

RESPONSES TO FREQUENTLY ASKED QUESTIONS ABOUT GOOGLE'S DOWNTOWN WEST MIXED-USE PROJECT

Updated April 2021

This document provides answers to the most frequently-asked questions by community members during the City's recent public outreach and engagement on the Downtown West project.

For purposes of this document, "Google" refers to the development team that has submitted a planning application to the City. All responses are subject to change as new information becomes available.

Additional information can be found at:

- [City's Google Project page](#): application documents and information about the development and environmental review processes
- www.diridonsj.org: community engagement process and background information
- www.diridonsj.org/downtownwestda: Draft Development Agreement process
- [FAQs about Google and the Diridon Station Area](#) (last updated April 2020)
- [Google's project website](#): FAQs, videos, and information

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GENERAL QUESTIONS

1. When will the public see specific building designs?

Google's current proposal is to build approximately: 4,000 homes, approximately 7.3 million square feet of office space, 15 acres of open space, and 500,000 square feet of retail and other active uses. The target for City Council consideration of the Downtown West project is late spring 2021. If approved, the next step would be for Google to submit specific building designs and plans, which the City will then review for consistency with the [Design Standards and Guidelines for the Downtown West project](#) (DWDSG) and other project documents. Following this conformance review step, Google would apply for building permits.

2. What is the timeline for construction?

Google anticipates building the project in several phases over the next 10+ years, beginning as early as 2023. Given the scale of this project, the Development Agreement would permit Google to take up to 30 years to fully build out the project.

DEVELOPMENT AGREEMENT AND COMMUNITY BENEFITS

3. How was the valuation of the Community Benefits determined?

The City and Google have negotiated a staff-recommended Draft Development Agreement, including Community Benefits, as part of the Downtown West project review process. As described in the Draft Development Agreement, the project will provide \$200 million in Community Benefits, largely in cash.

The Memorandum of Understanding (MOU) between the City and Google, adopted in December 2018, provided a framework for determining the appropriate value of the Community Benefits. The Community Benefits value is consistent with the MOU framework: Google will share back additional value created through the City's actions (such as rezoning and increased height limits); the value takes into account the financial feasibility of the project; and the value does not include costs associated with satisfying the City's baseline requirements, mitigating environmental impacts, or providing discretionary project features.

In addition to the \$200 million in Community Benefits, Google estimates that it will invest over \$253 million to fulfill City requirements and over \$1 billion in discretionary project features that benefit the public, such as shared infrastructure, sustainability features, etc.

4. What is the selection process for the Community Advisory Committee for the Community Stabilization and Opportunity Pathways Fund?

The Community Benefits outlined in the Draft Development Agreement includes a new Community Stabilization and Opportunity Pathways Fund that would generate \$154.8 million at full buildout of the proposed 7.3 million square feet of office. Google would pay into the fund as office buildings are completed overtime. The purpose of the Fund is to minimize displacement and other potential negative impacts on people and place, including from rising costs of living (“community stabilization”) and to maximize opportunities for local youth and adults to participate and benefit from job opportunities through training, education, and support (“opportunity pathways”). The funds would be distributed as grants to programs serving low-income people in San José, with a focus on advancing racial equity.

In addition to these objectives for the Fund’s purpose, staff and Google heard through the engagement process that the administrative structure of the Fund should balance technical expertise and lived experience, amplify the voices of local leaders, and empower residents of impacted communities to make decisions. The shared goal is to ensure that funds go towards addressing current needs and the root causes of displacement and economic mobility to result in measurable outcomes.

Accordingly, the recommended governance structure for the Fund features a third-party Fund Manager and a Community Advisory Committee, with City oversight and support. The Committee would be comprised of five local residents representing the lived experience of impacted communities and eight members with subject matter expertise and professional experience in one or more relevant fields (e.g., affordable housing, homeless services, STEAM education, workforce development, small business, community development, etc.). The professional experience of the subject matter experts may come from delivering services, policy-making, academics, or working in an institutional capacity.

