing more housing seems like a thoughtful planning approach, but the office space and retail seems outdated and could leave a possibly vibrant area as a business ghost town. Also, I am very concerned about the lack of consideration given to the Arena. Besides being the home of the ONLY San Jose created professional sports team and the host to various events and concerts, it appears that the Arena is not being valued as a positive city attraction. I fear San Jose would lose the Sharks and all of the other events to Oakland or San Francisco due to the lack of accessibility from outside the city.</p> | <p>While the Google plan definitely has the superficial appeal with a potential for increased revenues, it also brings in the vision of low occupancy in the office space due to changing work habits/locations. Building up transportation centers makes perfect sense for our future. Building immense amounts of office space seems like a backward thinking/planning proposal.</p> | <p>Reconsider the Google plan and focus on the build up of affordable housing and improvements to the Diridon Transportation Hub. Let's learn from this pandemic and look to the future for meeting the needs of the people. Housing, accessible transportation and continuing to also consider arena use for keeping that San Jose Pride and keeping San Jose on the map for entertainment and family activities.</p> | <p>Accessible transportation is one of the bay area's weakest points, resulting in most people still needing a car to go to and from most places. San Jose has done a great job with the light rail and the plan to bring BART to San Jose. Diridon is going to be a great future hub for the bay area. The San Jose Arena was brought forward by a citizen group and was brought to reality when completed in 1993. It has been a great draw to the downtown area providing consistent business to the San Pedro Square area throughout the year. We should also not forget the arena is home to our own NHL team. The Sharks create a great deal of city pride. This current plan appears to ignore the relevance of the Arena and if not careful, the NHL and event planners may look more favorable upon San Francisco and Oakland in the future. I hope the city is not enticed by the shiny bright google object flashed before the city council. Consider the issues important to building up San Jose while maintaining the things we appreciate about the city.</p> |
| <p>Why are you reducing the road capacity to SAP center? Nobody is going to attend events if it takes forever to get to the events and you'll lose business to downtown restaurants and retail.</p> | <p>There's going to be massive off ramp traffic jams on gameday and getting out of the arena will be a major headache. People won't want to go to the arena.</p> | <p>Freeway and arena access. It's going to create awful and unsafe traffic on the freeways which are already bad.</p> | <p>Car accidents, personal injury/death, and decreased attendance with similar decrease in gameday purchasing at downtown businesses will be on the developer's hands.</p> |
| <p>Parking in Downtown SJ. We are Sharks season ticket holders and the parking in Downtown SJ has been dwindling down over the years with new projects taking over parking sights. This project is taking away additional sites and will increase the number of people heading in the area of the SAP Center. What is going to be done to assure there is adequate parking available?</p> <p>In addition, I'm concerned about the traffic in the area and also access into the arena during events.</p> | <p>My fear is this will drive the Sharks out of the area. We have supported the Sharks from Day 1 and love being able to attend the games in person. We are truly missing this at this time due to COVID and cannot wait until we are able to return to SAP Center to see our beloved Sharks live and in person.</p> | <p>Parking for sure needs improvement and better access in Downtown SJ area</p> | <p>Please help to assure our Sharks are not driven out of town. We deeply look forward to games and events at the tank and are very fearful this will drive them out of town and we will lose our beloved hockey team.</p> |
| <p>How will you accommodate SAP center and the increased parking need for the 30k new tech employees</p> | <p>Loss of the beloved hockey team</p> | <p>...</p> | |
| <p>Has the City of San Jose considered all aspects of the Bart line as well as the property sold to Google? Could the Bart line be relocated to another street, such as San Fernando, Park, Santa Clara, other?</p> | <p>The City of San Jose may have been short-sighted in planning San Jose's future. Major Lee's plan to bring corporations into San Francisco has not worked out as it was planned.</p> | <p>Before construction starts the City of San Jose should give serious consideration to the proposed plans with the intention of making changes that will be best for the City as well as its residents.</p> | <p>I do believe that the current plans will only create more homelessness than there is currently</p> |
| <p>What is being done to insure that the SAP center will be able to continue viable operations (i.e. unimpeded accessibility to the facility by car for guests) during construction of the DSAP?</p> | <p>Impact of SAP center events during construction.</p> | <p>Accessibility by car (i.e. not reducing current ingress/egress road capacity) & parking for SAP center events.</p> | |

DSAP Web Form Comments Fall 2020

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| Why | nothing | Parking and traffic flow | The San Jose Sharks and the Shark Tank have contributed greatly to the revitalization of down town San Jose. Your plan to eliminate parking and reduce traffic lanes leading to the Tank will make accessing this venue for sporting and entertainment events very difficult. If you are trying to drive the Sharks out of San Jose and close the arena so that you can tear it down and Google build more offices, then this is the right plan. If you want to continue to provide a facility that provides the local community with a venue to enjoy sports and entertainment as we as a vitalized down town entertainment district this plan has serious flaws with regards to traffic flow and parking. |
| With the added commercial space and large increase of housing; how is the public safety going to be implemented? Are we looking to have many cameras around with a police station near by? | Developing the area to be welcome to all with a focus on tax revenue for the city to fund existing and future services. Therefore housing shouldn't be the first priority for this area as San Jose has lower Job per habitant than surrounding cities. Other cities haven't done their fair share and need to do more too (not just San Jose). | Security for the newly added business and residents (not discussed) | |
| Why are you being so aggressive with these plans? | That it seems to me, as an outsider and brand new resident of San Jose, that you are not working very closely with SAP Center, which is extremely disturbing and disappointing. | I understand you need to address the street capacity issues, parking shortfalls and construction impacts but PLEASE PLEASE PLEASE do so in a manner that does not jeopardize SAP Center, especially the San Jose Sharks. 90% of the reason I chose to move here this year is because of the Sharks and their fantastic organization. My friends and family love going to games at the SAP Center so much, I got an apartment a mile away. I enjoy supporting the surrounding stores and restaurants, and of course hockey games themselves at the wonderful SAP. It is such a great place and I truly hope you don't make some of these harsh decisions that could potentially impact them negatively. Please have some more consideration! | |
| we all want the arena where it is with parking for all of us | we all want the arena where it is with parking for all of us | we all want the arena where it is with parking for all of us | we all want the arena where it is with parking for all of us |
| I guess my question is why did this sound like a good idea?? That area already gets so congested at rush hour; adding new businesses and taking away lanes from highly-traveled streets seems like a terrible idea. | I've spent a lot of time commuting through the Diridon area and going to events at SAP Center. This seems like it would make both infinitely more difficult and infinitely more unpleasant. | I understand wanting to invite Google to give the city money or whatever, but this isn't making the city better. It's harming the infrastructure that's already there and trying to build around it, instead of improving the city's existing infrastructure and building with that. | Yikes |

