



SAN JOSE DIRIDON STATION AREA
COMMUNITY ENGAGEMENT

San José Diridon Station Area
Online Feedback Form Summary

Total Responses: 693

Raimi + Associates
October 2, 2018

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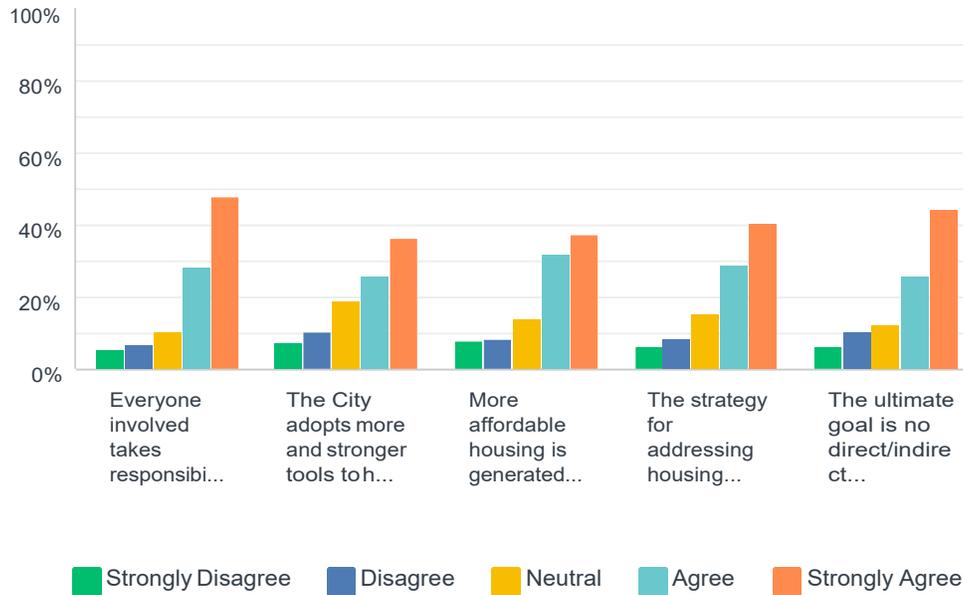
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Housing/Displacement

Q1 General Principles

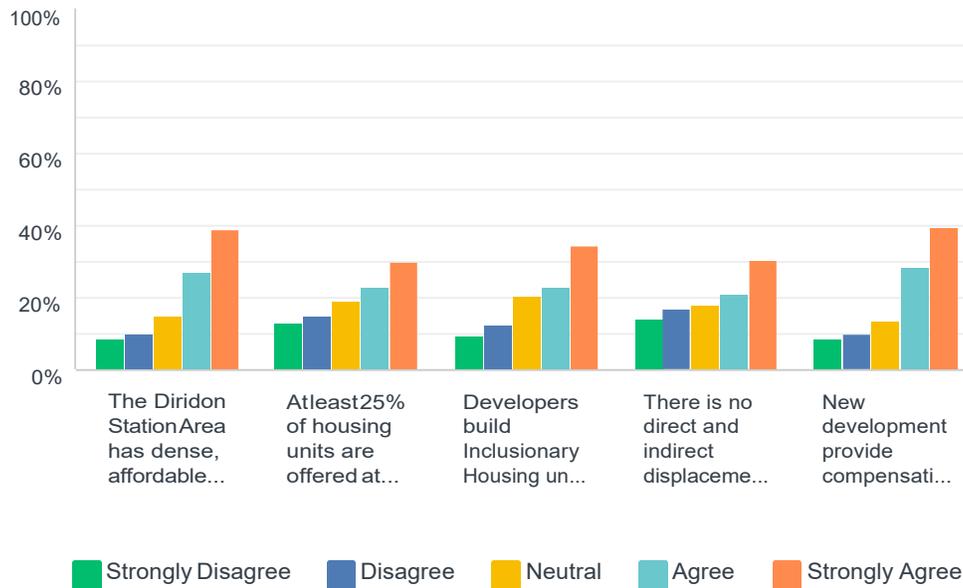
Answered: 680 Skipped: 13



	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
Everyone involved takes responsibility to address the housing crisis, including but not limited to the City, Google, and other developers.	5.47% 37	6.95% 47	10.65% 72	28.70% 194	48.22% 326	676
The City adopts more and stronger tools to help fight displacement, supplementing the existing programs and policies.	7.70% 52	10.67% 72	19.11% 129	26.22% 177	36.30% 245	675
More affordable housing is generated throughout the city, focusing on high density housing in Urban Villages.	7.82% 53	8.55% 58	14.16% 96	32.15% 218	37.32% 253	678
The strategy for addressing housing issues integrates homeless services.	6.52% 44	8.44% 57	15.56% 105	29.19% 197	40.30% 272	675
The ultimate goal is no direct/indirect displacement from San José, and no increase in homelessness.	6.50% 44	10.34% 70	12.41% 84	26.14% 177	44.61% 302	677

Q2 Development of the Diridon Station Area:

Answered: 679 Skipped: 14

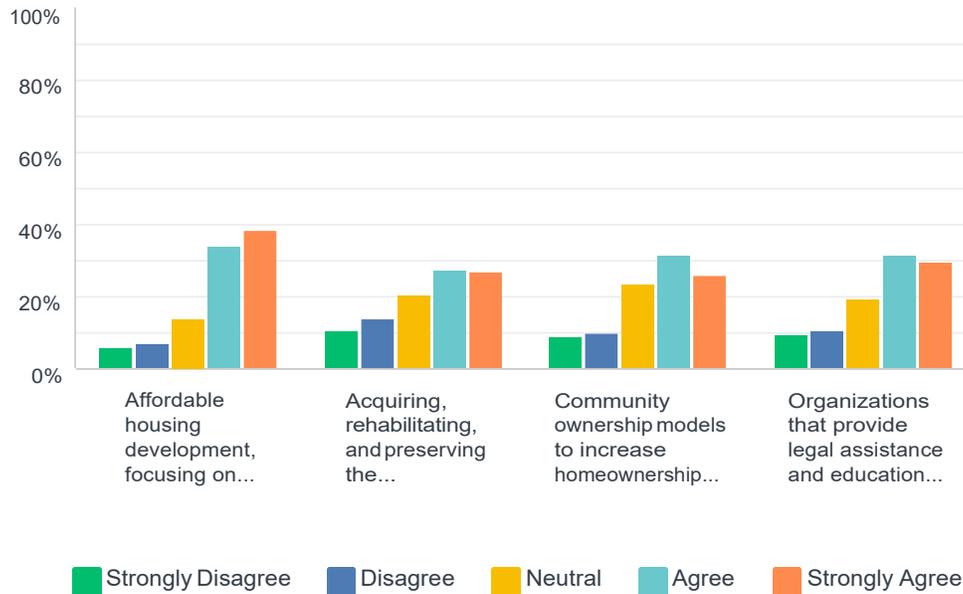


	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
The Diridon Station Area has dense, affordable housing across all incomes for current and future residents and workers.	8.58% 58	10.21% 69	15.24% 103	27.22% 184	38.76% 262	676
At least 25% of housing units are offered at below-market rates for lower-income households (ranging from extremely low to moderate).	12.87% 87	15.09% 102	19.08% 129	22.93% 155	30.03% 203	676
Developers build Inclusionary Housing units on-site or within the Diridon Station Area, rather than pay in lieu fees or build outside of the area.	9.50% 64	12.61% 85	20.47% 138	22.85% 154	34.57% 233	674
There is no direct and indirect displacement of existing lower-income residents from the Diridon Station Area and nearby neighborhoods due to gentrification spurred by this development.	13.97% 94	17.09% 115	17.83% 120	20.80% 140	30.31% 204	673
New development provide compensation and relocation assistance if redevelopment of existing housing occurs.	8.63% 58	10.12% 68	13.69% 92	28.27% 190	39.29% 264	672

Q3 Citywide Impacts and Benefits

New resources generated by Google and other companies/developers go to:

Answered: 674 Skipped: 19

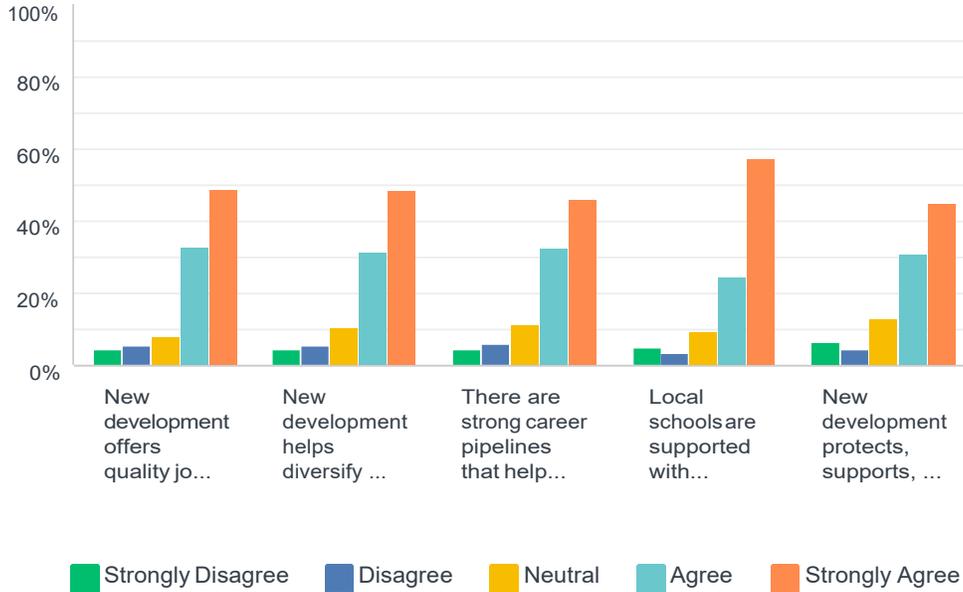


	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
Affordable housing development, focusing on areas well-served by transit (including within the Diridon Station Area itself).	6.08% 41	6.97% 47	14.09% 95	34.12% 230	38.72% 261	674
Acquiring, rehabilitating, and preserving the affordability of existing multi-family housing properties in neighborhoods at the greatest risk of gentrification.	10.61% 71	14.20% 95	20.63% 138	27.65% 185	26.91% 180	669
Community ownership models to increase homeownership opportunities (e.g., Community Land Trusts, etc.) – when building new housing or preserving existing housing.	8.86% 59	10.21% 68	23.42% 156	31.53% 210	25.98% 173	666
Organizations that provide legal assistance and education to tenants, which includes the legal defense of low-income Santa Clara County tenants facing eviction proceedings.	9.42% 63	10.31% 69	19.58% 131	31.39% 210	29.30% 196	669