After final approval of the Development Agreement and creation of the Committee, City staff would conduct an open, transparent process for appointing the Committee members, both initially and as terms expire. The process is envisioned to include the following steps, in consultation with the City Clerk, City Attorney's Office, and the City Administration's Office of Racial Equity:

1. Solicit applications/nominations using a standard form.
2. Screen the nominations for eligibility.
3. Perform a conflict analysis for each candidate.
4. Bring forward recommendations to City Council for appointment at a public meeting.

Staff envisions completing this process over a 2-3 year period and aligning it with completion of the first office building, when the first payment into the Fund would come in.

Refer to Exhibit H in the Draft Development Agreement for detailed information about the Community Stabilization and Opportunity Pathways Fund.

5. What oversight will there be over the Community Stabilization and Opportunity Pathways Fund?

In addition to the objectives described above, staff and Google also heard from community members that there should be data-driven and transparent decision-making processes that balance community-led decisions with sufficient City oversight. With this intent, the recommended Fund structure includes measures to ensure transparency with the public, support collaboration, and provide checks and balances between the various actors to hold each other accountable to the Fund's purpose. For example:

- Staff shall consult with the Committee when recommending a Fund Manager, for City Council approval.
- The Fund Manager shall work with the Committee to prepare a Five-Year Strategic Plan, for City Council approval. The Strategic Plan would include metrics for evaluating the Fund's effectiveness.
- The Fund Manager shall administer the grant-making process, ensure that grant recipients are qualified and have capacity to perform, and recommend

grant recipients to the Committee for approval, consistent with the Strategic Plan.

- The Fund Manager shall work with the Committee to prepare Annual Performance Reports, for the City Council to review and accept at a public meeting.
- The Committee members shall be subject to conflict of interest laws.
- Staff shall provide administrative support to the Committee, provide general oversight of the Fund, and serve as a liaison between the other parties involved in the Fund administration.
- The Committee's meetings will be conducted in accordance with the Brown Act and applicable City requirements; i.e., Committee meetings will be open to the public and members of the public will be able to provide comment.
- The City may complete an independent financial and performance audit of the Fund on a biannual basis to ensure conformance with the Development Agreement, the Five Year Strategic Plan, the contract with the Fund Manager, and applicable laws. The audit would be publicly available.

The recommended Fund structure, driven by stakeholder input, is a unique model as compared to similar funds in the U.S. See Exhibit H of the Draft Development Agreement for more information.

HOUSING

6. How much affordable housing will there be, where will it be located, and at what affordability levels?

If approved, the Downtown West Project would support the development of approximately 1,000 affordable units available to extremely low-, very low-, low- and moderate-income households. Approximately 600 of these units (at 30-80% of Area Median Income (AMI) would be located on three parcels dedicated by Google to the City within the Downtown West project; approximately 200 units (at 100% of AMI) would be integrated into market-rate residential development; and approximately 200 units (at

30-80% of AMI) could be built on an additional parcel to be dedicated by Google to the City outside of the project site.¹ These sites are shown in the diagram below.



As a Community Benefit, Google would advance the dedication of three of the four sites. The land dedication and early delivery of the sites would allow the City to leverage external funding sources and achieve lower income limits (i.e., deeper affordability). Through the City's use of land dedication and fees and ability to leverage additional resources, the City is targeting at least 40% of the units built on dedicated housing sites to be available to extremely low-income households earning under 30% AMI.

7. Will there be any direct displacement of existing housing? How are the City and Google addressing indirect displacement? What analyses have been performed?

The existing project site is predominately parking lots, and there are only seven existing residential units within the project boundaries, only one of which is occupied. Google has worked with owners and tenants to address their housing needs. There will be no other direct residential displacement associated with the project.

¹ The City is considering changing the land use designations and zoning of the Autumn Street site (located outside of the Downtown West project site but within the Diridon Station Area) to allow for residential uses and approximately 200 affordable housing units, subject to subsequent clearances and discretionary approvals.

Regarding indirect displacement, the City consulted with researchers at University of California, Berkeley and economic analysts.² Due to the many factors at play, it is impossible to estimate the effect of a single development on an area's rent and home prices. The regional job/housing market also has a greater impact than even a large development could have.

The City's focus is on supporting the ability of San José residents to live and thrive in their homes through a "3Ps" approach: affordable housing *production*, *preservation* of existing affordable housing, and renter *protections*.