DSAP Web Form Comments Fall 2020

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| Transportation | God to have google. SAP seems to be neglected. | Operations at SAP should not be adversely impacted, including the ability for patrons to easily drive to and park at the arena and nearby downtown locations. While I'm a big fan of public transport, it often isn't practical or remotely time efficient. Think about driving to work in the morning and wanting to take in an event after work and d wife's heading home. Driving is the only practical option for most people | |
| See below | Vehicle traffic and parking. Reducing lanes of traffic on Santa Clara St (near Arena) and also out Montgomery to Bird Ave and Hwy 280 does not make any sense. How is the Arena supposed to deal with parking and in/out traffic for events with reduced access. Diridon, Bart and Caltrain are long term answers to congestion. Forcing people to take them in order to avoid the congested areas just makes people not want to go instead. | The same as above, vehicle traffic and parking. There is going to be an exponential increase in traffic and needed parking and reducing access to both of these as stated makes no sense at all. The growth of this city is not the problem it is all the infrastructure surrounding it that hasn't been thought out enough on the affect of the everyday employee that has to now deal with these changes that don't make complete sense. | |
| With limited parking at VTA lots, in conjunction with what appears will be a shortage of parking spaces around SAP Center, how do you propose attendees will access SAP Center? | The City has provided a wonderful venue -- SAP Center. The current plans sound like driving to and parking at the Center will be infeasible. How disappointing! | Access to the Arena | |
| Where can I park? VTA is not providing adequate service. | Lack of proper planning for 17,000 fans attending events at SAP. | transportation planning | |
| How can you ensure that the SAP center and it's patrons will have adequate access AND parking during the construction phase and most importantly, afterwards? There is a huge impact to the center and it's future in San Jose with the current plans. | Brining REASONABLE housing to San Jose IF plans change to support the surrounding businesses, especially the SAP center | There must be changes to the current plans to ensure that street traffic is addressed, adequate parking is available and overall limitations to access the SAP center during and after construction. | It continues to amaze me how the city officials turn their back on the businesses that employ people, bring tourists and patrons to downtown and have done so for decades. The SAP center gives so much to our town, the county and the community. Please expand your plans to ensure the viability of the most important business that has been there for you! |
| How do we create the excellent walkable environment that people pay and travel to experience in 'great' cities including Paris, Amsterdam, Vienna, London, New York and San Francisco? How do we maximize transportation options for persons, not just large, dangerous, steel boxes? How do we build for a future where our planet is not dying from CO2 and climate change, where California is not on fire, choked with smoke and flooded? How do we create permeable, pedestrian-oriented blocks and neighborhoods with frequent 'show up and go' transit options (including all the services right there at Diridon)? If the Sharks don't want the magic that SF has created with Chase center, we wouldn't ruin our city just to please them would we? | Walkability, greenery, 'show up and go' transportation, interacting with the community in person, safety from cars, | Vision 0, no more death and serious injuries to peds and bikes from cars, no more lung cancer and emphysema, no more destroying the climate, health through walkability, maximize dwelling units (market rate & BMR) | The Chase Center has no parking for the general public nor is there much within the surrounding neighborhoods, yet it has been a gold mine for SF & the Warriors. Please DO NOT ruin the project and the neighborhood by doubling Santa Clara St. to 4 lanes to please a small minority living in a past world that no longer exists, people who do not want us to create the magic of Paris, Amsterdam, Vienna, London, New York and San Francisco right here at the best transportation hub in Northern California -- where arena fans can literally arrive from almost any city by rail or bus, drink safely if they wish, and experience real life without being locked away in a dangerous car. |

DSAP Web Form Comments Fall 2020

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| <p>How will you ensure new residents and workers have essential services like a grocery store in walking distance?</p> | <p>I love the more urban character, with a more walkable and bikeable environment. Fewer surface parking lots. I could see a lot of people enjoying spending time in the area.</p> | <p>Please make sure there are trees and shade</p> | <p>Please don't listen to the SAP center people who want to keep surface parking lots. The area around the station should be welcoming and inviting and include a lot of services accessible on foot, not just parking lots for an arena.</p> |
| <p>N/A</p> | <p>The increased housing and the focus on sustainable (non-car) transportation options</p> | <p>More visually appealing & comfortable (perhaps covered?) walkway connection to downtown San Jose.</p> | |
| <p>If High Speed Rail plans to have their platforms and tracks raised around Diridon Station, does this mean that the tracks below San Carlos street will now be on top, and the car bridge will just be a through street?</p> <p>Will Park avenue and Santa Clara street under the tracks be flattened instead of the dip they are at right now? For Park avenue, would that allow there to be development along the sidewalks where there is currently landscaping?</p> <p>If the VTA lightrail stop is underground and the San Fernando stop eliminated, about where will the train come back to surface level? Also are there any plans to have the other downtown stations to be underground as well?</p> <p>Will the station be designed in such a way to accomodate future transit, such as a possible BART or lightrail extension onto the Stevens Creek corridor?</p> | <p>I am so glad that planners in this city are finally designing urban areas based around humans and not cars. I am very excited to see where this goes, and appreciate how dense and walkable this new development will be.</p> | <p>Really make sure that the open spaces like Arena Green are enticing with interactive spaces to draw people in. Make use of the rivers being there, as people like gathering around water.</p> | <p>Even with the Diridon Station redevelopment, please integrate the current main building instead of getting rid of it. Try to salvage and integrate other historic buildings around the DSA too. Also, don't give in to whatever the Sharks are proposing in terms of parking and making it more suburban. If this is truly going to be the Grand Central Station of the west then it needs to be a walkable, dense, urban area.</p> |
| <p>What will we do to discourage driving in this area and encourage residents and commuters to use transit and active mobility?</p> | <p>A vibrant area which accelerates #DTSJ's departure from a car centric suburban mindset.</p> | <p>All density should be completely maximized.</p> | <p>Bike and pedestrian infrastructure should be the top priority along with density of commercial and residential property.</p> |
| <p>As a long-time San Jose Sharks ticket-holder who does not live in downtown San Jose, I am concerned about the access and parking plan for SAP Center. The DSAP seems to provide for massively increased people densities but with equal or reduced traffic access and parking. Public transportation is inadequate, not addressing the majority of attendees' needs and creating increased costs to ticketholders who provide a revenue stream as it is for San Jose. If the goal is to make downtown a vibrant active environment, it seems that it is doing so to the exclusion of long-time participants in that community in favor of creating a "fortress Google" company town. I don't see how this addresses the needs of the businesses already there and the people who patronize them.</p> | <p>not much</p> | <p>Parking, access to SAP Center, access to draw people from somewhere other than those living downtown into the downtown area.</p> | |

DSAP Web Form Comments Fall 2020

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| <p>What principles/objectives guide the allocation of land to residential, office, retail, roads/parking? A cynical answer is, "if you build housing, you also have to build schools and hospitals; if you only build offices, somebody else can pay for schools and hospitals"--- which may be true, but how can we tackle this regionally?</p> <p>The housing crunch produces high housing costs, which means you can make six figures and not be able to buy property near where you work. With an adequate housing stock, live could be more affordable for everybody; fewer people would be driven to live in RVs for example. How can we deal with this? How could this DSAP help the jobs/housing imbalance? Is there any way that we could ever build more housing than offices? If we build additional one dwelling unit per ten or even five additional jobs, that's better than zero units, but what we really need in our area is two or five new dwelling units per additional job. Where is my thinking wrong on this?</p> | <p>I like the idea of having fewer cars in the core Diridon Station area, with parking/cars on the perimeter.</p> | <p>Jobs/housing imbalance! 14 million sq.ft of office space... how many jobs is that? With high prices for office space, are we going to have even 100 sq.ft/employee? 141,000 jobs, and a max of 13,519 dwelling units... over 10 jobs added per dwelling unit added.</p> | |
| <p>What will the experience be of taking Bart or Caltrain and walking to the arena? Do I have to walk along dangerous uncomfortable roads and cross awkward parking lots? Is the trip to the arena a fun experience in itself, or a burden?</p> | <p>Walkability and transit access.</p> | <p>Fewer giant parking lots that make the area unpleasant, more walkability that will make this a place people want to be.</p> | <p>Much can be learned from other stadiums and venues around the Bay Area. Taking Bart to Embarcadero and walking to the Giants ballpark is a great experience, even though it is a very long walk. Taking bart to the Coliseum and walking across a giant parking lot with nothing of interest nearby is not very pleasant. Similar for the 49ers stadium and taking VTA light rail. We have the chance to create an amazing experience for fans here, please do it!</p> |
| <p>Will SJ's vision for a more compact, walkable, livable, and forward-thinking plan for the Diridon station area be watered down or made ineffective by an over-reliance on auto parking?</p> | <p>I am glad that SJ is moving toward more human-centric thinking rather than planning everything around car accessibility. As much as I do enjoy driving when there's no traffic, it's not my usual vehicle of choice, and I am glad that Diridon station is planned to better accommodate folks on two feet and two wheels.</p> | <p>I would like to see more experimentation with "car-last" planning, meaning certain streets and commercial strips/corridors should be designed for peds and cyclists first, with car access severely throttled or entirely eliminated. We have plenty of roads which are car-first and car-only (every freeway comes to mind), and I think we should experiment more with streets that are car-light or car-free (and not just in parks or residential areas). As a bonus, this negates the need for car parking, with is either pricey, or a poor use of land, or both.</p> | |
| <p>Why is there so much housing in the area? Shouldn't the housing be kept on the periphery or out of the area all together and jobs placed closer to the station? Will the Autumn Parkway extension be completed as part of this work? Although transit will be key in the area, shouldn't we preserve auto infrastructure as well?</p> | <p>Bringing much needed jobs to San Jose. This framework appears to be a good foundation for a modern western downtown San Jose</p> | <p>More jobs density, move residential one or two transit stops away.</p> | <p>Good framework. The city must capitalize on the transit investment and insure that Diridon Station is bringing employees in rather than shipping them out. Jobs must be the focus within 1/2 mile of the station, especially on undeveloped and under-developed land.</p> |