Jobs/Education

Q5 General Principles

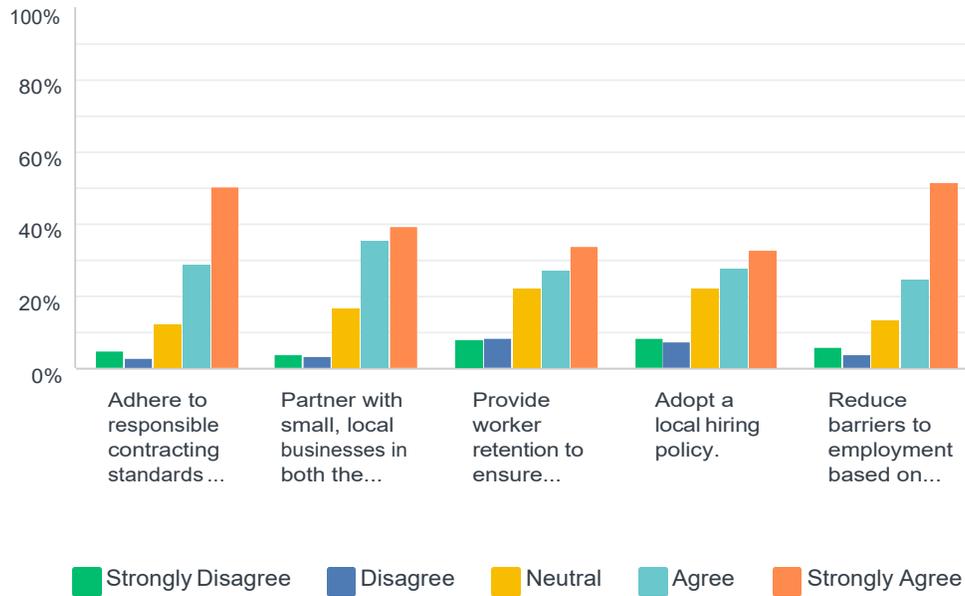
Answered: 561 Skipped: 132



	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
New development offers quality jobs that pay living wages (i.e., cover the cost of housing in San Jose).	4.28% 24	5.70% 32	7.84% 44	33.16% 186	49.02% 275	561
New development helps diversify San Jose's economy such that residents of all skill and educational levels have more opportunities.	4.47% 25	5.37% 30	10.38% 58	31.48% 176	48.30% 270	559
There are strong career pipelines that help existing residents and youth get good jobs in the tech industry and other higher-paying sectors.	4.28% 24	5.88% 33	11.59% 65	32.44% 182	45.81% 257	561
Local schools are supported with additional resources and innovation to provide quality education to local youth.	4.84% 27	3.41% 19	9.32% 52	24.73% 138	57.71% 322	558
New development protects, supports, and involves local, small businesses and non-profits.	6.44% 36	4.65% 26	13.06% 73	30.77% 172	45.08% 252	559

Q6 Development of the Diridon Station Area: Google and other companies/developers in the Diridon Station Area:

Answered: 558 Skipped: 135

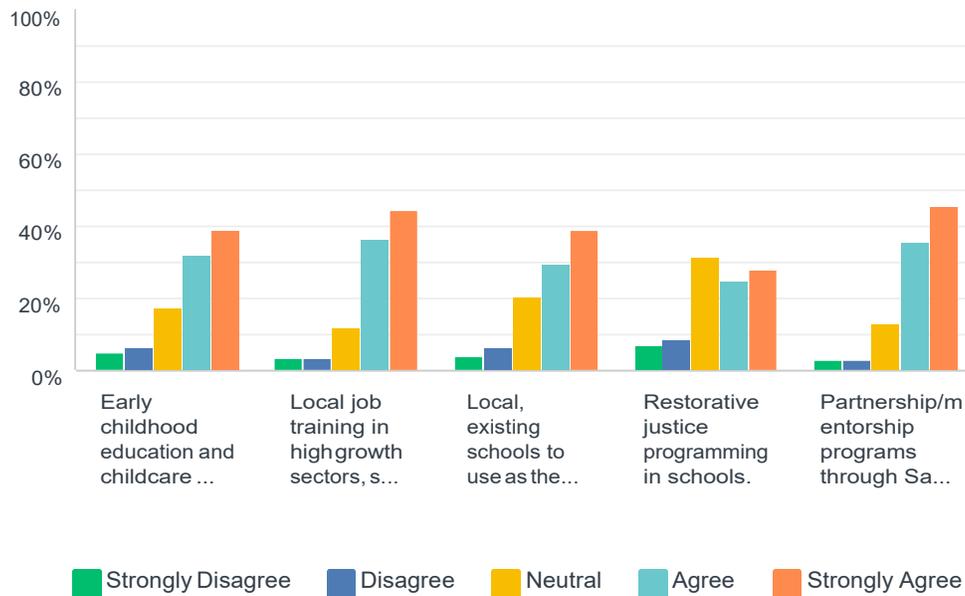


	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
Adhere to responsible contracting standards and use Project Labor Agreements to ensure fair and safe working conditions for contract and construction workers.	5.20% 29	3.05% 17	12.37% 69	28.85% 161	50.54% 282	558
Partner with small, local businesses in both the construction and operation phases (such as through procurement policies, catering, events, etc.).	3.77% 21	3.59% 20	17.24% 96	35.73% 199	39.68% 221	557
Provide worker retention to ensure service workers retain their jobs and do not face mass layoffs if building owners or future tenants change.	7.80% 43	8.35% 46	22.32% 123	27.59% 152	33.94% 187	551
Adopt a local hiring policy.	8.73% 48	7.64% 42	22.73% 125	27.82% 153	33.09% 182	550
Reduce barriers to employment based on race, gender, immigration status, and previous incarceration.	5.77% 32	3.96% 22	13.69% 76	25.23% 140	51.35% 285	555

Q7 Citywide Impacts and Benefits

New resources generated by Google and other companies/developers go to:

Answered: 556 Skipped: 137

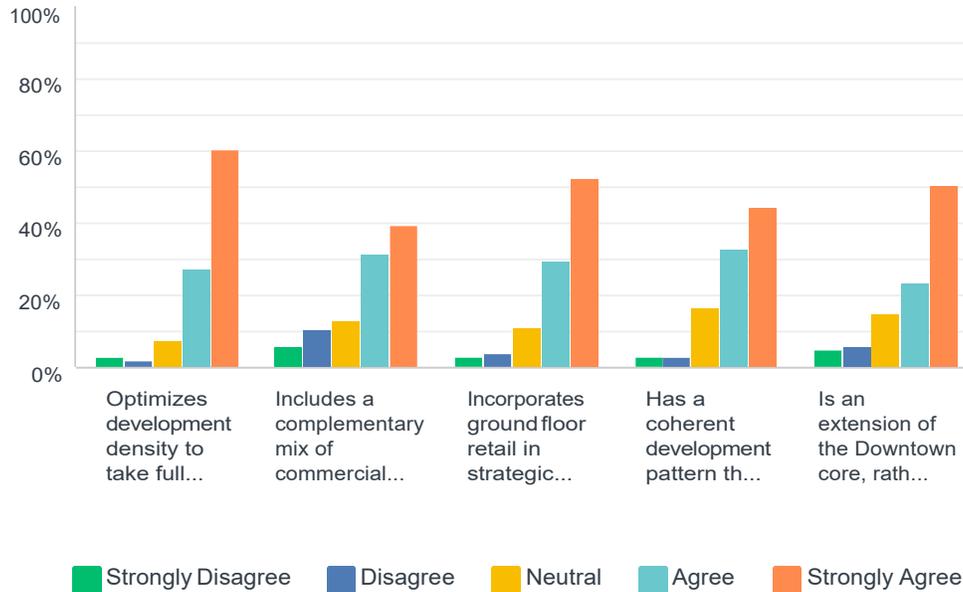


	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
Early childhood education and childcare for lower-income households.	4.87% 27	6.68% 37	17.69% 98	31.95% 177	38.81% 215	554
Local job training in high growth sectors, such as construction, IT, manufacturing, healthcare, and business (such as pre-apprenticeship and apprenticeship programs in trade industries).	3.44% 19	3.44% 19	11.96% 66	36.41% 201	44.75% 247	552
Local, existing schools to use as the district sees fit.	4.17% 23	6.70% 37	20.65% 114	29.53% 163	38.95% 215	552
Restorative justice programming in schools.	6.95% 38	8.59% 47	31.44% 172	25.23% 138	27.79% 152	547
Partnership/mentorship programs through San Jose State University (SJSU) and local community colleges.	2.88% 16	3.24% 18	12.79% 71	35.68% 198	45.41% 252	555

Land Use

Q9 Development of the Diridon Station Area:

Answered: 543 Skipped: 150

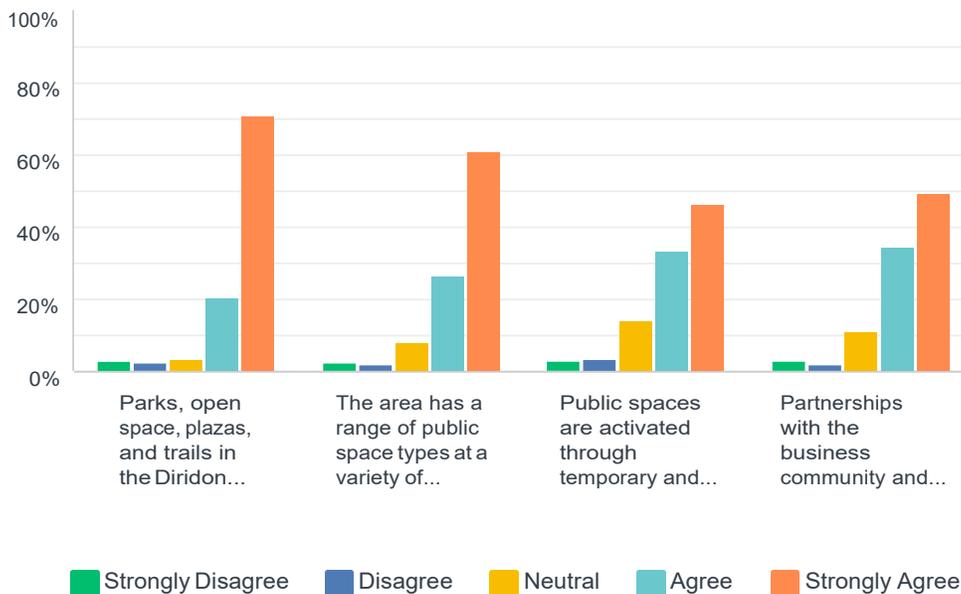


	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Optimizes development density to take full advantage of the transit investments.	2.95% 16	1.84% 10	7.37% 40	27.44% 149	60.41% 328	543	4.41
Includes a complementary mix of commercial, office, and residential uses, with emphasis on affordable housing.	6.09% 33	10.33% 56	12.92% 70	31.37% 170	39.30% 213	542	3.87
Incorporates ground floor retail in strategic locations and amounts.	3.15% 17	3.89% 21	11.11% 60	29.44% 159	52.41% 283	540	4.24
Has a coherent development pattern that is varied and interesting, yet has a consistent feel.	3.14% 17	2.95% 16	16.42% 89	33.03% 179	44.46% 241	542	4.13
Is an extension of the Downtown core, rather than a separate district, with a strong sense of place.	4.82% 26	5.94% 32	15.21% 82	23.56% 127	50.46% 272	539	4.09

Public Spaces

Q11 Development of the Diridon Station Area:

Answered: 539 Skipped: 154

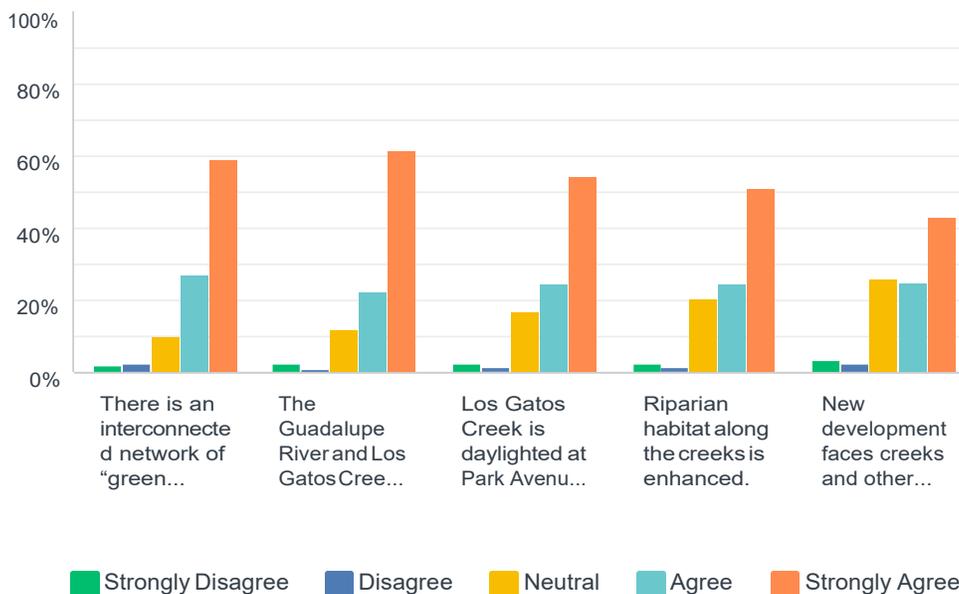


	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
Parks, open space, plazas, and trails in the Diridon Station Area are safe, visible, well-maintained, and accessible to everyone.	2.79% 15	2.42% 13	3.35% 18	20.63% 111	70.82% 381	538
The area has a range of public space types at a variety of scales (e.g., pocket parks, green roofs, plazas, community gardens, etc.) and opportunities for accessing nature.	2.42% 13	2.23% 12	7.99% 43	26.39% 142	60.97% 328	538
Public spaces are activated through temporary and permanent programming such as public art, pop-up retail, and events.	2.80% 15	3.36% 18	13.99% 75	33.40% 179	46.46% 249	536
Partnerships with the business community and neighborhood groups advance projects, implement programming, and help keep spaces maintained.	3.18% 17	2.06% 11	10.84% 58	34.58% 185	49.35% 264	535

Creeks/Trails

Q13 Development of the Diridon Station Area:

Answered: 526 Skipped: 167

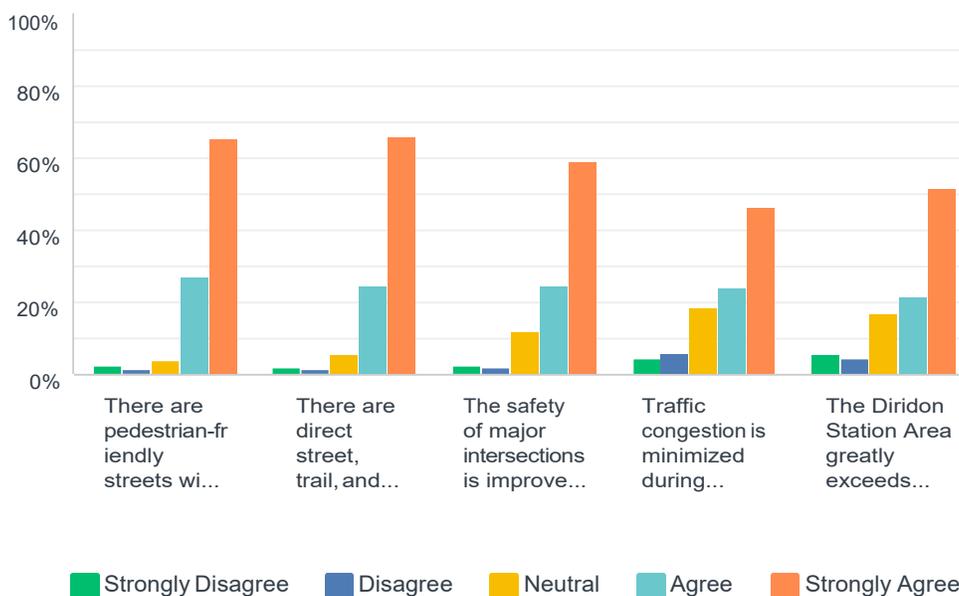


	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
There is an interconnected network of "green fingers" with inviting pedestrian and bicycle facilities.	2.10% 11	2.29% 12	9.75% 51	26.77% 140	59.08% 309	523
The Guadalupe River and Los Gatos Creek trail systems are linked.	2.67% 14	0.95% 5	12.21% 64	22.52% 118	61.64% 323	524
Los Gatos Creek is daylighted at Park Avenue, with restored habitat and a continuous off-street trail.	2.49% 13	1.72% 9	16.83% 88	24.47% 128	54.49% 285	523
Riparian habitat along the creeks is enhanced.	2.69% 14	1.73% 9	20.35% 106	24.38% 127	50.86% 265	521
New development faces creeks and other open spaces.	3.26% 17	2.30% 12	26.25% 137	25.10% 131	43.10% 225	522

Transportation

Q15 Development of the Diridon Station Area:

Answered: 523 Skipped: 170

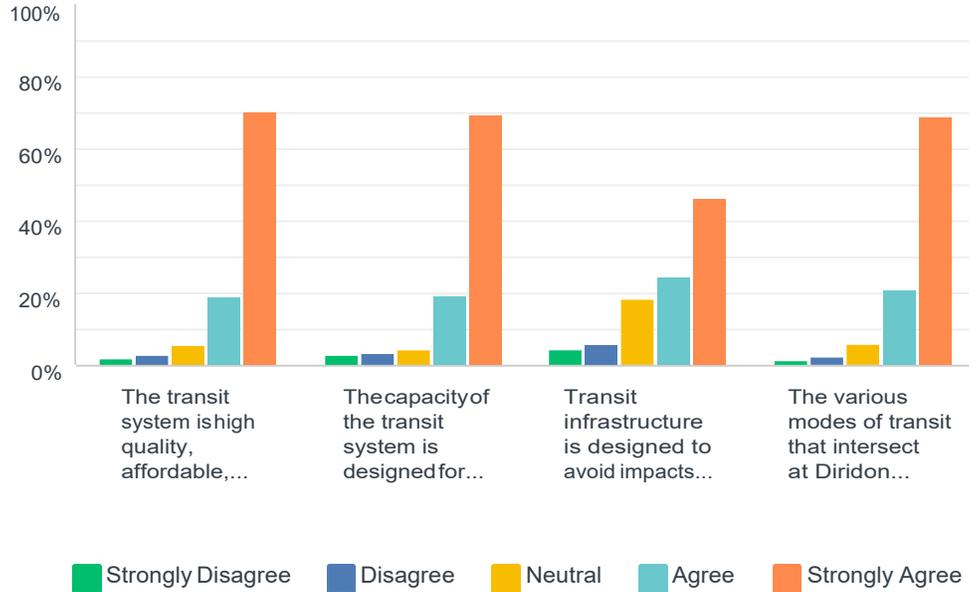


	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
There are pedestrian-friendly streets with small blocks, safe crossings, wide sidewalks, and amenities such as street trees and benches.	2.30% 12	1.34% 7	4.03% 21	26.87% 140	65.45% 341	521
There are direct street, trail, and bike connections to Diridon Station, Downtown, adjacent neighborhoods, and the regional network – with emphasis on improved east-west links.	2.12% 11	1.73% 9	5.59% 29	24.47% 127	66.09% 343	519
The safety of major intersections is improved, especially the Bird Ave/280 interchange.	2.70% 14	1.93% 10	11.97% 62	24.52% 127	58.88% 305	518
Traffic congestion is minimized during construction and on adjacent residential streets.	4.60% 24	6.13% 32	18.39% 96	24.14% 126	46.74% 244	522
The Diridon Station Area greatly exceeds citywide targets for reduced car travel.	5.59% 29	4.43% 23	17.15% 89	21.58% 112	51.25% 266	519

Transit

Q17 Development of the Diridon Station Area:

Answered: 520 Skipped: 173

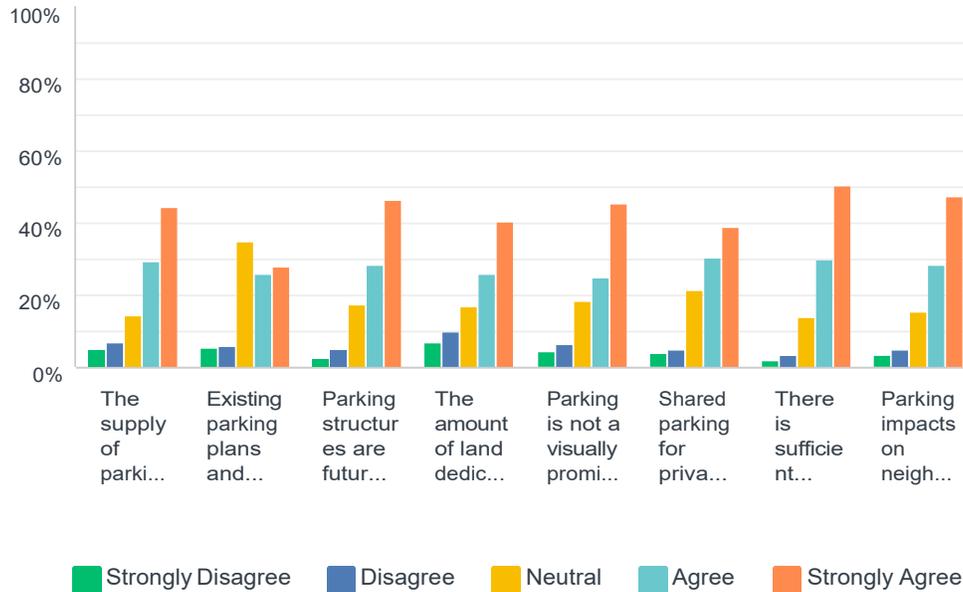


	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
The transit system is high quality, affordable, convenient, and frequent.	2.12% 11	3.08% 16	5.58% 29	18.85% 98	70.38% 366	520
The capacity of the transit system is designed for future growth.	3.09% 16	3.48% 18	4.45% 23	19.34% 100	69.63% 360	517
Transit infrastructure is designed to avoid impacts to homes, parks, businesses, and community facilities.	4.26% 22	6.19% 32	18.57% 96	24.56% 127	46.42% 240	517
The various modes of transit that intersect at Diridon Station are inter-connected.	1.35% 7	2.70% 14	5.98% 31	20.85% 108	69.11% 358	518

Parking

Q19 Development of the Diridon Station Area:

Answered: 504 Skipped: 189

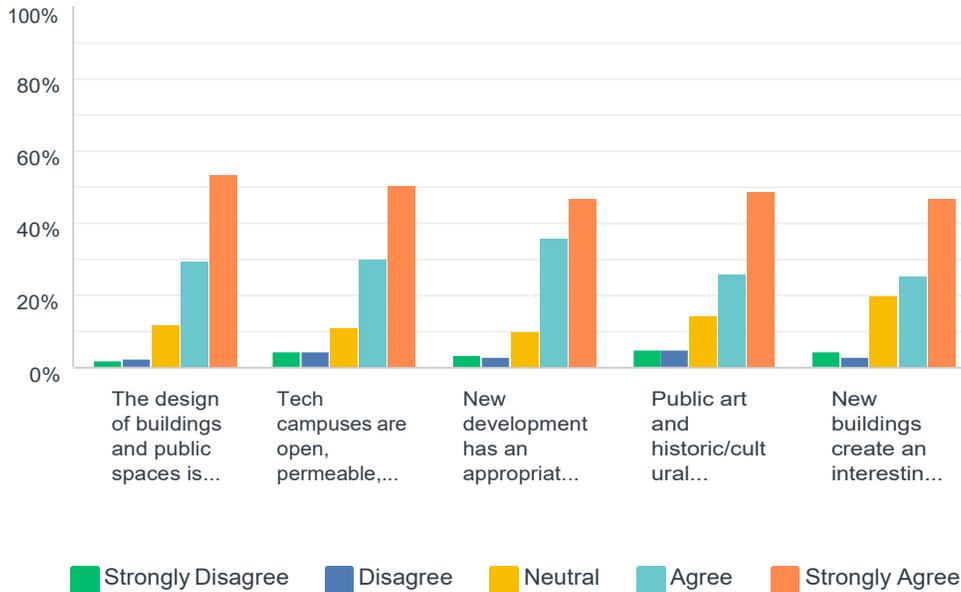


	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
The supply of parking is proactively managed to adapt to changes in travel patterns over time and to support goals for reduced car travel.	4.76% 24	6.94% 35	14.48% 73	29.37% 148	44.44% 224	504	4.02
Existing parking plans and programs that were developed with community input form the foundation for parking management in the Diridon Station Area.	5.43% 27	5.84% 29	34.81% 173	26.16% 130	27.77% 138	497	3.65
Parking structures are future-proof (i.e., designed to allow for re-purposing if no longer needed).	2.59% 13	4.78% 24	17.53% 88	28.69% 144	46.41% 233	502	4.12
The amount of land dedicated to single-use parking is minimized.	7.00% 35	9.80% 49	16.80% 84	26.00% 130	40.40% 202	500	3.83
Parking is not a visually prominent aspect of the built environment.	4.57% 23	6.56% 33	18.29% 92	24.85% 125	45.73% 230	503	4.01
Shared parking for private development, transit users, and the SAP Center.	4.18% 21	4.78% 24	21.71% 109	30.48% 153	38.84% 195	502	3.95
There is sufficient parking for other modes such as bikes.	2.20% 11	3.59% 18	13.77% 69	30.14% 151	50.30% 252	501	4.23
Parking impacts on neighborhood streets are minimized.	3.59% 18	5.19% 26	15.57% 78	28.34% 142	47.31% 237	501	4.11

Design

Q21 Development of the Diridon Station Area:

Answered: 483 Skipped: 210



	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
The design of buildings and public spaces is oriented to the human-scale to support an active street life and accessibility for all abilities.	2.09% 10	2.51% 12	12.11% 58	29.65% 142	53.65% 257	479
Tech campuses are open, permeable, and integrated with surroundings such that employees support local businesses and that the public has access to amenities.	4.35% 21	4.55% 22	10.97% 53	29.81% 144	50.31% 243	483
New development has an appropriate interface with existing neighborhoods and mitigates impacts, such as those related to traffic, parking, transit routes, and noise.	3.74% 18	2.91% 14	10.19% 49	36.17% 174	46.99% 226	481
Public art and historic/cultural preservation are integrated early into project design and plan implementation to enhance and protect existing character and identity.	5.00% 24	5.00% 24	14.58% 70	26.25% 126	49.17% 236	480
New buildings create an interesting Downtown skyline.	4.57% 22	2.91% 14	20.17% 97	25.36% 122	46.99% 226	481

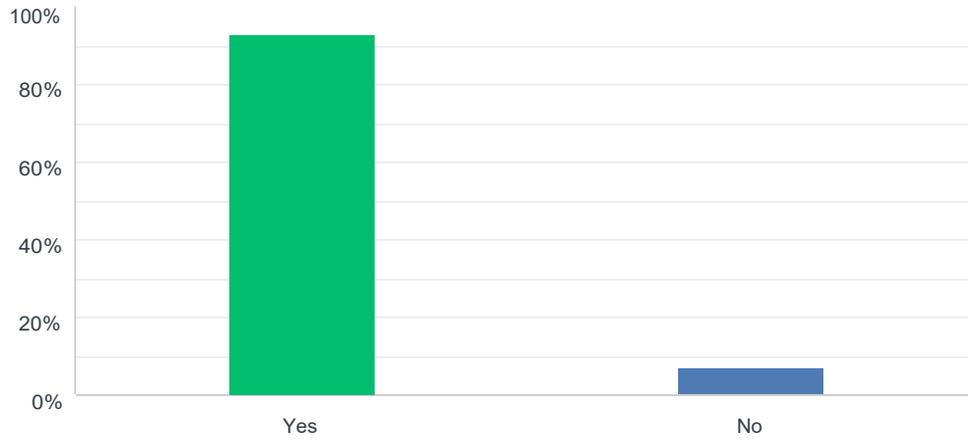
Q25 What is the zip code of your residence?