The Community Benefits outlined in the Draft Development Agreement support the City's 3Ps approach. In addition to the affordable housing benefits described above, Google would provide up to \$154.8 million to a new "Community Stabilization and Opportunity Pathways Fund." At least 50% of this fund will support community stabilization programs such as affordable housing preservation, homelessness and displacement prevention, homeless services, and housing innovation research.

8. How are Google and the project responding to homelessness?

As described above, the new "Community Stabilization and Opportunity Pathways Fund" is intended to support community stabilization programs, including homelessness prevention and homeless services. Funding decisions will be made by a Community Advisory Committee that will include local residents with lived experiences such as homelessness and displacement.

In addition, according to Google, the company has committed \$1 billion to address the Bay Area housing crisis, of which \$50 million has been grants by Google.org (foundation) to address homelessness. Donations include both funds and Google-owned land for residential development, as well as creation of a \$250 million affordable housing investment fund. Google has made several investments specifically in San José (see [The Keyword blog](#) for more information).

² See the [HR&A Economic Study in the appendix of the Draft Environmental Impact Report \(DEIR\)](#).

9. How will the project affect the City's jobs-housing balance? Since San José is already so imbalanced, why would the City allow so much housing on land that is prime for jobs creation?

The jobs-to-employed-resident ratio is a key indicator used to track the financial health of a city. As of 2020, the ratio in San José was 0.81 — the lowest ratio of any South Bay city. This is due, in part, because the city's population has grown faster than its job base.

The City's General Plan allows for adding 382,000 new jobs since 2010 — reaching about 751,650 jobs at buildout. The General Plan also allows for 120,000 new homes over the timeframe of the Plan, through 2040. The City's goal is to achieve a balance of jobs and housing to reduce the need for out-commuting and to have more tax resources for providing municipal services, affordable housing, and infrastructure investments. Both intensive commercial development and dense residential development (over about 55 du/ac) have a neutral to positive effect on the City's finances relative to the cost of providing services for these developments. At the Downtown level, the City envisions more housing, office, and retail space to support transit ridership, small businesses, and street life. Community input has generally supported this approach as well.

The Downtown West project provides a balanced mix of employment and housing units, consistent with these goals. It could generate more than 25,000 permanent jobs within the project boundaries, which would help stem further decline in the city's jobs-housing balance.

PARKS, OPEN SPACE, AND ECOLOGY

10. Is the City requiring a park/open space per capita target for this project? How is Google proposing to meet its parkland obligation?

Yes, all residential development in San José is subject to a parkland obligation, based on the project's estimated increase in residents. Developers can meet their obligation by dedicating undeveloped land for park purposes, improving/constructing parks or trails, paying an in-lieu fee, or a combination of these methods. More information about these rules can be found on the City's Parks, Recreation & Neighborhood Services website.

For the residential component of the Downtown West project, Google proposes to satisfy the obligation through the dedication of 4.8 acres of land to the City,

constructing the parks and trails on this land, and applying private recreation credits and/or paying an in-lieu fee if any obligation remains. Downtown West includes five different City-dedicated public parks, including approximately 0.3 linear miles of the Los Gatos Creek Trail through the project boundaries.

These 4.8 acres, to be managed by the City, would be the only aspect of the open space proposal that would be counted as park credit under the City's parkland ordinances. No open space that would be owned and managed by Google (an additional 10.2 acres) will receive credit against the project's parkland obligation. All privately-owned publicly accessible open space is considered as voluntary project features.

In addition to fulfilling the parkland obligation and providing privately-owned public spaces, the project will also make a cash contribution for the 800 Long Term Corporate Accommodations units as outlined in section 4.4 of the Development Agreement. These funds will be paid to the City at the time of building permits for those units and used on parks or recreational facilities within $\frac{3}{4}$ mile of the project site.

11. How much of the proposed 15 acres of open space would be dedicated to the City vs. privately owned? How will the open spaces be maintained? Will the privately-owned spaces be permanently accessible to the public?

The project includes approximately 15 acres of open space, including parks, plazas, trails, green spaces, mid-block passages, and riparian buffers. These spaces range in size and are intended to provide a variety of experiences that together support a vibrant, active public realm.