DSAP Web Form Comments Fall 2020

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| <p>Why the need to add do much traffic congestion and over populating. U already have Whole Foods with limited parking</p> | <p>Save SAP. We want the Sharks!!!</p> | <p>Don't ruin such a great venue. U are taking away all the great social events at the SAP if we can't get to it</p> | |
| <p>What will be done to ensure adequate access to and parking for San Jose Sharks fans and other events at the arena.</p> | <p>The San Jose Sharks have been the best thing that happened to San Jose in the last century (unless you can tell me there is something better). The Sharks and the arena put San Jose on the map and have provided thousands of highly attended events of the highest quality. The Sharks and the arena re-vitalized downtown more than any other change. It is imperative that the Sharks and the arena be enabled to continue operating as a business and for their patrons during this construction, which I support. It does not appear at this time that enough is being done to make this happen. "Pardon the dust" is an unacceptable, dismissive and disrespectful response to the best organization that has ever happened to San Jose (again, if you have a better one, please let me know). Thank you for working with the Sharks to develop an equitable solution.</p> | <p>Adequate access and parking for the San Jose Sharks and the arena during and after construction.</p> | <p>Please see above, This project is a great opportunity for San Jose, the tenth largest city in the country that is perceived as a big small town. I love the vision, but the most important current business in San Jose, and the only one that puts it on the map, is the San Jose Sharks. I travel globally extensively. San Jose likes to consider itself the capital city of Silicon Valley, which everyone knows about. Most people outside of Santa Clara County think San Francisco is the capital of Silicon Valley. This project and Urban Confluence will help to change that. But the Sharks are a critical part of that also, and the Sharks have been the only notable part of the city for 25 years. Respect that and work with them to make a successful transition to a wonderful new downtown San Jose that includes the Sharks. It would be a travesty if steps are not taken to enable them to succeed as a business and stay in San Jose.</p> |
| <p>Why the arbitrary jagged lines for defining the boundary? The boundaries should encompass a larger area and be more rectangular so that it is less confusing (e.g. Highway 87, I -280 as natural barriers)</p> <p>How are airspaces above public spaces being considered for use?</p> <p>In addition to creating a special district to manage parking, what about considering a larger district to deal with all management of the public spaces in this area?</p> <p>What do I mean by that question? Well, the SAP Center is well-managed by the Sharks. It is maintained and kept clean. Or, on a broader scale, look at Federated Realty and its mixed-used development, Santana Row. It is a destination because it is a clean, activated, and safe gathering spot. It is privately managed, but for the larger public benefits, as you don't have to be a customer to enjoy the public spaces or activities they host.</p> <p>I suspect that the combination of the Sharks and Google could do a better job of managing the Diridon Station Area than could the city.</p> | <p>The linear parks along the Los Gatos trail offer the potential for an amazing public space. The plan should look to the San Antonio Riverwalk and Chicago's Riverfront for how to activate and maintain this setting long after it is constructed. It really would be good if the trail can be created without having to cross any streets.</p> | <p>Please work with the Sharks to accommodate their concerns about access to the arena, parking, and construction impacts. The Sharks have given San Jose a positive identity throughout the nation and beyond.</p> <p>19-acres of open space/park seems deficient for an area that will see as many as 140,000 people passing through. At 3.5-acres for 1,000 people, even if the population of this area grows to 10,000, then, by the city's formula, there should be 35-acres of parkland.</p> <p>The plan should consider the impact on the design of Diridon Station if High-Speed Rail is jettisoned. It should also look at the potential for a vertiport (with the understanding that it might not be possible due to the SJC flightpath).</p> | <p>The following link provides an idea for how to add new greenspace, space for a community center/activities, and parking/mobility options while creating something iconic that could complement the Urban Confluence and provide a distinctive, functional landmark for San Jose.</p> <p>https://docs.google.com/presentation/d/105zhrpUJnzCTHkkZlx3wRydmQqbFCisVH5zguPy mz-o/edit?usp=sharing</p> |

DSAP Web Form Comments Fall 2020

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| <p>How will fans that need to drive to SAP events and other downtown San Jose events get in and out and where will they park?</p> | <p>People have cars and San Jose's transit system is quite poor. Give people ease of ingress and egress and a place to park.</p> | <p>More thought of the SAP Center and San Jose Sharks needs to be considered.</p> | <p>When I lived in a different part of district 3, our HOA reached out to SJPd MANY times about a home that was clearly dealing drugs but SJPd never responded. Only when Liccardo held a neighborhood walk did the police respond. They responded to Liccardo, not the people that actually lived there. SJPd needs to be proactive, not reactive.</p> <p>That said, I've had Sam Liccardo lie directly to my face during 2 separate neighborhood functions. Liccardo has proven to me that he will say anything he thinks you want to hear.</p> <p>Regarding Jared Yuen, I'd like to know of any other occupation where you're allowed to retain your job after shouting profanities and inciting violence. Eddie Garcia is quoted as saying the Yuen investigation could take up to a full year, despite overwhelming evidence of Yuen's unstable and provocative actions. If the so-called investigation takes more than 3 months, Garcia should be fired for incompetence.</p> <p>Garcia said Yuen let his emotions get the best of him. If you can't control your emotion, you don't have the self-control required to be a police officer. And the next time Garcia considers using the "bad apple" theory, he should consider that police are held to a higher standard.</p> <p>Would you fly on a plane if the airline excused a few bad apple pilots? I yield my time.</p> <p>As a south Bay native since 1976. I regularly took the 22 bus along Santa Clara St when downtown San Jose was a cesspool before the Arena was built. The arrival of the Sharks is largely responsible for a thriving San Jose night life.</p> <p>As a lifelong Sharks fan, it pains me to tell you that Sam Liccardo has lied directly to my face more than once so when Liccardo says the Sharks are a priority, I am highly doubtful.</p> <p>As a San Jose resident for the last 15 years, I've seen the city implement road diets in favor of unused bike lanes and do everything possible to make cars unwelcome including removing parking while charging more for what little is left. San Jose is not Manhattan. San Jose's joke of a public transit system is not an option for fans west of El Camino or from the east bay.</p> |