Answered: 500 Skipped: 193



Q26 Do you live in the City of San José?

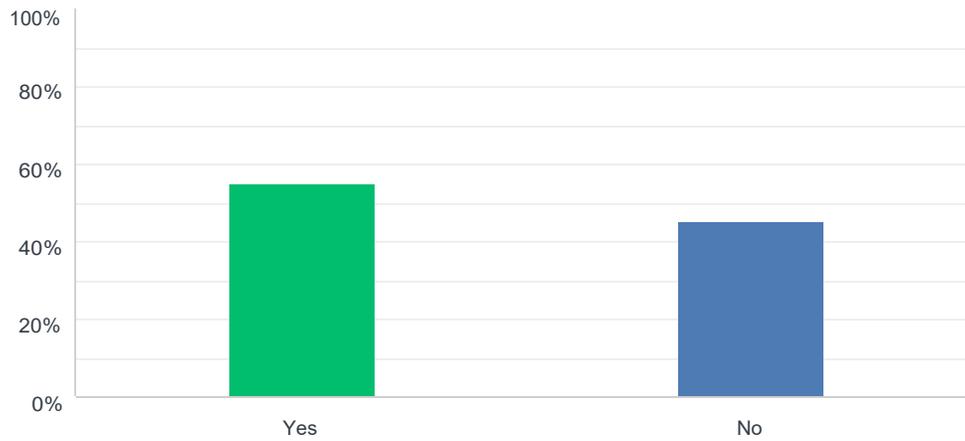
Answered: 491 Skipped: 202



ANSWER CHOICES	RESPONSES	
Yes	92.87%	456
No	7.13%	35
TOTAL		491

Q27 Do you work or go to school in San José?

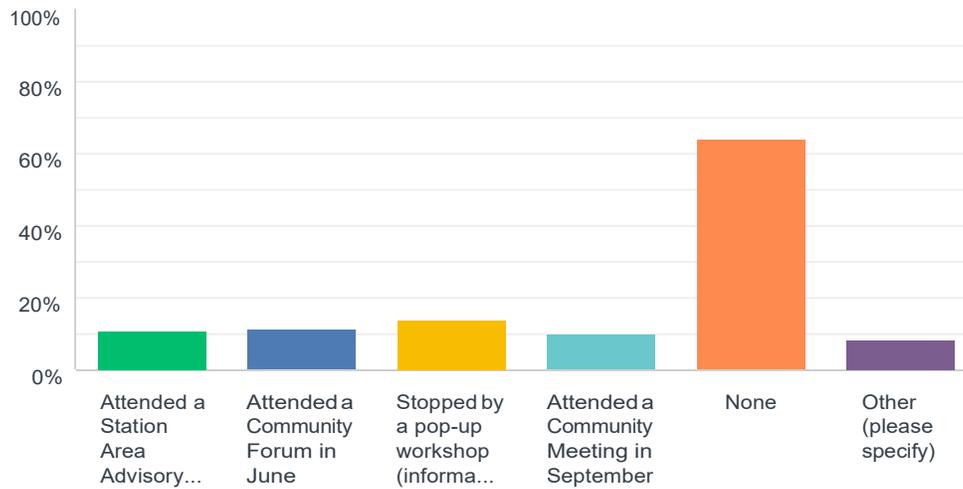
Answered: 484 Skipped: 209



ANSWER CHOICES	RESPONSES	
Yes	54.96%	266
No	45.04%	218
TOTAL		484

Q28 What Diridon Station Area engagement activities have you participated in?

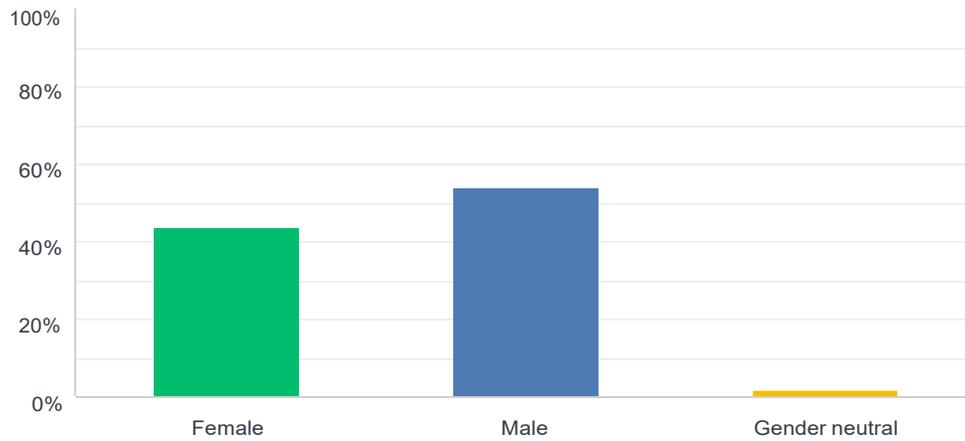
Answered: 469 Skipped: 224



ANSWER CHOICES	RESPONSES	
Attended a Station Area Advisory Group (SAAG) meeting	10.87%	51
Attended a Community Forum in June	11.51%	54
Stopped by a pop-up workshop (informational table) at a community event	14.07%	66
Attended a Community Meeting in September	9.81%	46
None	63.97%	300
Other (please specify)	8.53%	40
Total Respondents: 469		

Q29 Sex/gender

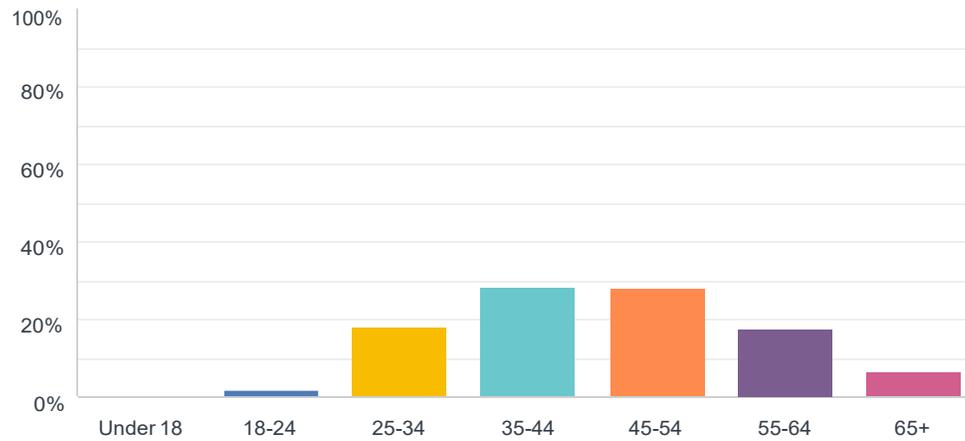
Answered: 471 Skipped: 222



ANSWER CHOICES	RESPONSES	
Female	43.95%	207
Male	54.14%	255
Gender neutral	1.91%	9
TOTAL		471

Q30 What is your age range?

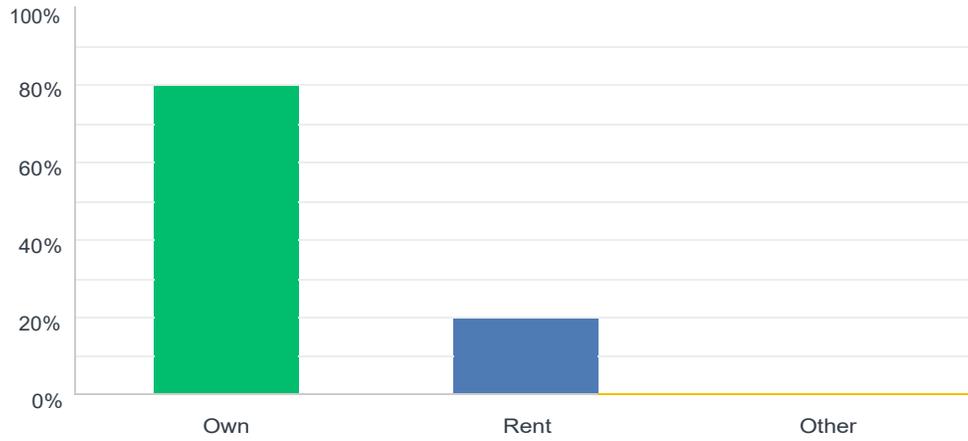
Answered: 469 Skipped: 224



ANSWER CHOICES	RESPONSES	
Under 18	0.21%	1
18-24	1.92%	9
25-34	17.91%	84
35-44	28.14%	132
45-54	27.93%	131
55-64	17.48%	82
65+	6.40%	30
TOTAL		469

Q31 Do you rent or own the home you live in?

