

Diridon Station Area Advisory Group (SAAG)

SMALL GROUP MEETINGS SUMMARY

Meeting	Date + Time	Location	SAAG Members Present (per the sign in sheets)	# of Other Attendees
SAAG Small Group Meeting - 1	November 19, 2019 11:30am-1:30pm	City Hall Room 1734 200 E Santa Clara Street San José	Dan Mountsier, Alameda Business Association Kelly Doyle, California High Speed Rail Authority Kiyomi Honda Yamamoto, Greenbelt Alliance Jodi Starbird, Guadalupe River Park Conservancy Nadia Aziz, Law Foundation of Silicon Valley Reginald Swilley, Minority Business Consortium Harvey Darnell, North Willow Glenn Association Nate LeBlanc, San José Downtown Association Charlie Faas, San José State University Gretchen Baisa, Santa Clara Valley Transportation Authority Jim Goddard, SAP at San José Vince Rocha, Silicon Valley Leadership Group Laura Winters, St. Leo's Resident David Meyer, SV@Home	7
SAAG Small Group Meeting - 2	November 21, 2019 6:00-8:00pm	City Hall Room 1734 200 E Santa Clara Street San José	Melissa Reggiardo, Caltrain Kathy Sutherland, Delmas Park NAC Kevin Christman, Gardner Neighborhood Association Sondra Weber, Plant 51 Bill Souders, SJ Downtown Residents Association Edward Saum, Shasta Hanchett Park Neighborhood Association	4
SAAG Small Group Meeting - 3	December 2, 2019 6:00-8:00pm	Bascom Community Center 1000 S Bascom Avenue San José	Ernst Calais, Adobe Marla Weinstein, Google Glen Williams, Santa Clara County Teresa Alvarado, SPUR Jeffery Buchanan, Working Partnerships USA	5

OVERVIEW

On November 19, November 21, and December 2, 2019, the City of San José community engagement team hosted three small group discussions for SAAG members. Representatives from 25 of the 38 total SAAG member organizations participated in the meetings, which were open to the public.



The objectives of the meeting were to:

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

The meetings kicked-off with a presentation that included an overview of the proposed major projects and planning efforts currently affecting the Diridon Station Area and the coordinated timeline and community engagement strategy. Following the presentation, City staff and consultants facilitated an informal discussion with the SAAG to gather questions and feedback on the following topics:

- General Information and Process
- Google Downtown West Mixed-Use Plan
- Diridon Station Area Plan (DSAP)
- Diridon Integrated Station Concept Plan
- Transportation and Parking
- Parks, Trails, and Open Space
- Housing and Displacement Prevention

Staff took notes of the discussion. The comments and questions are summarized in the following section.

SUMMARY OF FEEDBACK

The comments and questions raised during the three discussions are organized by topic and feedback prompts. The number in parentheses identifies the number of times that a particular comment or question was raised during the three meetings. The text in *italics* is the City staff's response to questions from the SAAG.

General Information and Process

Do you have any questions or concerns about the City's planning process for the Diridon Station Area?

- What is the relationship between the Diridon Station Area Plan (DSAP) and the Google project with respect to the California Environmental Quality Act (CEQA)? Are there separate CEQA documents for Google and DSAP? What is the timing? (x3)
 - *The City is preparing an Environmental Impact Report (EIR) for the Google project. The level of CEQA review for the DSAP Amendments has not been determined. Staff is currently developing a project description for the DSAP Amendments, which will determine the level of review necessary. We anticipate the CEQA document for the DSAP Amendment to be ready for public review in summer 2020, a season behind the targeted release of the Draft EIR for the Google Project.*
 - *The Google Project and DSAP Amendment can run independently, but the goal is for them to be considered in tandem because of their interconnectivity.*
- The DSAP needs to be integrated with Google and other projects. What is the plan to ensure that it is? What changes is the City considering to the DSAP?
 - *The City is conducting a coordinated engagement process over the next year to share information and get feedback on the Google project, DSAP Amendments, and other related projects.*
 - *Staff is developing potential changes to the land uses, height limits, parks and open space plan, transportation system, and other chapters to complement other adopted and ongoing plans, such as the Downtown Design Standards and Guidelines. Staff will take into account the Google proposal and community input when making recommendations for City Council consideration.*
- How is the City addressing the potential for small business displacement? How do we make sure we aren't adding to displacement? How do we bring small business voices and cultural groups into the community engagement process? (x3)
 - *Staff is developing citywide anti-displacement strategies for both residents and small businesses. The Strategies will go to City Council in 2020.*
 - *For small businesses, the initial focus is on the Alum Rock corridor. The City is developing customized resources.*
 - *VTA is also addressing the potential effects of construction and is engaging small businesses. Their draft playbooks for BART stations in San José promote the health of existing businesses.*
 - *The City operates the Business Owner Space program, which provides assistance to small businesses in San José. If anyone knows of small businesses concerned about displacement,*