DSAP Web Form Comments Fall 2020

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| WHY | NOT enough open space where are the parks?? where do people park if there are parks (all citizens must have access to parking (if they live in the East side and want to bring a large family how can they?)) | On the ground space management (not from behind a desk) | |
| When will it start? | Raising the tracks :) | Continued attention to bike/pedestrian ways. More focus on traffic congestion and easing (speedbumps, crosswalks, circles, dividers, planters). Please add/clarify/increase setbacks for a transition requirement to the 170' buildings on the east side of Stockton. Pedestrian/bike crossing of the tracks at Lenzen (and Cinnabar, but Lenzen is primary because it is further into the shopping center and further from the crossing at Julian, increasing ability for northerly neighborhoods to SAFELY access groceries on foot). Put the proposed park at this Lenzen crossing. Increase number of parks and innovative design of play structures (do not install cookie cutter crap, consult artists, make these a draw not a place to do drugs). | |
| If housing is above retail, will it include elevators? I'm over 60, and see far too many multi-storied residences that require stairs. That just doesn't work for older tenants or with children, due to safety issues. Concern that high rises will withstand our next big earthquake... | Concern that the Sharks will be unable to have fans attend games because parking has been removed, once the pandemic is over. Or it will be so far away as to be unrealistic. Hope that more housing will be affordable and not too "ritzy". | parking concerns, whether for Sharks or transit. Can Santa Clara street be left accessible during construction, since it's such a big thoroughfare? | |
| Will the project create more traffic in the surrounding areas? Will this mean that this city will keep up with its maintenance of the city? | Building more high rises will only mean more people and congestion in the area. | The entire city needs improvement. Beginning with cleaning up the city. There is trash and garbage everywhere. The streets in many areas need repairs. The homeless are creating filth everywhere. Building is nice but how about focusing on the basics before all this planning? I have lived most of my life in San Jose and this is the worst I have seen this city. Surrounding city's are better and cleaner than San Jose. This is a disgrace. Also, there are specific areas in San Jose where there is more focus to take care of these issues I raise above than other areas and that is a problem! | I am not interested in building, building and building if this city is not going to have the capability to maintain it surrounding area clean and safe for all. Building just adds to the traffic that we are already dealing with in this city. |
| Have you guaranteed that there will be enough parking places, and enough roads to drive on, for 17,000 car loving Sharks fans, and concert fans, and WWE fans? You MUST ensure that the Shark Tank continues to be a fun, convenient destination that people from all over the Bay area come to and spend money downtown! | not sure | Have you guaranteed that there will be enough parking places, and enough roads to drive on, for 17,000 car loving Sharks fans, and concert fans, and WWE fans? You MUST ensure that the Shark Tank continues to be a fun, convenient destination that people from all over the Bay area come to and spend money downtown! | Have you guaranteed that there will be enough parking places, and enough roads to drive on, for 17,000 car loving Sharks fans, and concert fans, and WWE fans? You MUST ensure that the Shark Tank continues to be a fun, convenient destination that people from all over the Bay area come to and spend money downtown! |

DSAP Web Form Comments Fall 2020

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| <p>How is google going to help homeless issues and reduce crime rate here in dtsj?</p> | <p>There are many high household income in dtsj. We understand contributing to our local community makes business sense for both. We dont mind paying more tax if it make sense. Im sure google feels the same way. The issue is homeless are everywhere, especially in front of starbucks. We also notice there are many crimes nearby as well. I hope google will lead by example. Change the environments and provide us a safe place to live.</p> | <p>Safety. I would like to have private and friendly security guards. We cannot reply on police officers.</p> | |
| <p>Why has the project not started already?</p> | <p>Mobility</p> | <p>The timeline should be shorter</p> | |
| <p>What impact will the Development have on SAP Center? The development seems to take away key parking and congestion that will make attending events at SAP Center a nightmare. Industrial areas and attracting low income together seems like it is a formula for disaster. I am concerned it will create a inner-city vacated areas that will be plagued by more graffiti and crime. How will this plan affect viability of SAP Center as home to the San Jose Sharks?</p> | <p>As a San Jose Sharks season ticket holder for 20 years, any plan which potentially jeopardizes the San Jose Sharks from potentially leaving San Jose is a bad idea. The Sharks have brought tens probably hundreds of millions of dollars to the downtown economy during "normal times" over the past 27 years, and that seems to be completely ignored in this development plan. I reviewed the SITELAB presentation and appreciate the Arena Green plaza area next to SAP center. While I am all for support of housing and technology company presence in downtown San Jose, the expansion absolutely should not be at the expense of SAP Center and Sharks and Barracuda Hockey. The area immediately around the arena seems to be missing an element of game day experience. How do you safely get into an do it o f the area. Public transit plans will take a decade to complete. Mobility is focuse don non-vehicular movement, which is fine for a commercial and residential hub when completed, but could designate viability of SAP Center as an entertainment hub. Where is the happy medium here? It is this council' s public responsibility not to ignore the franchise, it's fan base and what it means to this city.</p> | <p>Provide an amended mobility plan that take into account event days. How can you add 4,00 housing and 7.3M sq feet of office space without having more parking next to an entertainment hub? We need a plan that enables transportation and parking infrastructure to be well thought out and support professional sports and concerts at SAP Center. I like the idea of BART and expansion of Diridon station, but the concern is the area can't function during the construction process. Need more restaurant/retail to create Fanzone atmosphere, and a pull to keep fans in downtown west using the plazas and restaurants as gathering places to share, not vacating immediately after the game or event. The area I Eid alter adjacent to SAP Center contains lot of office buildings that do not promote that type of environment.</p> | <p>Kudos to the thought process that has gone into preserving the park and trail system, so Downtown West does not feel too urban. Please find a way to make SAP Center an active part of your plan, or it isn't a plan, it is an afterthought. I feel like Google is the Goliath and David is anyone else but Google. While I am sure Google's presence can help the city, it can't be at the expense of making SAP Center not viable and a ghost town.</p> |
| <p>How can you raise downtown plan to new height limits when they are inconsistent with SJC's airport land use policies? (and the cranes required during construction).</p> <p>What are you doing to retain small businesses?</p> | <p>Adding open space and a trail system.</p> <p>Adding housing near transit.</p> | <p>Need to lower the heights. 300FT is not reasonable for this area. It shouldn't be over 100 FT. The city can't just define higher heights, and disregard policy/FAA/ALUC.</p> <p>The percentage of affordable housing needs to be higher than 25%.</p> <p>Need to commit to a process to keep small business.</p> | |

DSAP Web Form Comments Fall 2020

| What questions do you have | What resonates with you the most | What needs improvement | Additional Comments |
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| <p>Does the mobility section adequately address micro-mobility? Electric powered scooters, skateboards, bikes, etc. are becoming more popular on a daily basis. They will soon be a standard method for commuting. The plan should address this change and assure that a surge in these vehicles is accommodated for and done in a manner that is compatible with pedestrians.</p> | <p>The high level and forward thinking approach to addressing the planning area. The Plan does a reasonably good job laying out a grand vision for the area surrounding one of the most important transportation hubs in the west coast. While the report does a good job of addressing the issues associated with housing, transportation, and infrastructure. The plan does not yet adequately address parks, opens space, and environmental concerns.</p> | <p>On page 62 the report indicates the plan is consistent with the vision of ActivateSJ. As a member of the ActivateSJ Task Force, I believe that the plan is far from consistent with ActivateSJ. ActivateSJ calls for a service level of 3.5 acres of parkland for every 1000 residents and that an available neighborhood park. Based on this standard there should be approximately 80 acres of parkland. The plan calls for 19.</p> <p>Some of the 19 acres being proposed is unsuitable as parkland. It is either small irregular shapes that cannot be programmed or is shaded all day long. The plan should set clear and specific standards on what will be accepted for dedication and/or purchase. The land behind the Old Orchard site and the St. John Triangle should be rejected for not satisfying the minimum standards for dedication.</p> <p>While it is impossible to provide 3.5 acres /1000 residents within an urban area this number doesn't even come close. Where within the plan area can one of the 25,000 residents or 140,00 people coming through the Diridon Station can throw a freebie or kick a soccer ball. It is critical that the land that is identified as parkland can satisfy the recreational needs of the residents.</p> <p>ActivateSJ states that the City will protect, promote, and preserve natural areas for all people. No where in the plan do I see any mention of protecting the integrity of the area's primary environmental asset; Los Gatos Creek. One of the plan's objectives should explicitly state that the plan will protect and preserve Los Gatos Creek and the area's natural environment. The implementation of the plan may have a significant negative impact on the creek's riparian environment as a result of being constantly shaded and significantly more human interaction. The plan also violates the minimum 35 foot setback from top of bank. The plan should address and rectify the negative impacts to Los Gatos Creek.</p> <p>Housing strategies 6 and 7 on page 54 call for increasing population without adequately providing funding for parkland. Although they may assist in providing much needed housing those who occupy that housing will not have access to parkland. This is an equity issue. Lower income residents in small, urban units will not have parklands available to provide a respite from crowded, high density urban living. If there is one thing we have learned from the pandemic is that residents are visiting parks in never before seen numbers.</p> | |