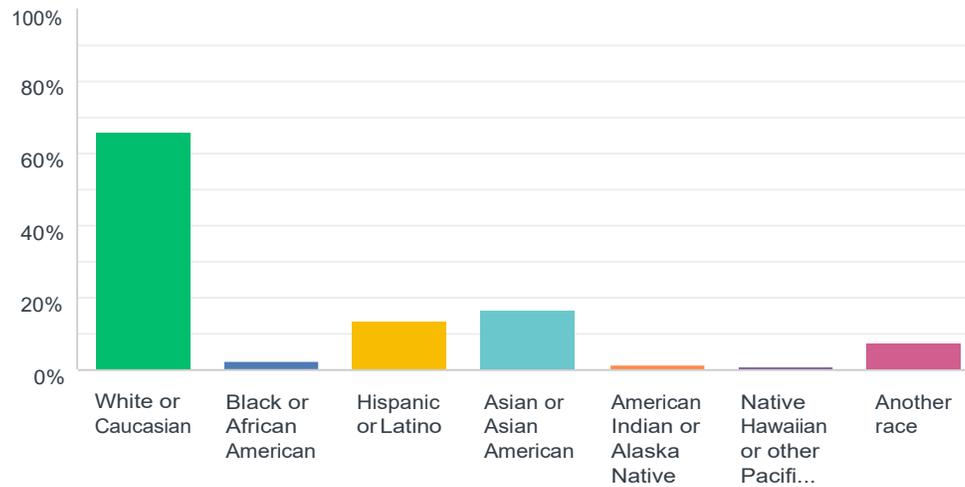
Answered: 477 Skipped: 216



ANSWER CHOICES		RESPONSES	
Own		78.83%	376
Rent		18.87%	90
Other		2.31%	11
TOTAL			477

Q32 Race/Ethnicity

Answered: 455 Skipped: 238



ANSWER CHOICES	RESPONSES	
White or Caucasian	65.93%	300
Black or African American	2.42%	11
Hispanic or Latino	13.41%	61
Asian or Asian American	16.26%	74
American Indian or Alaska Native	1.32%	6
Native Hawaiian or other Pacific Islander	1.10%	5
Another race	7.47%	34
Total Respondents: 455		

Appendix

Q4 Housing/Displacement Additional Comments

Please provide any additional comments on Desired Outcomes for the above topic.

Answered: 221 Skipped: 472

Q4 - Responses

- 1 We really need some positive changes.
- 2 More focus needs to be on bringing businesses to San Jose, the affordable housing needs to be balanced (not a 25% min) appropriately and use REAL examples across America that have proven successful.

Bringing more revenue in the form of Google and other high paying tech jobs will be the primary source to help alleviate affordable housing, but anything that stifles business from moving here will drastically impact the overall goal of this initiative.
- 3 We should by no means create any negative impacts to community members residing in the Diridon area. Displacement of community members, especially those most vulnerable and facing larger challenges, can be incredibly negatively impacted by this project. Housing is one of the most essential basic needs in order for any individual to be able to take care of other basic needs and maintain employment. If housing is impacted it is likely that all other areas are impacted: food, employment, education, individual or family well being, mental health, health, etc. - and ultimately cause extreme harm to individuals and families.

We must do whatever we need to do to ensure that individuals impacted by this project can maintain housing and resources in order to maintain their current level of life. San Jose should not destroy lives at the "Desire" to implement this project and bring "income and jobs" and Google should take the lead by community members, its residents and its advocates to properly ensure that it does not destroy lives.

We/San Jose should not be like our neighboring cities across the bay area that is allowing displacement and gentrification at the cost of adding jobs that will majority only benefit outsiders. I am pretty sure that the residents you are displacing will not be employed by Google. I am a life time resident of San Jose, a vested community member, and a current property owner.
- 4 Hold City land...develop ground floor land leases with developers such as a Google instead of direct selling.
- 5 To clarify our answers to Questions 5 under General Principles and Question 4 under Development of the Diridon Station Area there is no evidence of direct or indirect displacement occurring or possibly occurring as a result of this project.
- 6 This approach for feedback is a flawed. First, there's no chance this survey monkey online form captures the true sentiments of our community. It's simply a constructive narrative for City Hall to claim they have "sought and received public input." Secondly, I disagree with both the obvious philosophy behind this effort to gather input, and the premise of nearly every question. The Diridon Station Area Development is NOT dependent, not should it be focused on affordable housing. Affordable housing is always part of a strategic blend of development initiatives. It should be in this case as well. Unfortunately, you are creating a narrative that drives data and sentiment toward some misrepresentative tone that this massive opportunity to revolutionize San Jose should be a chance to build affordable housing. This plays well for elected officials who want to say they did something to address homelessness, but it both doesn't pencil economically and often strangles opportunity for San Jose.

The Diridon effort should first and foremost be an opportunity to bring valuable jobs and tax revenue to the City. A reasonable portion of the housing can/should be designated as "affordable," but you should not drive the tone and tenor of the conversation and regulatory approach with the intent to prevent "gentrification" with low income housing as the focus. San Jose needs market rate housing to help attract above average paying JOBS to the city! The economic development from employers spurs tax revenue that supports social services to assist the needy. The combination of non-profit and faith based organizations working WITH public services creates the strategic blend of entities that best addressed the most vulnerable residents. The progress that's been made in recent years reducing homelessness in Salt Lake City, San Diego, and elsewhere has been the result of joint efforts between non profits, the private sector and government. You're leading with the stick of forced, politically driven mandates on the blends - and it's unwise.

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Lead with the catalyst, not the repeated talking points of a tiny percentage of residents who certainly do not possess a true understanding of economic development policy development or tax revenue utilization. Systemic problems related to housing in San Jose cannot be fixed by City Hall's continued limitations on developers who are desperately needed to create more market rate housing. This backward approach hinders San Jose's healthy growth and prioritizes politics over true progress.

It's fun for politicians to give speeches berating "billionaire developers," but if you can't create enough housing stock for a family of four with a family income of \$300,000 a year who simply wants to buy a modest home in your city, you will surely never have a city capable of solving truly large and expensive challenges.

My feedback is simple:

1- Court Google and any other employers at Diridon and elsewhere to add tax revenue for the City - put the businesses downtown in high density buildings and houses and well planned, high quality developments every where else

2- Build a LOT more market rate housing with reasonable blends of low income and affordable housing mixed in (the order of your emphasis here is key)

3- Fund social services generously with the increased revenue from businesses and their employees

4- Partner with non profits to improve the quality of life for all San Jose residents

5- Leverage the virtuous cycle that comes from supporting businesses in your City - help them and then make big, bold asks of them to play a huge role in funding and engaging in problem solving

Thank you.

- 7 Please ensure that the above listed isn't overlooked. We cannot displace the middle working class in San Jose.
 8 Sam Liccardo, what you are doing is "evil." Where is the discussion surrounding the poor and disabled? We're reaching the point of no return. What's the limit to over-development? We're rapidly reaching that limit. You're the definition of a false Catholic, and it's nothing short of a humongous disgrace. You're the mayor, and you care a lot more about money than you do about the well-being of others.

Say #notoGoogle, and actually give San Jose a chance to be a model for once.

<https://www.mercurynews.com/2018/09/25/mega-jobs-hub-eyed-san-jose-berryessa-bart-google-facebook-amazon/amp/>

- 9 One aspect that has not been discussed anywhere is the accessibility to a transit corridor from other areas with cheaper housing and cheap transit. We have these railway lines but underutilized and no connections. If we can connect a high speed train to say, the central valley, and the "bullet train" or an express train brings people from there to here in under 45 minutes, we can solve many issues at the same time. Many Asian countries with huge populations and wide economic spectrum have adopted that alternative. It is not uncommon to see passengers take the "local" between Mumbai and Pune or Tokyo and Chiba prefecture etc.
- 10 I don't think ALL new resources generated by Google, etc. should go to housing, but some portion should. Other things should be funded as well, and the council needs some flexibility in allocating resources. Some can be locked to housing, but not all, as parks, libraries, etc. also needed funding.
- 11 There is assistance or limited assistance for the homeless within the Diridon Station area; however, they may not choose to participate if offered services, do not like the rules offered, or disregard the assistance. What can THE CITY do? The city, police, and/or community services leaders need to get these areas cleaned from

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- homelessness, but need to make it affordable. Simply because Google or any high-tech company moves in doesn't necessarily mean prices should rise in food, retail, or housing.
- 12 The city and Google should step back and take a closer look at whether San Jose can really and should continue to embrace population growth and urban sprawl or instead become sustainable by limiting growth and protecting the natural resources it has. It's ok for a city to run out of room and stop new development, use the vacancies throughout the valley and peninsula and embrace true sustainability. Of all companies, founders, entrepreneurs, data analysts, philanthropists, the Google team should be able to put forth a new vision for the future of San Jose that slows or stops population and development and serves sustainably with closed loops systems, telecommuting, and collaboration.
- 13 Stop developing housing in San Jose please! Nobody can get anywhere in a reasonable time due to the over population.
- 14 Yes, resources must be used to reduce displacement and/or help those most affected by possible displacement or gentrification by virtue of the Diridon Station Area development
- 15 I want San Jose to ensure that all of its residents, especially its most vulnerable, can benefit and thrive from development. Equitable development, that uplifts, not that displaces.
- 16 My desired outcome in regards to housing and displacement is to have a way for the people/companies in the area to find a new place to stay within the region in conjunction with the Google/Diridon Station development.

From the city and county side, regulations should be made to maximize the density of the Diridon station area and the opportunities that would stem from higher density. Some examples of regulation and zoning change would be height minimums.

The new area by the CreaTV building had a strong opportunity for dense housing, but one of the first projects nearing completion is a set of low-rise townhomes. These townhomes are the result of a wasted opportunity.

San Jose doesn't need to have 40-story skyscrapers, but it also should seek to maximize the acreage it has. Minimums of 5-stories of residences, with zoning allowing for commercial, retail, and light industrial (akin to maker spaces and prototyping shops) for ground floors. Outlines from the Planning department of a baseline building of: ground level retail/commercial/light industrial/office, second floor: offices and live/work, third floor and above: residences.

And these residences should be allowed to be of varying types: ranging from full penthouses, to normal apartments, to dorm-like suites with shared facilities, to studios, to SROs. One of the failings of urban density developments in the Bay Area is the lack of diversity in housing types that are suitable for a variety of people in differing stages of their economic climb. It is a fool's belief that every person with a W-2 deserves a one-bedroom/one-bathroom apartment. Have the option open for different types of apartments available with the protection of regulations that demand good landlord upkeep, then residents can choose any type of home that suits them with the understand that they will not be subject to a slum.