As described above, approximately 4.8 acres of the total space would be dedicated to the City as turn-key public parks and trails. The City would be responsible for maintaining and operating these spaces.

The remaining 10.2 acres would be owned by Google and predominately accessible to the public. Google would be responsible for maintaining and operating these spaces. Of the 10.2 acres, 7 acres would have a restrictive covenant that ensures public access will be in place for the life of the adjacent commercial building (unless City Council affirms by 2/3 vote that the public access can change). These spaces will be open to the public, although parts may be reserved occasionally for private events on a limited basis. The

hours of operation and the location of reservable areas, and the times during which these might be reserved are detailed in Exhibit F of the Draft Development Agreement.

12. How does the project reduce impacts to the riparian corridor? What is the setback for new buildings from the riparian corridor?

Google will improve riparian habitat along Los Gatos Creek over existing conditions within an ecological enhancement zone set at within 100 feet of Los Gatos Creek. Additionally, the project must comply with the Santa Clara Valley Habitat Plan and City policies to protect riparian habitat and implement habitat protection measures under the California Environmental Quality Act (CEQA). This includes required mitigation measures designed to avoid impacts to riparian habitat and restore any riparian habitat temporarily impacted by project construction.

Following publication of the Draft Environmental Impact Report (DEIR), Google revised its plan to require new, reconstructed, and relocated buildings to have a minimum 50-foot setback from the top of bank of Los Gatos Creek or the edge of the creek's existing riparian canopy (whichever is greater) and from the top of the channel wall along the Guadalupe River. Some existing buildings to be maintained or renovated in place may remain closer to the creek.

TRANSPORTATION & PARKING

13. What is Google's parking plan?

The Downtown West project is required to provide 4,000 parking spaces at full buildout of the commercial development and may provide up to 4,800 parking spaces. In addition, the project proposes up to 2,360 parking spaces associated with the residential uses. The plan proposes that office parking be made available to the general public (shared with other users) and be priced at market-rate, as existing parking lots in the area are today. Residential parking will be "unbundled" – meaning residents who don't own a car would not have to pay for a parking space. Parking would primarily be provided in structures, replacing the existing surface lots and enhancing the public streetscapes.

14. What is the obligation to the Sharks? Have you been coordinating with them?

The City owns the arena and leases it to the Sharks Sports and Entertainment (SSE) to operate and maintain. An Arena Management Agreement (AMA) guides the City's roles and responsibilities and is effective until 2040. The AMA stipulates that the City must ensure a minimum amount of parking spaces are available for public use in evenings and weekends when an event is scheduled at the SAP Center; the City has worked with Google to ensure that the City will be able to continue to fulfill this requirement.

The City recognizes the importance of the Sharks to Downtown. The City of San José and/or Downtown West has met with SSE over 75 times since early 2019 to address parking, circulation, and operational concerns. In response to concerns from SSE, the City has worked closely with consultants to prepare extensive supplemental event-related analysis to assess the potential effects on arena operations and address concerns.

The studies found that arena access (ingress and egress) will work well and provide effective parking and circulation. Through its review and working with Google, the City has made adjustments to the project to incorporate feedback from the SSE; examples of these changes include:

- reconfigured Barack Obama Boulevard to allow additional access to/from events;
- an increase in planned publicly-accessible parking;
- a commitment to maintain the number of available spaces within the project over all phases of construction;
- driveways into underground parking along Santa Clara Street to facilitate egress;
- a commitment to manage publicly-available parking spaces such that roughly 85% are available to SAP Center patrons for events; and
- restriping streets (i.e., Delmas south of San Fernando Street) to ease event egress.

The City has also incorporated SSE input into the Amended Diridon Station Area Plan – for example, maintaining an option to extend Autumn Parkway directly between Julian and St. John Streets and incentivizing all new commercial development in the area to share parking.

15. Will the SAP Center have enough parking when the existing parking lots get developed?

Through construction and upon project completion, there would be at least the same amount, if not more, parking spaces than exist today in the area – consistent with the AMA. Ultimately, the SAP Center will have roughly one parking space for every two seats, which is double of most other urban stadiums in the Bay Area. The SAP Center is also within a 5-minute walk to multiple public transit options that will be improved over time; over 50% of attendees to other Bay Area stadiums use transit, bike or walk to get to events. The City is committed to addressing traffic, parking, circulation, and operational concerns and ensuring that Sharks fans and event attendees continue to have good access to the SAP Center.