DSAP Web Form Comments Fall 2020

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| <p>Our comments are submitted on behalf of the Guadalupe River Park Conservancy. We provide community leadership for the development and active use of the Guadalupe River Park & Gardens through education, advocacy and stewardship.</p> <p>The GRPC Executive Director and Board President met with City staff in June of 2020 to discuss the inclusion of Arena Green, the largest public park within the DSAP area, into the DSAP boundary. The reasons for this are many and were outlined in a letter to the Deputy City Manager, Kim Walesh, on June 15, 2020 "Re: Inclusion of the Guadalupe River Park in the DSAP Boundaries." We expressed that to achieve shared visions of a vibrant, healthy, and well-maintained park, and to achieve the City's General Plan Goals for the Guadalupe River Park to be a "Grand Park" for San Jose, there needs to be formalization of the park as part of the broader DSAP district and downtown area, in order to ensure that the river park and the Central San Jose area can develop and prosper together.</p> <p>Our request should be seriously considered, especially given the stated visions for the parks and public spaces in the area. A number of the parks and trails images shown in the Draft DSAP Plan are placed to inspire aspirational goals around open space design, stewardship, and programming. These open spaces also are supported by various value capture and reinvestment districts.</p> <p>For instance, Bryant Park is supported by a business improvement district. Buffalo Bayou is supported by a tax increment reinvestment zone, and Milton Street Park is supported by the Baldwin Hills Conservancy, with joint exercise of power agreements with two different park districts that assess property taxes. The latter also benefits from formal boundaries that provide site control that allows their agency to access significant public (State) funds for park development and maintenance. Ensuring that these formal boundaries are thoughtfully drawn now will support a vibrant park system in the future, and will ensure immense economic, social, and environmental value in the long-term vision for the district and the City.</p> <p>Without formalizing the boundaries that encompass the network of parks and open spaces in the district (Guadalupe River Park, Los Gatos Creek, and all the existing and planned parks and plazas), there is not a foundation to support the future development of these spaces to meet the park and public space goals stated in the document.</p> <p>If further revisions are being made</p> | <ul style="list-style-type: none"> •Highlighting equity as a central value in the plan and the acknowledgement that a core part of this is access to high-quality parks and open spaces. •The recognition that well-maintained and safe parks contribute dramatically to the health of residents and a lack of such facilities is considered to be an environmental injustice. •The understanding that the City has a responsibility to develop a parks and recreation system that serves each neighborhood and demographic ground with equity and all residents have the right to health, wellness and access to parks and recreational opportunities. •The Plan's determination that "among the most memorable Downtown skyline views are those from parks such as Arena Green". •The determination that "Urban parks and natural open spaces are amenities that form part of Downtown's ecological systems and address the need for natural spaces that support mental and physical health." •The use of recycled or reclaimed water for parks irrigation, especially in light of drought and climate change, should definitely be included as a tenant of the Plan – and for all development in San José. •The importance of the Plan's consistency with PRNS's 2020 ActivateSJ Strategic Plan (Activate SJ), including achieving all General Plan levels of service and the maintenance, improvement, and expansion of facilities, programs, and services to promote good access to a large and diverse variety of parks, trails, and recreational facilities for all residents. •The Plan's Key Principle of connecting plazas, neighborhood parks, and other open spaces to the existing and planned street network with a consistent system of signage and public art that will create a coherent and accessible network of open spaces. •The discussion in the Plan related to the importance of the GRP as "an outdoor living room where community members can gather and connect, both for events and as part of their daily lives. Changes in the Diridon Station Area will certainly impact GRP, just as changes in GRP will impact the Diridon Station Area. This necessitates that the open space strategy considers how these will interact and be managed and funded in the long term." Including Arena Green and the trail within the boundaries of the DSAP will provide a more guaranteed consideration of these importance resources as further planning occurs. •We concur that the pedestrian and bicycling network is important and support the footbridge over Los Gatos Creek and hope that it will allow travel for both pedestrians and bicyclists. We also support the concept of "Active Greenways"; however, any that are located in proximity to the Guadalupe River or Los Gatos Creek must respect the natural environment of these ecological resources. | <ul style="list-style-type: none"> •None of the objectives of the plan on page 12 mentioned supporting or elevating parks, open spaces, areas for public life, public art and the existing natural resources in the area. These are key elements to achieve goals around creating a regional destination (goal 1), and equitable planning goals later in the same chapter. Without specific objectives to meet the baseline public life and civic commons amenities needed, we are concerned that these community priorities would be overlooked. •As the goals do not expressly support the health and restoration of the adjacent natural resources, ecology, and open spaces, the plan creates an innate opposition between supporting development and preservation and restoration of our City's defining unique assets. We encourage the City to revisit the draft plan and first identify elements of the district which are special and unique to us, and plan for and invest in them to become characteristics of our economic, cultural, and social competitive advantage in the region. •We do not believe that market rate housing development applicant should be excluded from having to pay existing parks fees. If parks fees are not paid, parks are not developed or maintained. This is an environmental injustice impact as defined by the Plan. •The Guadalupe River Park (GRP) is one of the largest parks in San José and provides parks, recreation, and transportation amenities throughout the Downtown and DSAP areas. However, the importance of Arena Green as a stand-alone park must also be recognizes. The Downtown West (Google) project DEIR did not assess the impacts of shade and shadow on Arena Green specifically and attempted to dilute impacts of shading by applying the impacts to the GRP as a whole. This and any future lack of autonomy for impacts to Arena Green would be partially rectified by the inclusion of Arena Green within the DSAP Boundaries. •One of the key strategies of the Plan is to provide "19 acres of easily-accessible public and private open space, including plazas and neighborhood parks, dispersed through the existing neighborhoods and the proposed new developments." As we stated in our letter on the Downtown West DEIR, we are concerned that the Google project is not providing its required 39 acres of parkland and it is unclear how this will be mitigated. Therefore, we are confused as to how the proposed 19 acres is factored into the requirements of the Google project and would appreciate clarification in the DSAP Amendment. •Similarly, the Google project includes "semi-private" and "project sponsored-owned open space". Is this considered public park lands? We do not feel that outdoor seating for restaurants or landscape buffers as part of commercial development | <p>Including the GRP and Trail in the DSAP boundary will provide the opportunity to better focus the building strategy of the DSAP around public life, not only in terms of environmental benefits provided in air filtration and reduction of urban heat island effect, but also in terms of the physical and mental well-being of a community. Our parks and open spaces have never been more important than right now in this time of pandemic, as mentioned in the DSAP Amendment. The increase in openness of these kinds of spaces has been substantial, and inclusion of them in the planning process should be of high priority future open space planning. Including the Guadalupe River Park into the DSAP boundaries allows for a more comprehensive plan that helps address public health, equity, ecology, and recreational impacts the development will have in the district and city. The placemaking, circulation and access goals of the DSAP will be greatly enhanced by the inclusion of the largest open space and dense trail system on its doorstep in the planning process and we welcome the opportunity to participate and provide leadership for the future.</p> <p>We fervently believe that the DSAP process will benefit from the inclusion of the Guadalupe River Park and Arena Green to ensure that these open space resources support DSAP development and quality of life goals. This is an opportunity for the City of San Jose to redefine success by connecting growth and circulation goals to ecology, equity, and public health. GRPC urges our city leadership to include GRP and Arena Green in the DSAP boundary.</p> |