To make the area more inclusive and reduce commercial displacement of local restaurants and shops, consider regulations for lower costs for "shopkeeper units" where a shop owner lives in the same building or block as their shop or company's offices. This places the jobs creators in the community, spurring on local investment.

Unfortunately and ultimately, private companies are only obligated to make their designs and construction to the letter of the laws written by the officials.

- 17 Affordable housing in San Jose is only available to people who make under \$50,000. Now if you make less than \$100,000 in the bay area, it is hard to live and pay for housing and food and other expenses. Affordable housing should definitely be re-evaluated. Additionally, allowing Google to come into San Jose will make San Jose another Mountain View, where rent goes up because Google employees can afford it but nobody else can, forcing everyone else to be driven out. And increasing traffic and the population. Bringing Google in is not a smart idea in the long run and you can look at Mountain View's problems to see that. You should make sure to have clauses in the contract with them as well as making sure they give back to the community as well as not allowing their employees to eat free at the Google cafeteria (like Mountain View did with future Facebook

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- developments so that local food venues still made revenue off the employees in the area where it allowed for Google to still pay for the employees' meals, but they had to eat at local restaurants and couldn't eat at a free cafeteria because then local areas would lose revenue-link included:
<https://www.sfchronicle.com/business/article/Mountain-View-s-unusual-rule-for-Facebook-No-13096100.php>)
- 18 I would like to see, the negotiators with Google, representing the people of San Jose, to DEMAND, that Google be required, to build, on the SAME footprint of land, 2 floors of employee housing, RIGHT ABOVE, 3 floors, of office space. THIS, would help keep Google employees, in the same spot, with out need of their cars, for much longer periods of time, and help keep them, OUT OF, the local housing market, and adding far less, to weekday road congestion, and wear and tear, on those roads.
- 19 I think that it is important to have diversity in urban neighborhood income levels as well as to be careful that we preserve the character of the surrounding neighborhoods adjacent to the Google development site. Also important to add more density with smaller homes and rental units that can accommodate non-tech workers, seniors, as well as younger first time homeowners. I live in a large home on 1/2 acre but fear that my son and his wife may have to leave the area if they are priced out of the market not to mention those of lesser means. We need to protect the Americans Dream in San Jose.
- 20 San Jose leaders need to look to build low-income and homeless housing in other parts of San Jose. San Jose is a big city with lots of square miles, all the problems do not need to be condensed to one area (downtown and 95112). Share the "love" and share the load of the problems with the entire City of San Jose. All you are doing is ensuring schools and the downtown area remain underperforming and unsafe. Wealthier neighborhoods need to bear their share of the burden too.
- 21 I am concerned that as the Diridon Station Area becomes more developed, higher density housing continues to be built and more people are located within that area, that no or inadequate funds will be directed to helping Caltrain meet the dramatic increase in demand to and from the Diridon train station. I take the train to work and back every day and the trains are already very overcrowded during peak week-day travel times and often breakdown due to how old they are. I worry that this dramatic increase in development around Diridon will render Caltrain effectively unusable for those who rely on it due to extreme overcrowding, and that this will create even more strain on our already overwhelmed highway and freeway systems.
- 22 Ensure sufficient parking is developed for special events as well as commuters.
- 23 These statements should be recommendations to the City Councils not just principles to inform their thinking. Accountability to community input is not insured based on statements of principles.
- The Google development has tremendous city-wide impact that reaches far beyond the Diridon Station area. These statements need to be strengthened to communicate city wide impact on housing costs and displacement.
- 24 A recommendation is needed to create a Community Benefits Agreement with Google to create accountability. The building in and around the Diridon Station will greatly improve that zone. The area is already run down as it is. This is the same region that was going to displace everything for a baseball stadium. The impact to housing in the area is small.
- 25 Better businesses in the area that allow for more walking and biking to activities between Diridon and downtown.
- 26 Desire easier access to Diridon station to drop off and wait to pick up passengers.
- 27 I am concerned about the lack of attention to preserving our historic resources in the Diridon Station Area. There is a lot of historical structures that help tell the story of our city.
- 28 I agree that the city needs more affordable housing for low to moderate income people/families. I feel that the city and developers completely ignore the needs of everyone else. I have a family of 4 and a very good income who is looking for a single family home in San Jose and cannot find one. I would gladly buy a single family home and "give up" my condo in the Diridon area to a lower income family, however there are no reasonably priced single family homes for me to buy - even on my very good salary. I have seen so many middle class families leave San Jose because of this. I cannot move out of the area because of my job. I cannot find an affordable single family home to move to. The city and developers are gentrifying and changing my neighborhood so much that it is not going to be recognizable soon. I cannot do anything to stop developers from surrounding my condo with high density low income urban villages. I cannot stop Google from moving into my neighborhood. I am stuck and I am very upset about this. We have a housing crisis but not everyone wants to live in high density housing!!
 Teachers, small business owners, tech workers, etc not all want to live and raise families in high density housing

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- but that seems to be the only "affordable" options that are being put out in areas of the city where we need to be. I don't mind living next to low income housing, creative homeless housing, or in a city, but I don't like living next to high density housing and I hate that there are no options for me to move.
- 29 We need to make sure all work done on this project is being done by workers making a livable wage. From start to finish of construction and beyond. There should be strong language that aligns with area standard wages... we cant stop there though, we must have accountability to the wages the contractors and big businesses say they are paying. The only real way to accomplish this is to make sure that a PLA(project labor agreement) is in affect for the construction of this work. Also, the end users will have to be a union friendly tenant. These steps will help our surrounding communities continue to grow at a manageable rate. If we do not hold google accountable they will build what is responsible for them and not the community. I know they wouldn't want to hurt any one of the surrounding communities but the bottom line is what they are truly accountable to. It is our duty as public officials and union reps to make sure the people living in the area are represented and get a fair shake. Who else will do this for the common citizens, who else has a voice that counts for many. Together Google, San Jose City Council and the Local Unions can make this a project one that can be talked about through out the world. Please help us all do the right thing and help us continue to grow the middle class in a respectful manner.
- ██████████
- ████████████████████
- ████████████████████
- 30 I really don't want San Jose to become the new Cupertino. We need to preserve the culture of the city of San Jose and the people who live here. Perhaps public works projects like murals could provide jobs for some of the homeless population? Even better yet, the city could train them in construction and hire them to build low income housing that they could then live in.
- 31 Please protect the nearby Historic District.
- 32 1.Low income, Poor ...is a Lack of Initiative from individual, There are lots of opportunities available in today , By providing Incentives to become poor, home lessens, people become more lazy and against Free ,open Fair market, I do empathize with Homeless people but most of them given some sort of work and motivate them to come out of this situation rather than making homeless shelters, camps etc in the middle of Cities, towns. Rather these should be created outside suburbs
- 33 All improvements to the downtown San Jose commercial zone over the past ten years and next ten years have a natural impact of improving adjacent neighborhoods and thus home values and rental prices. Downtown residential neighborhoods have always been the poor stepchildren of Silicon Valley, so the City should not hold back neighborhood improvement just at the time commercial development is actually succeeding. The City should definitely NOT be "acquiring, rehabilitating, and preserving the affordability of existing multi-family housing" as such a governmental action goes totally against the natural flow of capital investments into our economy. The City/County should ensure citizens are treated legally by landlords and developers but should not be a player in the residential real estate market. If some individuals make the economic decision to relocate to lower cost areas (East SJ, Gilroy, etc.), then that is the course of democracy & capitalism. Similarly, I made the decision to relocate from Burlingame to downtown San Jose for economic reasons.
- 34 25% of units as affordable is nowhere near enough. 80% of units should be affordable below market rate (remember, market rate is the TOP rate, not some sort of median), and Google should agree to either a salary cap or a maximum amount employees may pay for housing. We also need to change city zoning & permit law to support density. Legalize all existing granny units/ADUs and drop the permit & inspection costs to \$0 for small-time landowners (i.e. owning less than \$2M in property) to get permits for new or improved/modified granny units/ADUs. (Current costs of ~\$20k mean only cash-rich people can participate; hardworking residents who put in their own sweat to build are unwelcome here.)
- 35 Please do not make the homeless issue any worse than current state.
- 36 I don't see how current owners in the affected areas would not benefit from the overall property value increase associated with the new development. Invest the money that would come from it into city-wide transportation improvement to allow people to commute easier rather than restricting their potential to benefit from the increased values fully.
- 37 Who will be doing the "acquiring" of at-risk multi-family units? I asked this question in person at a community engagement session and no one could answer, and I still see it printed vaguely here. I also notice that no