please refer them to this program. We haven't heard of as much small business displacement in Diridon, so if you do hear about something, please share it!

- *The City is trying to figure out how to better reach small businesses, such as a potential Virtual Town hall for Small Businesses. Suggestions welcome!*
- *The plan for the Diridon area is to start with an inventory on the small business context.*
- Timelines? (x3)
 - It appears the Diridon Integrated Station Concept Plan and Downtown Transportation Plan are trailing the Google Project and DSAP Amendment. What are the unknowns that could derail the timeline or lead to conflicts?"
 - *In order to approve the Google project, we need more info from the Concept Plan process about the need for public space in front of the station, as well as ROW needs along the track approaches.*
 - *Coordination between all of the projects will also involve analyzing and addressing station access and circulation.*
 - *The intent is to get far enough along with the Concept Plan and Downtown Transportation Plan in 2020 so that all the plans and projects can inform each other and ultimately be consistent with one another. For example, the goal is to identify a preferred network for the Downtown Transportation Plan by summer of 2020. The Diridon work will be an input to the model.*
 - What other plans is the City working on right now? For example, the citywide transportation plan will be completed after consideration of the Google project.
 - *The General Plan 4-year review is happening but shouldn't affect this process.*
- Are there plans for another Virtual Town Hall (after the one on November 22, 2019)?
 - *Not at this time, but that format is now in our toolbox for future engagement.*

Beyond the topics below, what other comments or concerns do you have at this stage?

- Commercial Linkage Fee (x3)
 - What is the relationship to Council 6-5 vote to eliminate fees?
 - *The council vote applied to residential high-rise construction and the 9 projects that are in the pipeline. Those developments will not have to pay an affordable housing impact fee for the next several years because of the economic feasibility of this product type.*
 - Concern about universal development fee and effects on funding for parks Downtown and for affordable housing. How will this affect residential projects in the Diridon Area? How does the City make up for the reduction in fees so there is sufficient park space for Downtown residents?
 - *Only the park fee needs to be spent within geographic area. This fee would not impact park fees.*
 - *The fee reduction doesn't get made up. The intent is to make housing construction more viable.*
- We need to hold all projects accountable like we have held Google accountable. (x3)
 - When Google comes in, it will set the bar for other development. The City should be proud, strong, and bold to raise standards. The City should be saying to other developers: "this is the bar you have to meet to develop here". Prefer to see smaller projects placed on

hold until the standard we have with Google is set and can apply to others. There is concern about smaller projects getting built in the short-term that will reduce the quality of the area.

- Don't compromise for time or cost expediency.
- What will happen if the construction of the Google project happens at the same time as the station? How will that be coordinated and facilitated? (x2)
 - Recommend to Staff and City Council: If you can't visualize how construction will be coordinated, speak up sooner rather than later.
 - Recommend developing a 3D model to break down silos and get everyone on same page. Do this study now to "future proof" as much as possible.
 - What kind of bad habits will people develop during this construction phase? Folks may not want to change.
 - *The next phase of the Concept Plan will address construction phasing. Google is also developing a phasing plan. The City is aware of this concern and the potential effects, and is working to address them.*
- Love the color-coded graphics
- Love the Engagement Process Timeline graphic

Google Downtown West Mixed-Use Plan

What do you like most about the proposal?