DSAP Web Form Comments Fall 2020

| What questions do you have | What resonates with you the most | What needs improvement | Additional Comments |
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| <p>The following comments are submitted on behalf of the Preservation Action Council of San Jose (PAC* SJ) by its executive director, Ben Leech.</p> <p>Given the profound changes in proposed use for the area in question, the expansion of the original plan boundaries, and the complexities of the project area's interface with major development proposals, including the Downtown West/Google development and the Diridon Integrated Station Concept Plan, PAC* SJ strongly challenges the City's assertion that an amendment to the 2014 DSAP without a formal EIR analysis of the proposed changes is sufficient under CEQA law. We also question the lack of a formal public comment period without assurances of City responses to comments. Will responses to this feedback form be formally acknowledged and entered into the public record?</p> <p>The 2014 DSAP includes significant discussion of historic resources and their appropriate treatment, none of which have been referenced or incorporated into the 2020 DSAP amendment. Does this mean they no longer apply, or have they been incorporated by reference? At a bare minimum, the DSAP amendment must include an identification of designated and eligible historic resources within the expanded plan boundaries, an updated inventory of resources lost or reevaluated since the 2014 DSAP, and an analysis of those plan areas not yet formally assessed for historic resource eligibility. How much of the plan area has never been surveyed for historic resources? This lack of attention to core obligations of an EIR analysis is unacceptable.</p> | <p>PAC* SJ is strongly supportive of the anti-displacement goals of the 2020 plan amendment and encouraged by discussion of housing preservation strategies involving the acquisition and rehabilitation of existing affordable housing. We welcome any opportunity to collaborate on planning initiatives and demonstration projects supporting the preservation of existing older housing stock.</p> <p>At the same time, PAC* SJ is extremely troubled by the continued lack of any plans for the preservation and reuse of the historic Diridon Station itself. This should be a fundamental and non-negotiable component of both the DSAP and DISC.</p> | <p>The historic resources component of the EIR amendment is entirely insufficient, as is the format of this survey mechanism to solicit constructive feedback.</p> | |

DSAP Web Form Comments Fall 2020

| What questions do you have | What resonates with you the most | What needs improvement | Additional Comments |
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| <p>Please see additional comments below.</p> | <p>Please see additional comments below.</p> | <p>Please see additional comments below.</p> | <p>Dear City of San Jose Planning Staff:</p> <p>Urban Catalyst is actively developing several projects within the DSAP area, including 470 W San Carlos, 495 W San Carlos, 498 W San Carlos.</p> <p>We are also looking at several additional sites in the plan area.</p> <p>Urban Catalyst supports the DSAP amendment and related CEQA analysis. In particular, we support greater consistency between the General Plan and DSAP planning document, as well as proposed height increases in all locations within the DSAP.</p> <p>Please note: Urban Catalyst requests a change to the land use designation for several parcels in figure 2-3-1 and any related exhibits -- from the proposed designation of "Employment/Commercial" and "Retail" to "Residential". The parcels are APNs 259-28-001 and 259-28-002.</p> <p>Accordingly, the GP designation shown in Figure 2-3-2 would remain as "Downtown".</p> <p>Thank you for this opportunity to comment.</p> <p>Tim Woloshyn Director of Development Urban Catalyst</p> |
| <p>The questions I have and I want each one answered?</p> <p>Will you answer my questions?</p> | <p>What resonates most to me is saving life on earth and listening and following the science that says we need to be at zero emissions by 2025 . "The same human activities that drive climate change and biodiversity loss also drive pandemic risk through</p> | <p>Make the earth a garden again car free airplane free!</p> | |

Downtown West Web Form Comments

| What questions do you have | What resonates with you the most | What needs improvement | Additional Comments |
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| Na | Really hope this passes. We could use a development like this!! | Love all the green space and multi use spaces. It looks amazing!!! | |
| With all this money the city is getting why are you not dealing with the homeless problem? | Getting help for the homeless and cleaning up all the trash in our city. Grow a backbone. | The homeless problem, trash everywhere, and lack of funding for social workers to deal with the homeless and police departments actively addressing the homeless problem. They are being told to ignore them and it shows. This city has become an embarrassment like the a majority of California. | People are not going to care for our city if you don't care about it yourself. |
| Only concern to me is increase of traffic on Bird Ave traveling South. People already use this street as thorough fare or freeway instead of 87 to get from 280 headed South. I live on Bird before Willow and when Lincoln Ave was reduced to two lanes traffic on Bird increased by at least double. I like the Google Village plan and look forward to the improvements it will make to our City and Diridon. Are you limiting car parking to prevent increase in vehicle traffic in the surrounding areas and neighborhoods. Bird should not assume additional traffic burden on a street that is already over used, negatively impacted by the reduction to Lincoln Ave, particularly during commute hours. | Like the green space, bike and walking paths and emphasis on mass transit. | Plans and studies to understand impact of vehicle traffic into/out of and in surrounding residential neighborhoods. | |
| Why do we continue to build so many business offices and they sit EMPTY year after year? How many of the employees will only work from home isn;t it time to rethink work places and make home offices the key! | TOO MUCH HEIGHT too much space with concrete | Too many empty spaces for lease and rent year after year after year. Not enough housing and horrible transportation schedules with them getting CUT BACK again!!! | |
| How will San Jose handle the increased burden on traffic infrastructure with the new Google campus? | We are big fans of this project. Big tech should move out of Palo Alto and Mountain View and into San Jose. San Jose takes on all the burden of housing and services but doesn't get any tax benefits of company campuses. This will also help reduce traffic on 101. | General concerns around traffic. 101/87/880 is already very congested and this will make it significantly worse, much less city streets close to downtown. | Great job getting Google to come to San Jose! This will help revitalize the downtown and is the kind of excitement that the city needs. |
| Is it possible to ask Google to connect the Guadalupe creek trail and the bicycle trail they are planning in their area? I couldn't tell from the map if they were connected. That could greatly decrease the traffic on the street because if the trails are connected (so there is no street bicycle riding necessary -- other than perhaps crossing a street at a signal every few miles); it would connect more areas by bicycle. | The multi-use throughout and sharing the auditorium with the community | More expenses covered by Google and less by our taxes. | That's all that comes to mind at this time. I am concerned about the many years of construction and the traffic flows, that's why connecting the trails and the light rail before full construction is crucial. |
| Do you have specific building designs? Specifically the tallest ones? | Integrating with the city outside "Building a place of San Jose", reliance and investment in public transportation. Building more desperately needed housing.Finally "nature and transit". | Can we get more investment in linking guadalupe and Los Gatos trails, give better access from LG creek trail to Diridon (grade separated) | I think this is a great project |
| Why has Google decided to go with 4,000 homes compared to the possible 5,900? We happen to be in a housing crisis with the need to mitigate Climate Change. Homes near transit and jobs helps with both these issues. Would it be possible for the district to provide VTA Smart Passes to all the residents and workers as part of the development plan? The area is transit rich and there is a steep discount built into buying large amounts of transit passes. | The design guidelines are very comprehensive and well-thought-out. The emphasis on the connecting trails and sustainable forms of transportation is exactly what is needed. | The amount of parking seems high for this area and a forward-looking project of this type. Would like to see Google look at helping to fund Guadalupe trail improvements to North San Jose where it has only developments. This would help e-bikes to be the quickest and most convenient mode between campuses and also offer benefits to the community. | I believe that the office space next to Diridon Station will be hugely beneficial to the area and San Jose. But I think Google should work to build the maximum amount of housing in this transit and job rich area. |
| Why would the city allow so much housing on prime job creation lands? Why the rush to meet the special interest groups demands on housing? | This brings much needed jobs, and tax base to the city. | Move housing further away from the station so the station doesn't become a commuter hub for job centers to the north. | This is a great project that will bring much needed jobs and tax base to the city. San Jose more than carries its weight on the housing front. Any additional housing units should be placed as far away from the station as possible or the city risks its huge infrastructure investments only serving job centers to the north and perpetuates the bedroom community situation. |
| This will be a beautiful site and improvement for San Jose. How will the homeless be kept out of that area? When we look at the investment that has been made by Apple in Cupertino, we have pride in this development. However, the homeless lined up on the sidewalks along side of Wolfe Road ruin this enhancement to our community. Hope this doesn't happen to the Google Campus downtown. | The enhancement to downtown San Jose and the location close to the train station makes so much sense. | N/A | |
| It looks like there are areas that Google is no longer planning for in front of the station. What are the plans for this area? | Awesome mix of different stuff. Great downtown. | How it all feeds into the existing downtown. Is it just going to be cut off by 87? | |

Downtown West Web Form Comments

| What questions do you have | What resonates with you the most | What needs improvement | Additional Comments |
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| <p>I will be happy to see all the new parks and open space. My question: who will be responsible for upkeep, repairs, and enforcing of regulations? If it is left to the city, the new open space will quickly deteriorate and look just like Guadalupe trail. The city doesn't have the money to maintain more infrastructure.</p> <p>Can there be some kind of private / public partnership, so that there is more money for the long haul?</p> | n/a | n/a | n/a |