Although construction activities in the area would affect the transportation system around the Arena, as described in the Response #24, the City is requiring Google to prepare and submit a detailed Traffic Control Plan for each major phase of construction, as part of the subsequent review and permitting process. The DEIR specifically states that the Traffic Control Plan shall include consideration of SAP Center ingress and egress for event days and allow for efficient movement and safe conditions for patrons of the arena, as well as a plan for accommodating parking for people visiting the SAP Center. The City is also working with all major projects in the area – including both Downtown West and the BART Silicon Valley extension – to comprehensively manage construction in the area.

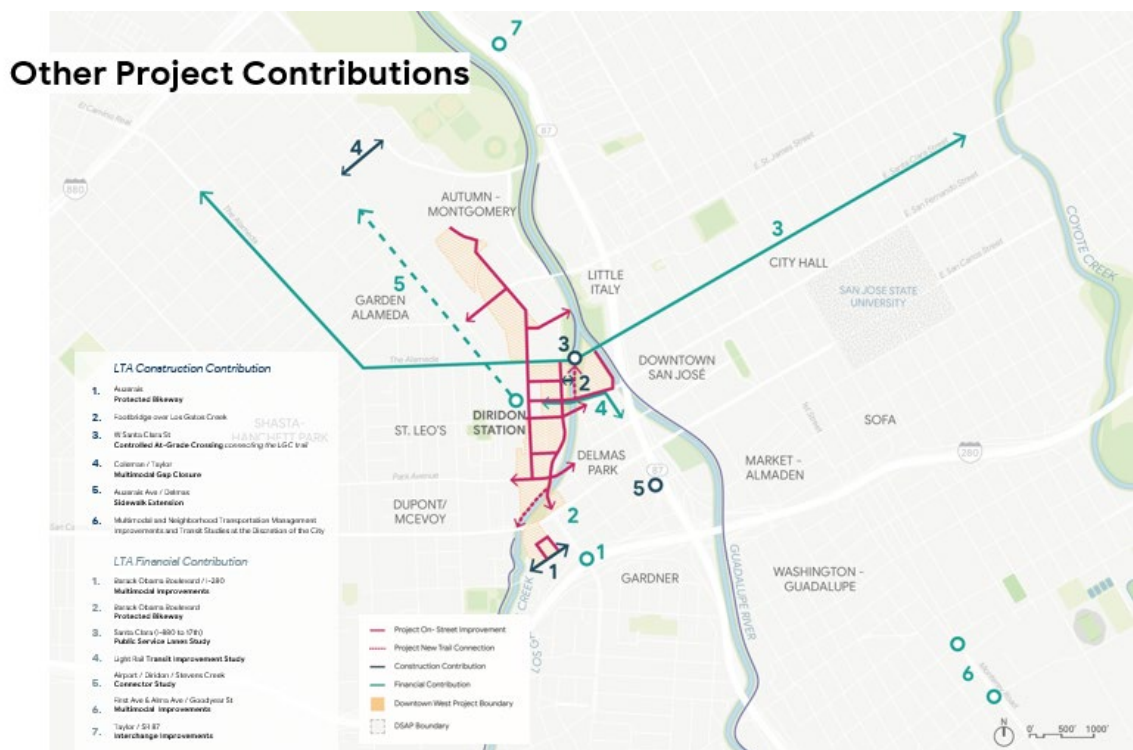
Staff believes that the combination of investments in the Diridon area, including the Downtown West project, will collectively improve the arena-goer experience – adding things to do before and after events, enhancing transportation options, and increasing safety through more street life. The City will continue to work with the SSE to address their concerns prior to City Council consideration of the Downtown West project and in any subsequent phases of work.

16. Has the City completed a traffic impact study? What were the key findings?

Yes. The California Environmental Quality Act (CEQA) requires cities to analyze potential impacts on the transportation system. The [Draft Environmental Impact Report \(DEIR\) for the Downtown West project](#) did not identify any transportation impacts under CEQA,

which are based on the “vehicle miles traveled” (VMT) metric, given the proximity to transit service and other project features.