- Google seems to be good at balancing various scales – such as through the adaptive reuse of the foundry and water company buildings.
- Wowed to see how Google was working on partnership with community.
- Emphasis on coordination, infrastructure, and interconnectivity with the city.
- Like the land use layout
- Love the open space, cities are defined by great open spaces.

What still needs work about the mixed-use plan?

- Usable open spaces (x5):
 - Make sure there is room for active park facilities (x3)
 - We need to see a breakdown of the open space numbers because the plan currently lumps together areas that can't be accessed or will have limited use for active recreation (riparian, bike path, ped walking areas).
 - Riparian corridor setback is great, but setbacks have limited use for recreation. You can do some passive recreation, but there will be sensitive plants. Also provide space for picnics and active recreation (large enough and close enough to people and activities).
 - The plan should incorporate passive recreation in the 100-foot riparian setback.
 - The plan needs large enough spaces for workers and residents to recreate.
 - Think about the size and proximity of active recreational uses.
- Create social cohesion— open space for everyone.
- There is a tension between the potential building heights in the area and the open space—it's possible to have a good plan that does both. Increasing the density and heights allows for more room for open space.

- Trails and connections (x3)
 - Connectivity is important for access to trails and parks; provide green fingers between existing and new open space areas
 - Provide more than just a tunnel connection
 - Consider connections to the nearby school
- Impact on traffic (x2)
- Accessibility (x2)
 - Accessibility to the train station. Ensure there is good access for all modes of travel—it currently seems to be hidden in the office uses.
 - ADA Accessibility & non-ADA accessibility of all modes of travel to transit (since Google is wrapping around transit).
- Are we considering street vacations? Maybe for Cahill?
 - *The City is promoting north-south connectivity, but is considering the long-term need for Cahill to be a functional street.*
 - *Street vacations are part of the development review process with the Departments of Transportation and Public Works.*
- There should be a stronger focus on sustainability and the potential for an Eco District. The City and Google should call out the sustainability efforts in storytelling.
- How can housing be located as close to transit as possible? Especially below market rate housing, since these residents use transit more than others.
 - *There are extra funding sources for affordable housing near transit.*
 - *SOM & Strategic Economics are looking into possible sites for 100% Affordable Housing.*
 - *The City also supports integration of affordable housing units into new development.*
 - *Much of the housing built or under construction in the Diridon area is subsidized.*
- Development needs to be respectful of the historic district and balance the interface with existing neighborhoods—it appears that the tallest structures were adjacent to single family residents (like the interface between the former Orchard supply site and the Montevista development on the other side of train tracks, as well as the interface with the Lake house historic district).
- Google's 2nd presentation to the SAAG lost some of the partnership phrasing. We need to keep hearing that Google will reach out and be inclusive to neighborhoods, and to make them an important part of the city (as they should be).
 - The Gardner neighborhood has an identity crisis. We aren't considered as part of downtown, and we are often sold as being part of Willow Glen, but these other neighborhoods don't include us.

What additional information would you like?

- Want more information on the integration with existing neighborhoods earlier on in the process (x3)
 - Building heights, and shadows created by buildings closest to existing residential areas
 - Design and setbacks
 - Want to review and critique before going to City Council
- Want to see a more detailed development proposal, with time to comment, before City Council