Downtown West Web Form Comments

| What questions do you have | What resonates with you the most | What needs improvement | Additional Comments |
|--|----------------------------------|---|--|
| <p>Concern 1 Currently our freeways such as, 101, 280, 680, 17, 237, 85 and 87 are lined with weeds, litter, garbage, trash, plastics, 5 gallon buckets of who know what's in them and dead animal carcasses that don't get removed. I have taken over 1,000 photos showing all of it. Not only is it blight to our eyes, but it makes Silicon Valley look like a underdeveloped country. But it does not stop there, soon the rains will come washing all that toxic pollution into the storm drains that empty into our creeks, rivers and bay including the Los Gatos creek within your project. These rains will create an environmental disaster in our sensitive Bay Area. I am currently working on a You Tube video that shows this unacceptable problem along with narration. It is a take on Diane Warwick's hit song "Do you know the way to San Jose"?..... just follow the trash and you will be getting close! I've also added another twist, Do you know the way to Apple, Google, Netflix, eBay, and Facebook?..... just follow the trash and you will be getting closer! I had to do this to relive the stress and anger I have looking at our historic roads being trashed and leaving the waste to pollute us</p> <p>Since following trash on the freeway is one way to find your current Google Headquarters. Will this also be the way to find your new Google Downtown Project? or are you going to develop a plan so the roads and freeways that lead to your Google Village will be kept clean and landscaped? What will you do about keeping people and animal habitat safe in your village when the Los Gatos Creek is polluted with this trash and toxic waste?.....and do you have a plan to keep the Los Gatos creek free of trash and pollutants along with landscaping? It is my understanding the graffiti that currently lines our freeways, signs and overpasses represent gangs involved in hate crimes, racism, sex trafficking and drugs. When this graffiti makes its way in and around your village,.....Will you just leave the graffiti like we currently do, or do you have a plan to deal with it?</p> <p>Concern 2 In your cultural plans are you going to give the native Ohlone people who's land your building on, their rightful due? Perhaps creating an Ohlone museum with library, a garden space, sculptures and Ohlone cultural events along with creating job programs and opportunities. Also, you could use their language words to identify walkways and spaces. The most important thing to know about San Jose is the land the city is built on belongs to the Ohlone's. I hope you honor and support financially our native Ohlone people who are the rightful owners of this land.</p> <p>Concern 3 Since you will be consuming the Poor House Bistro location, do you have a plan to carry on this important cultural music treasure of San Jose by honoring Black American roots Blues music that brings all people together to dance, sing and enjoy the local and not so local blues bands that played there for years? The owner of the Poor House Bistro was passionate about the blues and gave San Jose something it desperately needed. Please honor our Black American music contributions with a similar Blues type venue!</p> | <p>Concerns 1,2 and 3</p> | <p>*We must manage our waste before the Bay Area becomes a toxic wasteland from the trash on our freeways. Please support this. *Honoring and supporting our Ohlone native people. Please commit to this. *More Live Blues music. Please honor the Poor House Bistro with this.</p> | <p>Good Luck with your project and Thank You for choosing Downtown San Jose!</p> |

Downtown West Web Form Comments

| What questions do you have | What resonates with you the most | What needs improvement | Additional Comments |
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| Who will you be hiring to design the public land use and commercial non-office space? I've seen many new small commercial developments and the problem is that they feel extremely sterile. how will you enable local businesses to take hold? will you keep large chains out of the commercial space? can you bring the immigrant and multicultural soul to SJ? can you allow small experimentation with small business, nonprofits, and community groups to come in? | the idea of making the space inclusive and feeling truly like san jose. we are tired of sterile new builds that feel like a new dystopian hell. | how can google encourage | |
| How are all these change going to impact SAP center and the Sharks? | As a Sharks season ticket holder, I want to ensure getting to and leaving SAP center is as easy as it is today. | More considerations for SAP center events and Sharks fans | |
| I love the plans for the area but am extremely concerned about access to events at SAP Center, specifically the San Jose Sharks. | Making the area a draw! | Access and parking to Sharks games. The Sharks are our only major franchise and many of us SJ natives and diaspora identify with the franchise and love that they are in San Jose. | My family and I travel from all over the USA to San Jose to watch the Sharks. It's a bit of a family reunion and we love coming back to San Jose, essentially vacationing there and going to restaurants and visiting our childhood parks. If the Sharks leave this would really impact our visits to San Jose. The Sharks are a revenue draw to all of the businesses in the area. We eat, drink, and spend money during the season and cherish our time in San Jose. |
| How much area will this project take up? Will it affect the San Jose Sharks and the SAP Center? | This plan will greatly affect the SAP Center, thus causing the San Jose Sharks some trouble and may even force them out | Figure out a new area or find a way so that the Sharks can stay where they are | |
| How will you guarantee that events and Sharks games at the SAP will not be negatively impacted by these plans? From everything I see it doesn't look like the impacts to the SJ Sharks or the SAP have been identified and discussed. The limited parking at the SAP looks to be removed in the renderings is this correct? Where will the fans park? | I love the ideas represented, but again don't think enough effort has been taken to consider the negative effects to the SAP Center. | I would like to see how things like hotels, restaurants and entertainment nightlife fits into the design picture. | It would be sad if this is an area of the city that rolls up the carpet when the sun goes down. |
| With such dense housing and Google office space, what considerations are being made for street traffic, specifically around SAP Center? What is the transitional plan to relieve congestion before the Transit center is in full operation? The City must have some obligation to the NHL and specifically promises made to the SJ Sharks. Are we willing to throw away our only homegrown team for Google office space (at a time when office space is being less and less utilized)? | It just feels like the Google concept has endeared itself to everyone involved in the decision making process. The shiny object has caught everyone's eyes, without any thoughts of the quality of life, necessary services and attractive open spaces. This plan looks wonderful for the year 2000, but we are in a changing world and office and retail space in this quantity is not meeting the needs of San Jose residents. I would hope we could be more forward thinking. If Google really wants to be a part fo the San Jose community, then pull this plan and resubmit something that will add to the city and the residents, not just a jewel in some architect's crown. | The entire layout of the Google Village is something about as current as a Brady Bunch architecture plan. This prime land should serve the people better with affordable housing, open park space. Office space should be at a minimum and retail space should be reflective of the needs of the community. This does not need to be another Santana Row for the wealthiest of residents. | Having lived and worked in San Jose for over 20 years I have constantly been impressed with the way San Jose has provided neighborhoods with a good balance of safe and attractive open spaces and retail spaces that meet the needs of the neighborhood. This Google Village plan seems so far from what I feel San Jose means to so many people. I hope the residents of San Jose are not sold out to Google dreams and desires. |
| What steps will the City and Google do to address the relocation of individuals experiencing homelessness when construction begins? Has the City and Google team asked residents of nearby affected area their thoughts and input on decisions made by both the City and Google? | n/a | n/a | |
| Any better way to incorporate bicycle lanes continuing through the inside of the station? | Please make this project as tall and grand as it can be so San Jose can be put on the map. It also needs to be very modern and be an icon of our high-tech Silicon Valley ideals. | Taller! This is San Jose's big moment to shine! | |
| What is the improvement plan for the Bird Avenue / 280 overpass for safer biking and walking? Current overpass is suicidal for biking, and is a major accessibility barrier to Willow Glen. | Bike-ability and walk-ability to and through the Downtown West. Good destinations like ice cream shops etc. | Biking/walking infrastructure | |
| What's being done to insure that we don't lose the San Jose Sharks? | I fear that this project will have a negative impact on SAP Center which could cause an exit of the San Jose Sharks. | The city needs to make sure the San Jose Sharks are included in all discussions and that all of their concerns are addressed. Any concerns that the Sharks organization may have would most likely be the same concerns of headliners in the entertainment business. It's been wonderful to be able to attend major concerts in San Jose. The Sharks along with events held at SAP have dinner a lot to improve the downtown area. | I've been a Shark Fan since their inaugural season. On game nights there is an increase in business at restaurants in the area. If the Google project makes getting in and out of the area difficult for fans, we could lose our home team. Losing the Sharks and concerts is unacceptable. |