In addition, the City requires all development projects to complete a Local Transportation Analysis to analyze traffic, circulation, and access and to identify possible improvements. The Local Transportation Analysis for the Downtown West project, included in the DEIR appendix, identified potential “adverse effects” at specific locations, in keeping with the State and VTA’s Congestion Management Program. As shown in the graphic below, the project includes improvements to address those effects:



17. How will workers get to the new offices without congesting surrounding roads?

Through the proposed office location, design, and operations, new workers and residents would have many viable alternatives to driving alone. The project has excellent access to the regional transit network due to its adjacency to Diridon Station, which is planned for further improvement. The proposed transportation network also supports walking, biking, and other alternative modes, and the City is requiring implementation of a robust Transportation Demand Management (TDM) program that includes measures

such as transit benefits and reduced parking or rideshare coordination. The City will regulate and monitor the TDM program to assure compliance with an ultimate target requirement that 65% of all trips use alternative modes of transportation, which will limit increases to congestion and reduce demand for parking. The amount of new people and 65% target requirement is similar to the daytime population and travel patterns of San José State University, located on the eastern edge of Downtown.

The Downtown West project also includes roadway improvements to support the increased volumes of people (see Response #16), and the City is preparing the Downtown Transportation Plan to study other ways to improve circulation and accommodate new employees, residents, and visitors in the future.

HISTORIC & CULTURAL RESOURCES

18. How many historic resources are within the project boundaries? Which would be retained and which would be demolished?

Nine historic resources are identified in the Draft Environmental Impact Report (DEIR) for the Downtown West project, as defined by the California Environmental Quality Act (CEQA). Of these, six are individual resources; two are groupings of multiple structures; and one is a Contributing Structure pending Commercial Signage Discontiguous District.

Retained. Five of the CEQA resources would be retained or relocated on-site, and activated with public-facing programming:

- San José Water Company Building (374 W. Santa Clara Street, City landmark).
- Kearney Patternworks and Foundry building (40 S. Montgomery, candidate City landmark).
- Hellwig Ironworks building (150 S. Montgomery, candidate City landmark).
- A grouping of three Victorian bungalows on Julian Street (559, 563, and 567 W. Julian Street), to be relocated on-site.
- The Stephen's Meat Products sign, to be relocated on-site (contributing structure).

Salvaged. One of the CEQA resources would be salvaged: Portions of the facade of the Sunlite Bakery Building at 145 S. Montgomery (candidate City landmark) would be salvaged to be incorporated into the project.

Relocated or Demolished. As required under the EIR, the following historic buildings would be available for others to purchase and relocate. If they aren't relocated within a specified notice period, then they would be photographically documented for archival purposes, and the buildings would be demolished shortly before construction begins at that location. Three of the CEQA resources fall under this category:

- 343 N. Montgomery St, candidate City landmark.
- 345 N. Montgomery St, candidate City landmark.
- 580 Lorraine Ave (Democracy Hall), candidate City landmark, state and national register eligible.

In addition to the CEQA historic resources described above, Downtown West will also:

- Relocate on-site 35 S. Autumn Street, identified as an eligible structure of merit.
- Support the relocation of 91 S. Autumn Street (Poor House Bistro), identified as an eligible structure of merit.
- Support relocation costs of other on-site structures of merit (including eligible) to off-site locations if property owners elect to receive them, up to the equivalent cost of demolition.

19. How will the design incorporate and reflect the immigrant and multicultural identity of San José? Will nonprofits and community groups have a place in the development?

Creating a place that reflects and complements San José's culture and history is an important part of Google's design principles, as reflected in the Downtown West Design Standards and Guidelines. The Design Standards and Guidelines encourage sitewide interpretive programming that reflects the city's history and cultural heritage. Examples of such features may include: ground inlays, historic markers, etched pavement, murals, signage panels, and art/play features.

Just as important as the physical design, the plan will provide space for local and small businesses – including makers, arts, and cultural organizations – that can offer a variety of activities and programs that will preserve and foster San José's multicultural history.