- Will the SAAG get more information about the project description for the Google EIR before the public draft is released? For example, will there be more detail on variation in massing than in the NOP? When will we know the final numbers?
 - *We do not anticipate the project description changing much from the Notice of Preparation released in November, although we expect to narrow the ranges in the development program numbers as we work through the process. We will get more information about building design, which will be a part of future outreach rounds.*
- How are we addressing public utilities? (x2)
 - *Google project will address it*
 - *Not sure how it will be addressed in DSAP specifically yet*
 - *Is there coordination with purple pipe/graywater?*
 - *The City is looking into it.*
 - *If the City doesn't require it, how important is it for the City to request it?*
- More information about the Community Benefits negotiation process and financial value of up-zoning.
 - *There's a tremendous amount of public interest into community benefits. Waiting until October/November seems important to rethink. There could be strong feelings if we wait that long. Would not releasing the costs to the public undermine the value of what the city gives to Google? How does keeping this information blocked from the public help negotiations for the city? It would be nice to see timeline of that and good to hear how the City will engage the public and SAAG in that discussion.*
 - *HR&A will do a financial analysis that will inform the Development Agreement with Google. The upcoming April 24th Study Session will update the Council on the status of the Development Agreement, including insights on financial feasibility. We anticipated releasing the Draft Development Agreement in summer 2020, followed by time for public feedback before going to Planning Commission.*
- After the Anderson Decision last week, will we need to see covenants from Surplus Lands Act?
 - *The City recently lost a case around the question of whether charter cities need to abide by the Surplus Land Act. San José challenged the state law, not because of being against affordable housing, but to keep local control over this type of decision. This is a final decision at this level of court. Not sure if it will be appealed at this moment.*
- Timing for the Google project seems tight. What is the timing for the local transportation analysis (LTA)? Is it possible to start the EIR without a traffic analysis completed? What is the timeline for the EIR?
 - *The LTA is a critical path study and is underway. The EIR mainly addresses vehicle miles travelled (VMT), which is figured out separately. The target for releasing the Draft EIR is spring 2020.*

Diridon Station Area Plan (DSAP)

What opportunities and changes should we consider?

- Beyond the Google project, what is the City's plan for the rest of the area (capacities, residential units, office space, traffic, etc.)?
- Increasing the affordable housing requirements and density potential

- Is the DSAP constrained to Google's timeline?
 - *They can move separately. In theory the DSAP could lag behind, but the goal is for them to be considered in tandem.*
- Is there an inventory of non-City neighborhood services? For example, a healthcare center closed a couple years ago, and there was a huge outcry.
- What is the timeline for actual development capacity numbers?
 - *Spring 2020*
- According to an SV@Home analysis, there are opportunities to do a lot more with respect to building heights and development capacity within the DSAP boundaries.
 - *SOM is starting this work, including where to add more height within the DSAP and what is the potential capacity. This analysis will be done at the parcel level, considering the context and sensitivity to the surrounding neighborhoods.*
- Is the DSAP part of Downtown from a General Plan capacity standpoint?
 - *Yes.*
- Is the City encouraging developers to add public space on top of buildings?
 - *Typically, we would offer private recreation credit but not public space credit under our parkland ordinances.*

Diridon Integrated Station Concept Plan (Concept Plan)

The staff recommended Concept Layout developed during Phase 1 of the Concept Plan process include: elevating the platforms, providing two concourses with access points from four directions, and keeping the track approaches within the existing corridor as much as possible (along with enhancements to the corridor).

What do you think about the staff-recommended layout, and why? [includes questions about the Concept Layout]

- Platforms
 - Initially, elevated meant 80 ft. Slightly elevated makes a lot more sense.
- Concourses/station location:
 - SAP view is that the station is too close to Santa Clara Street and should be removed from that area
 - Love 2 concourses. Want to facilitate as much access as possible.
- Track approaches (x3)
 - Keep the tracks within the existing footprint (if feasible)
 - Keeping rail within the existing southern corridor would obliterate my neighborhood (Gardner/North Willow Glen). The team talked about 3-4 tracks (maybe even 5), which would take out a number of houses and a city park, and cause great disruption.
 - There is a potential for a southern viaduct – the question is more cost than anything else; as Diridon himself suggested at the JPAB meeting, we need to do this with the 100-year future in mind, and this viaduct would give us much more capacity
 - The team still needs to investigate the 280/87 viaduct option and down into Tamien. It should not just carry high-speed rail. Caltrain is planning a lot more trains (that may need