Downtown West Web Form Comments

| What questions do you have | What resonates with you the most | What needs improvement | Additional Comments |
|---|--|---|---|
| <p>1. Why is it taking so long to build this project?</p> <p>2. Why is the city taking so long to approve this project?</p> | <p>1. The beautiful architecture that Google is proposing</p> <p>2. More parks and recreational spaces</p> <p>3. More housing, which is desperately needed</p> | <p>1. More housing</p> <p>2. Faster approvals. San Jose needs to act faster.</p> | <p>This is a once in a lifetime opportunity for San Jose. At a time when Oracle, HP, Tesla, Palantir, etc are leaving California, one of the top 3 companies in the world (Google) is requesting to invest billions of dollars into our city. Their investment will act as a catalyst for the entire city and benefit San Jose residents immensely. Construction on this project should have started yesterday. Don't mess this up, do it for San Jose!</p> |
| None. | <p>The plan being that google will be sharing the location with the surrounding locals and neighborhoods. I like the idea of tech and environmental sustainability mixing with art, music, culture, history, and the local peoples of the area. I think that is what makes San Jose special.</p> | <p>The mixed/use open spaces need to be bigger. The current designs make them seem kind of cramped, and some of the open spaces seem to be pushed to the side. For example, one of the main open space plans is on the south end. I thought since nature is important, the open spaces/ parks/ plazas/public gatherings should be in the more important areas of the downtown west area such as in the center. I suggest a plaza next to the Diridon station. Also, there needs to be more open space/parks on the north end of the development plans. The plans for the parks on the south end seems pretty sad too. There are no trees there just hay bales for kids to play in. Seems pretty sad. If you develop more open space on the north side you should incorporate more walk ways like a promenade that everyone can use that leads to a park with lots of trees.</p> | None. |
| <p>I don't see any space or mention of the SJC-Diridon people mover studied in last year's RFI and mentioned in the Airport Master Plan? Won't it be much harder to integrate later?</p> | <p>I LOVE the pedestrian priority for the new streets.</p> | <p>connection to SJC and integration of the new HS rail station design.</p> | |
| <p>Why is this taking so long? The plans look amazing.</p> | <p>Revitalization of the city.</p> | <p>The slow churning bureaucracy.</p> | |
| <p>Who has the most to gain from this project financially? Will it reduce our taxes? Will it benefit the environment? If so, how? What laws were broken or side stepped, such a CEQA or others? What political favors were granted and to who? What financial favors or benefits were granted and to who? I have trust issues with all agencies, government, corporations and media. There is no accountability or responsibility or truth. What is the "real" truth about this project and not the marketing hype and social media push, specially within and for the community?</p> | <p>That this project will ruin our city and our suburbs and subsequently degrade our way of life in San Jose, everyone's way of life, and, its bad already. What's the upside? I don't see any improvements with this project. Just more focus on downtown.</p> | <p>Transparency, accountability, responsibility and truth in the entire plan and its ramifications and cost to the community. Quality of life for existing homeowners and residents is not considered at all in this plan. It's all about greed and financial gain for the few at the expense of the many long time residents who already live here. We are already feeling squeezed out at every income and lifestyle level, so there is not upside for current residents in this plan. This plan is NOT what we signed up for when we moved here. Where is the benefit for us? Certainly NOT Sam Liccardo becoming the next what ever state elected or appointed political office, that would be for him and not for us who live here.</p> | <p>I'm not in favor of the project in any way. Health and safety of San Jose residents is not a consideration in this project. Property values of current residents is not a consideration. Pandemics were not a consideration in this project. Where is the nearest healthcare facility and will it be overwhelmed in a catastrophe or pandemic, how many ICU beds will it have? How will it function for city residents in an emergency. Did SJC Office of Emergency Service have input? How will they interface with the project when it is complete? How will EMS or OES respond to the rest of the city? Over population is the biggest contributor to climate change, environmental and habitat destruction and there is no consideration for that in this plan, just more destruction of the environment.</p> <p>The purpose of the R1 zone is to stabilize and protect the residential characteristics of district and to promote and encourage a suitable environment for family. The R1 zone is intended to be used only for single-family homes and service appurtenant thereto. I'm in favor of protecting and preserving R1 Single Family Home Zoning in San Jose and California.</p> <p>This plan is not protecting me and my family or our home here in San Jose. It is taking from us, not benefiting us in anyway. So, we are paying for it and don't want it!</p> |
| Nope | <p>Finally there is a company that can make San Jose Great Again! Please, don't drive another business away, something California seems to be good (and proud..) at.</p> | <p>1. Bicycle trails. Is that being included? Love green energy!</p> | <p>Can't wait~</p> |
| <p>Will there be any changes to the streets and what affect would occur to the creeks? Any new trails along the creeks? Will any of the housing be considered affordable housing? Would any of the housing be set aside for seniors?</p> | Nothing | <p>The size is disconcerting. As many companies leave California for Texas, I worry that Google builds this and then leaves or leaves after approval and nothing gets done.</p> | |

Community Meeting on DSAP/Downtown West
hosted by the Office of City Council District 3 (Raul Peralez)

January 25, 2021

Community Member Attendees: 43

D3/City staff/Google: 28

Lori's Meeting Notes (summary of comments/questions from the chat bar or made verbally):

- Please speak to the airport rules.
- Are the Sharks on your committee [SAAG]?
- For the City - will parks integrate adult play areas to encourage elder engagement and fitness? This is very common in Europe and becoming more common in the US (Miami-Dade's Park System). Easy to use outdoor gym equipment, often seen on cruise ships.
- Has Google's plans for SJ changed in light of the pandemic and the fact that many people are now working from home?
 - How have work-from-home changes affected the plans?
- Noticed a possible hotel. Do you feel a hotel is necessary when there are hotels along Santa Clara and within walking distance of downtown that could serve the Google project? This building would be better served as housing rather than a hotel.
- I live in Downtown. 1) Are you going to make the recording available for people to watch? 2) Could you confirm that you are making presentations to neighborhood groups? 3) At this meeting and previous one, I heard about how cars would be required to move around downtown, with the goal is to get down to 35% car travel. I am hoping that we'll still have parking on-street, and I worry that developers can buy up our residential permits. Last meeting someone said there would be an awkward transitional phase – but I'm hoping this is not necessary. Hopeful that we can get to that goal, but also want to think about the people that already live here.
 - And trends are that people are using more private cars than public transport because of the pandemic. Has this been factored in, when planning for parking availability.
 - Those of us who currently live downtown in single family homes where street parking is already at a premium, are concerned with new high density building and the large number of parking permits associated with them.
- You have said that it is a ~10 year project. When does Google plan to begin construction.
 - When do you see construction beginning? When might the first part be finished?
- What are the plans to address the needs of identifying and assisting the unhoused who will be drawn to the green and open spaces?
- Have you brought in members of the homeless advocacy community to be involved in your planning and discussions? If so, what kinds of ideas have they brought to the table that Google and/or the City has implemented? I would like assurance that the most vulnerable affected residents are truly being listened to.
- Are there any plans in regard to emergency preparedness?

- Is there any plan in conjunction with the City anti-displacement conversation?
- Why is Google building this “campus”? Will the Mtn View Google employees be moving to San Jose.
- Please repeat the email for Google to meet with neighborhoods.
- Deeply concerned about anti-displacement. The biggest selling point is that the project will bring JOBS to the city to help correct the imbalance. I’m concerned that these new jobs will NOT be filled by CURRENT EXISTING residents who need employment but rather will be filled by an influx of new residents that are high-paid tech workers who don’t live here or even the US and that they will push out the existing residents. I want to know that throughout this process from cradle to construction and occupancy that the highest priority is upon the people who live here NOW and that there is heavy focus to ensure that the project benefits ALL current residents in some way.