20. Will there be public art installations? How will you select the art? How will Google involve local artists?

Art and culture is an important part of the project. The [Downtown West Design Standards and Guidelines](#) (DWDSG) encourages art throughout the project site. The guidelines also cover the placement of public art in public spaces and semi-public zones, integrating artwork with building architecture, and integrating permanent and temporary public art into gathering spaces at commercial and residential development projects. The DWDSG aligns with San José's Public Art NEXT!, DowntownNext!, and the Downtown Design Guidelines.

In selecting the art, Google will seek community input and involve local artists, such as through design competitions. There may be rotating art shows or curated exhibits that change over time, for interest and variety. Google will continue working with local artists and arts organizations to explore opportunities to develop a vibrant public art and programs across Downtown West.

SMALL BUSINESSES

21. How is Google engaging with future retailers and existing local business owners? Will Google rent space to local and small businesses? Will there be financial aid or other kinds of support for small, local businesses? How can small business take advantage of these plans and get involved?

Google has been conducting community engagement in parallel with the City since early 2018, which has involved reaching out to the active businesses within the project boundaries and talking to local business owners and workers.

Providing space for local and small businesses and nonprofits is part of the proposed 500,000 square feet of active uses and ground floor plan. According to Google, they are in the early stages of developing the details of this plan for future development, but have already worked to retain or relocate existing businesses. They will continue working with community stakeholders to understand how they can best support and grow local small, businesses, as they have done since 2018. Google will also share information on opportunities with businesses organizations and the City, as they arise.

Businesses that are interested in opportunities associated with the project are encouraged to contact the Google's project team at downtownwest@google.com.

22. How will the City help protect small businesses from displacement?

The City has been working on citywide anti-displacement strategies for small businesses, based on City Council direction in December 2018. The initial focus has been on Alum Rock, which has been experiencing transit and real estate investment. More recently, staff has been focused on the COVID emergency and economic recovery. In addition to that ongoing work, staff is currently analyzing lessons learned, the Diridon Station Area context, and potential strategies to protect small, local businesses from displacement and support them in pursuing new opportunities. Staff will continue to reach out to businesses and host engagement activities on this topic in 2021 and beyond.

PLANNING PROCESS & CONSTRUCTION

23. How do the Diridon Integrated Station Concept Plan process and Downtown West project interact?

The Diridon Integrated Station Concept Plan (DISC) is a collaborative effort among the City and public transportation agencies to expand and redesign the station. It launched in 2018 and has resulted in a Concept Layout that the partner agencies accepted in early 2020 for advancing to the next stage of work. Subsequent work includes more detailed engineering and design, environmental review, and developing an implementation plan (governance, financing, construction phasing, etc.).

The Partner Agencies view the Downtown West project as integral to the Concept Plan goals of supporting increased transit ridership. Google committed to this shared vision and to collaboration on the station planning process in the December 2018 MOU.

As described in the Draft Development Agreement, the Downtown West proposal maintains a transit buffer, consistent with the Concept Layout, within which the Diridon Partner Agencies believe that the DISC program can be accomplished. This includes an expanded and redesigned station, as well as modified track approaches.

The City, Google, and partner agencies have been and will continue to coordinate on the designs of the various projects as they advance towards construction to ensure compatibility.

24. How will construction work be coordinated over time?

Construction of the Downtown West project is anticipated to occur over several phases. Construction could begin as early as 2023 and is expected to take over a decade to fully complete.

For each major construction phase, the City would require Google and its development partners to prepare and submit a subsequent Construction Impact Mitigation Plan (CIMP), for approval prior to the start of construction. The CIMP will address specific timing and construction methodologies for the particular phase and potential construction impacts on residents and businesses.

The CIMP will also include a detailed Traffic Control Plan to ensure the safe and efficient movement of all transportation modes (e.g., walking, bicycling, automobiles, transit) whenever construction activities would affect the normal functioning of the street network. It would address emergency vehicle access, circulation, parking, loading zones, and SAP Center ingress and egress. The Traffic Control Plan would be coordinated with any adjacent construction activities. Refer to the [DEIR](#) for the Downtown West project for additional information about the general phasing plan (Section 2.13) and the Traffic Control Plan (Impact TR-1).

In addition, the City is working on a comprehensive construction oversight program for all major projects in the area, such as Downtown West and the BART Silicon Valley extension.