- 4-5 tracks). Highly concerned that this will remove park, houses, church and other parcels. It's a shame to ruin three neighborhoods in the south.
- High speed rail had agreed that there was already enough and figured out how to go around neighborhood. Need to go back to that mentality.
 - We are okay with keeping freight trains. We cannot afford a lot more tracks.
- What are the implications of the viaduct on the track approaches?
 - *The viaduct option would require additional flyover structures to align the tracks appropriately at the station and work with the freight lines that cross through the station. The track alignment needed under this option would affect the street grid and surrounding property either north and south of station.*
 - *We realize that the immediate communities need more time to understand the implications of the southern track options under consideration. Council will likely ask for a study session to further increase awareness.*
- Access/circulation:
 - Does the Concept Layout show San Fernando as a through street?
 - *No, it shows an at-grade pedestrian/bicycle crossing under the tracks.*
 - Where is BART access on the graphic? What about access from the north side?
 - *The BART access point is shown on the south side of Santa Clara Street outside of the station hall.*
 - What is the bus facility looking like?
 - *Currently flexible. In the Concept Layout, there would be some bus stops underneath the platforms/concourse, including several outside the station.*
 - *Access issues will be worked on in 2020*
 - Other:
 - If we can accommodate the needed train capacity within the existing space, then that's great. We don't want to obstruct future capacity.
 - Overall, I'm happy to see the design for the station and the images for the future.
 - The concept is getting there.
 - What are the business opportunities with the station project?
 - *The team is planning for retail opportunities within the station, as well as public spaces outside of the station.*
 - Does the concept plan consider public utility shutdowns in terms of services (i.e., elevators/accessibility/lights)?
 - *The team is studying utility needs and considering climate change, sea level rise, and natural disaster resilience. The City is also looking into municipal energy.*

Which topics/issues are most important for the Partner Agencies to focus on during Phase 2?
[includes questions]

- Existing Depot (x5)
 - How is it integrated into the new development? The process should address this question earlier in the timeline.
 - The existing depot is too small and is in no way capable of serving the needs. Can we keep some of the elements instead of the whole thing?

- The depot is on the National Register. The treatment of the historic structure should be more than the bricks and benches – consider relocation and adaptive re-use.
 - *The team is considering the various options for the depot building. This could involve adaptive reuse as a restaurant or any number of things.*
- Access
 - Mode shifts - plan should have the ability to influence mode shifts in ways that are useful to the consumer, increase choice and ease of access, and make parking less relevant for the long-term (despite short-term pain). Getting it right is a balancing act.
 - The concourse and crossing at San Fernando will turn Laurel Grove Lane into a busy bike corridor.
 - This design could affect neighborhood garage access and circulation – we would need to maintain through traffic at this location.
 - Suggestion to move planning boundaries to the west to consider safe transportation in the Cahill area.
- Neighborhood concerns about track alignments
- Plan should consider a building office tower over the station like the Salesforce tower, and have an elevated connection to the arena — keep vehicles separated below

Transportation and Parking

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

- Pedestrian and bicycle safety (x5):
 - Does the Transportation Plan address bicycle infrastructure throughout the City?
 - Why wasn't Vision Zero mentioned?
 - 280/Bird interchange is very difficult and unsafe for children crossing to Gardner school.
 - Safety for Gardner Academy students to get to school. 280 is a barrier to Gardner Academy and a lot of other development. The fence is not enough.
 - New development will have good ped/bike access (sidewalks). What will happen to old neighborhoods with narrow sidewalks? How do wheelchairs or strollers navigate in older parts of downtown?
 - Crossing Park Ave is dangerous. Should be developed to be safe.
 - There should be trails on both sides of the creeks.
 - Ensure accessibility to transit hub outside of Google.
- Parking analysis (x4):
 - It seems that the prevailing sentiment is that cars and parking will go away. While the SAP Center is all for demand management and transit, we question how much and how soon this will take place – can we include a range of parking demand in the analysis (best and worst case)?
 - Considering the pipeline of development downtown: even if half of new workers take transit, there could still be about 40,000 people that will drive. The demand for daytime parking is trending up for station and office users. Include mitigation and management measures; can't just wish the demand away.
 - Shasta Hanchett spent 2 years working on the Transportation and Parking Management Plan – it is working well. We want to make sure that SAP continues to function well.

- The neighborhoods around the SAP Center have permit parking, but it is not enforced and it impacts the neighborhoods.
- Parking plan requires scenario-based planning.
- What kind of model is there to calculate parking?
- What is the range of parking requirements?
 - *The baseline requirements for the Google Project and other development are based on standard ratios, but as part of the Parking Study, the City is evaluating the SAP obligation, station demand, impacts to neighborhoods, and the desire to bring down parking demand to recognize the transit-oriented nature of the development. It is part of the DSAP and Google review to develop specific recommendations.*
- Expand boundaries (x4)
 - How were the boundaries drawn for the DTP study area?
 - Commend the City for including SJSU in the DTP boundaries
 - Expand parking boundaries to the south too (considering spillover parking in Gardner/North Willow Glen) (x2)
 - Expand to include St. Leo's?
 - Expand to include Auzerais and Bird. Need to keep going down Auzerais because the intersection is a disaster.
- Traffic concerns— How do we mitigate cross-traffic as more traffic is expected downtown? (x4)
 - Plant 51 requested a specific study.
 - EIR notice comments ends on 11/22/19. We will submit a last-minute comment if necessary.
 - Concerned about the impact on streets and safety with adding more jobs and residents through Google and DSAP.
 - Cars queuing between lights for school drop off Bird Avenue and Auzerais.
 - Market towards Diridon is where this is significant congestion, by the Discovery Museum.
 - Google wants to downgrade Montgomery or Autumn. It will be a problem if Autumn is the only major street north-south. There should be two main north-south streets.
 - Aerial and multi-layering can solve our problems. Feeding and looping buses on Park and through Park should be something to explore for efficiency.
- Demand management for mode shifts (x2)
 - There is an increase in people using multi-modal modes of transport. We were seeing an increase in mobility thanks to vans and new modes/options.
 - Mode shift development? Parking ratio or range of proposal?
- Relationship to other plans/projects:
 - We need to scale and layer all transportation methods in relation to connection to DSAP area as a whole. Does the plan incorporate how to get to Diridon Station from other parts of the city?
 - How are the parking plan and DTP integrating? How are they informing each other? When are the key times for providing input? We want to get a sense of how the City is looking to handle the movement of people (cars, trains, etc.).
 - Need an EIR for the proposed hotel downtown. It will generate 2100 more visits a day and will only have 2 parking spaces.

- Is the Bike Master Plan going to be incorporated into the DTP? What would that look like? It's important to plan for bikes to be integrated into the DTP, but also know where they originate and how routes are interconnected. Heading toward Diridon there are bike lanes, but coming back there aren't.
 - *The DTP will address bikes, but not sure to what level yet.*
 - *The Better Bike Plan 2025 is under development and about to be adopted. That would be tied in.*
- Is circulation going to be in DSAP plan or in the Downtown Transportation Plan (DTP)?
 - *Both, and they will feed need to into each other. The DTP will likely be at a higher level whereas the DSAP will probably be more fine-grained, with the Concept Plan being the most detailed.*

Parks, Trails, and Open Space

Are there additional information, issues, or opportunities that we should consider as we suggest changes to the DSAP?

- Arts, culture, habitat, and climate components all happen here.
- Trails:
 - Trail connection between Meridian to Lincoln and Trestle Bridge doesn't exist. Creek trail connections and system need to be improved.
 - Guadalupe River Trail during the morning commutes is like a highway – it should have continued improvement (safety, lit) to help drive mode shifts away from cars (x2)
 - Address issues with homeless people in Guadalupe River trail.
- Guadalupe River:
 - Elevate Guadalupe River Park so it can be a focal point and green spine connector.
 - Add the Guadalupe River Park Master Plan to the study area (x2).
 - Include trails on both sides, activation, and connectivity.
 - Analyze to the same extent as the Los Gatos creek plan, given boundary with the Google project.
- Include event and festival space.
 - *The City is also looking at community center need (indoor in addition to outdoor).*

Housing and Displacement

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

- Affordable Housing creation (x4)
 - Increase ADUs in backyard/garage on single family properties —would need financing to scale it
 - There are several active, large affordable housing projects underway – Google could partner with them; if 100% projects went it first, that could really help
 - *The good news that there are affordable housing projects coming online soon.*
 - Advocate for a balance of integrated and standalone affordable—structure in a way to take advantage of available resources and subsidies.

- *City Council direction last month was to incentivize integrated housing, but recognize that typically works at the higher end of affordability spectrum. We still need standalone, high-quality developments to reach deeper affordability.*
 - Demand for affordable housing will be higher than what Google will provide.
- Affordable housing preservation and utilization (x2)
 - We need more of a strategy and resources to address preservation.
 - Largest source of housing in the city is the older rent-controlled housing.
- Range of affordability (x4)
 - Affordability to what level?
 - *Affordability at all levels up to moderate. Recently, the City is focusing its resources more on extremely low (45% of city funding for EL Housing).*
 - What is the ratio of affordable to market-rate?
 - *For the entire Diridon Station Area, staff is working towards a 25% affordability requirement, per City Council direction. That is also the goal for the Google project specifically, per the Memorandum of Understanding.*
 - The City is doing great trying to address affordable housing. There's no such thing as enough, but if we can do something big and bold, that will set us apart.
- Trade-offs/balance:
 - In addition to ranges of affordability, also look at the overall number of homes – the more homes, the less the employee impact will be on the surrounding market.
 - We have SROs and a lot of affordable housing. We don't have a problem with it but also don't want to overconcentrate affordable housing. We want a balance of market-rate and workforce housing too.
 - How do we integrate a balance of luxury with affordability? Can we integrate BMR with market rate in one building? Or does it have to be separated?
 - It's difficult to integrate affordable with market-rate housing but should still pursue it. Important to make sure that we reduce the stigma of living in "a project."
 - Affordable housing is really important and really expensive.
 - There's been a focus on as much affordable housing in the station area, but it's so expensive, especially with the sustainability requirements. So how can we get enough units near transit? How can we be strategic and get the biggest bang for the buck?
 - We are creating our own problems for low-income housing because of it's difficult to make new developments affordable. The older buildings are inherently cheaper.
- Beacon Economics Study and Working Partnership Recommendations
 - Linkage Fee and Affordable Housing plan are good
 - Additional Ideas
 - Use extra money from Lots ABC to fund affordable housing
 - District financing plan: affordable housing will need to be larger than Google. VTA has been suggesting thousands of units. We should look into other revenues to deal with housing issues.
 - Make it a model for how to address displacement
 - If folks aren't housed, they can't take advantage of everything here
- Concerned about affordable housing policies and disproportionate impact on Downtown.

- Council gave direction to Economic Development staff to look at affordable housing siting policy (we can only control when city funds are involved), with the goal to locate it in all council districts.
- Progress report on Monday. Directed to do a progress report in April with a consultant. Policy recommendation in the fall.
- Concerned about crime.
- How can we create a new model for an inclusive city that's heavily driven in tech? Every other city is looking at how we will do this.
- How do we bring together efforts between philanthropy, Google, and the City?
- Working with SJ State for students looking for housing and facilitating connections
 - Housing authority might have a room sharing initiative

PUBLIC COMMENTS

After the general presentation and discussion, members of the public were invited to speak and share their thoughts. Four members of the public elected to speak. The following is a summary of their comments.

- The small group format is interesting. Provide more airtime per speaker. Materials and prompts are helpful.
- The number one concern in the community is over displacement. The Beacon economics report says that we need 5,000 affordable units to fully mitigate rent hikes from Google project. We want to see moving forward:
 - Greater transparency on the Community Benefit process with HR&A and the recommendations on the ultimate value of the Community Benefits.
 - Diridon Station Area Housing Implementation Plan to address preservation of naturally occurring affordable units.
 - Finance plan for Diridon to prioritize affordable housing from land sales and tax increment financing.
- The Staff-Recommended Concept Layout recommended a lot of different things. Under my vision for the future station:
 - The old station doesn't move – rather, depress the light rail to the south more so old station building can remain.
 - Airport connector is Caltrain.
 - North replicated on the south.
 - Embarcadero like concourse entrance on the north side.
 - Trains are no longer going to Gardner.
- In the Request for Information from the Department of Transportation, Diridon is supposed to connect to the airport and the long-term parking there. An underground service would displace 24 million cubic feet of soil in a twin bore. That's enough to raise the Alviso area, which would provide more land for development.