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- question is being offered about whether or not people want Google to be a part of the station area development, despite many people at the community engagement sessions asking for that option.
- 38 Define, middle and low income based on local incomes not national rates. Even middle income families are being priced out of the area. Have more sub categories and levels of assistance. Middle income and multi-income families make too much to qualify for current housing assistance, yet not enough to afford to live in the area forcing them to leave.
- 39 Provide a free flow of transit, cyclist and pedestrian ways into the downtown area. A private business campus should not block or impede the flow of public transportation to such a vital Southbay transit hub.
- 40 I don't believe the homeless issue is a housing issue for a percentage of the homeless. They need other services as well including but not limited to mental health, drug additions, life skills, skill training, etc.
- 41 I would have put that I strongly agree that everyone involved should be responsible, but I feel that statement does not adequately put the onus on Google. The City has no choice but to be involved. More significantly, by saying the City is responsible, it is effectively saying the residents and taxpayers are responsible. SF is a great example of why the onus should primarily rest, not as Ed Lee put it on residents and taxpayers, but on tech companies and developers. They are the ones that are coming into the community and disrupting it and they are the ones with the resources. So really, I think Google and developers should be responsible, and to the extent the City is responsible it is as a liaison and voice for the public. The notion of shared responsibility although perhaps "equal" or the same for everyone is not "equitable."
- 42 I understand that long term, San Jose needs more business to improve it's economic stability, and I think Google will be an excellent partner, but we also need ensure that is balanced with the needs of our less fortunate neighbors.
- 43 Make it easier to build new housing. The planned Urban Villages are a good start, but San Jose and the surrounding area needs significantly more high density housing that is designed as such.
- 44 New resources generated by Google, et al, could/should also go to: re-staffing/re-funding San Jose police department & provide all first responders with new/ongoing training to deal with current-day racial bias and mentally-ill homeless issues. Funding homeless mitigation projects is another that I don't see listed above.
- 45 I love the idea of the Grand Ave., where people can walk (without any car traffic), and experience the city. I'm very excited about what Google and the new transit center can bring to the city. I just hope it happens soon. I'd also like to see the city develop the river area. This could be a beautiful attraction, with restaurants, terraces, and walking paths, similar to what other cities have done. Last by not least, keep up the good work on the bike paths. All of the new development should be bike friendly.
- 46 A housing crisis requires building a significant amount of housing. Do not underbuild.
- 47 definitely want high density and affordability around transit hubs so that more people can live car-free and we minimize the number of workers forced into horrible commutes. Until the housing crisis is alleviated, we must supply bathroom (toilet, sink, shower) facilities, and perhaps even food storage and microwave facilities within reach of the places where there homeless encampments. Eg, at Tamien, a lot of homeless, and then there is at least that public bathroom by the playground fairly near to the station (Lick and Humboldt... not sure if it is open at all hours. It is obvious that there is a lot of urine, probably human since there is so much of it, in the bushes around the station (eg., the driveway that circles around the daycare to connect to Lick Ave.))
- 48 All these outcomes would be great, but I wonder what all these outcomes would cost if they were borne out? More authentic input could be collected if there was some sort of mechanism to forecast budgetary impacts to the City for each for each of these items.
- 49 Building more housing is key.
- 50 Housing affordability is a huge issue, but please don't kill the potential of the Diridon area as a vibrant, dense, urban center with stringent social equity requirements. Social equity is an important issue, but cannot be solved only in Diridon. It's a community-wide and long-term issue.
- I think you should upzone the entire area so we can get more BMR units and have more room for everyone who wants to live near the station. It's the best way to get transit ridership and have a healthy train network.

I think you should consider upzoning single family areas near the station as well. Those areas should do their part to address the housing crisis but too often we give them a pass.

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51 I would like to point out that the second option in General Principles doesn't really make sense. These options are both written in present tense and future tense making it hard to differentiate between the existing approved Diridon Plan and modifications to the future Plan which the survey is seeking feedback on.

52 I think this type of project should be Built Union, so that the wage theft like Slavery Towers is Not condoned.

also more members of the community can work where they reside.

53 If we want Google to bring business downtown we should ask them to not supply full meals to employees

54 The diridon station plan should not try to solve all the problems plaguing San Jose. We need more jobs in San Jose near transit.

Make the area a car free zone.

55 Why subsidize legal assistance for tenants, when landlords are getting screwed and already have to subsidize tenant lifestyles? Where's the legal assistance for landlords? A lot more landlords are hurt by bad tenants than the other way around.

I do agree that higher density housing needs to be located close to transit, but that should not be a reason to allow high-rises to tower over nearby single-family houses. We need to preserve the single-family culture and lifestyle for those of us who want it and have worked hard to afford it, and have paid taxes on our single-family homes for decades. We should not be displaced, as is happening now with the ADU's destroying single-family neighborhoods--we should not have to move from the homes we have lived in for decades, multi-unit housing should be designed as such from the start on appropriately zoned lots.

56 Any Google busses should NOT use public streets or public bus stops. They should used private sites to pick up or drop off riders.

His may be cover already, but just want to post the idea anyway.

Underground trains (under freeways like 101) or along the center divider of freeways (like BART on the 580 stretch to Stockton) to reduce traffic impact from those who will be driving I to the City to work at Google.

Make VTA more inline with reality (more frequent busses) so one can actually want to ride the bus instead of driving a car. Male VTA similar to MUNI in San Francisco.

Thank you for reading this.

57 Ask Google to Shift to Salinas and extend Caltrain regular services to that area

58 Public service employees, fire fighters, police officers, teachers, be included for affordable housing despite salary of employee.

59 Lower income people in Gardner neighborhood have been stranded. There is no help today for them.

60 I am fully supportive of economic justice and inclusiveness of the entire population in this development. However, I don't agree that affordable housing and homelessness needs to be addressed and accomodated in this precise location.

It's important that the development proposal accomodate marginalized populations *somewhere* in the

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- general area, yes. But let's not constrain the accommodation to within this high-value area. That isn't how cities work. Look at a city we want to become and see if they pepper their Park Avenues or their Champs Elysees with low-rent housing. It doesn't make economic sense. We need to be organic about this, and plan for a Lower East Side (or a Left Bank) kind of neighborhood.
- 61 I live in one of the wealthier neighborhoods in Willow Glen. But I am concerned about what will happen to the lower income parts of the area. Like the more affordable housing off Lincoln above Coe and the strain that displacement would put on lower income workers, such as longer commutes, even loss of jobs, disruption of school for children. It seems with the Google development those apt buildings would be prime targets for gentrification with expensive condo buildings.
- 62 If Google is going to build then they need a plan to invest in upgrading and fixing existing mass transit and shuttles paid for by Google to get employees to work. Our traffic is bad enough and the existing mass transit is overflowing and broken. All companies need to pay to upgrade mass transit including housing developers.
- 63 It would be great but it affects the pricing on rent and houses for sale!! Local families can't afford much of this!!
- 64 Please, do NOT forget funding for the schools. While the immediate impact on enrollment may not be sizable (I'm told hi tech people from outside the US aren't going to have kids -??), there will be a rapid increase in enrollment 6 to 10 years from first occupancy. With districts already struggling financially, developer fees are crucial!
- 65 Go Google San Jose!!
- 66 I am excited about the new development and what it will do for downtown San Jose. I really think it will raise the profile of the city substantially. Unfortunately this is going to displace many long time residents who are renting. I don't think there is any way around it unfortunately. It is sad. San Jose near the station will be populated by high paid tech workers that will come from other states and drive up costs for everyone. It's not just housing costs. The general cost of living is going to get too high for those not making Tech money. At the same time, a lot of those ugly plots of land around the station need to be developed. I'm definitely not in favor of keeping them the way they are. Basically home owners will benefit from increased property values, while renters are going to get abused by landlords with ridiculous rents.
- 67 I answered negatively to "At least 25% of housing units are offered at below-market rates for lower-income households (ranging from extremely low to moderate)." because I think 25% is too low and needs to be higher, at least 30%.
- 68 As a lifelong SJ resident, we must fight to keep the locals, the originals here in SJ. We are the lifeblood and pulse of the community - The foundation.....
- 69 All these gigantic corporations invading San Jose for the purposes of greed are also bringing in too many people, congestion, NOISE, pollution - & overall physical, mental, emotional & spiritual malaise! GO AWAY! WE DON'T WANT YOU HERE!!! }:-(
- 70 Do what is right for all of us that actually live in the mediocre San Jose that is a product of not focusing on services for those who actually pay taxes. Sam Liccardo spends too much time on homelessness and not on those who actually put him in office. Keep it up and we will be another San Francisco
- 71 If any work is to be done in San Jose that involves local people in the building trades. That works best for our tax dollars and working class people. Steve
- 72 require Google to commit to long term support of infrastructure improvement costs -- bringing 20000 jobs/80000 people into a specific neighborhood impact sewers, water demands, and traffic in HUGE ways. yes it means more jobs, side business, and tax revenues\$\$\$ but it also stresses the existing quality of life for the direct and surrounding community.
- 73 It's not Google's job to address the self-inflicted housing crisis. People want to own a single family home, it's the American dream.... People don't want to rent an overpriced apartment. STOP building ALL high density housing and approve projects that provide single family homes, like the project off Wawona and Booksin in Willow Glen that wasn't even given a fair shot by the city. If you want to improve the housing crisis, approve housing projects! It's not complicated!!!
- 74 Why is the city not trying to improve the transportation network and adding new roads/expressways and freeways to nearby cities so that it can ease congestion? Also need the city to issue more permits for more single family homes. Multifamily high density is not the answer for all these problems we are facing. It creates a very crowded environment no matter what you do. That is not good for the well being of the residents. They need

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- outdoor spaces and easy transit to nearby places. When the population density is higher, the crime rates are also going up. Adding to top of this, how can we prevent everyone being homeless by just one earthquake or a fire. Having smaller communities spread across with outdoor spaces in between and a well connected transit network should be what the City / County and state should be focusing on. If you have a well connected transit network, people can buy homes cheaper at a nearby city and commute easily reducing the chance of homelessness and poverty. And also less crime too.
- 75 Because the city has been unable to effectively engage and correct the issues in the blighted communities surrounding the development area, unfortunately I believe that the only solution is to support the affects of gentrification in those areas. The City and the community members have been given more than enough opportunity to affect positive change and now it is time to let economic forces provide the stability.
- 76 I do not support this development project. The cost of living in the area already greatly exceeds my budget as a teacher. There is a strong chance that if a Google development were to move into san jose, I would be forced to leave the city and find residence/work in a different city (likely in the east bay). It's important to recognize that such a development will likely displace both low and moderate income families in the area. I don't believe that any potential growth from this development would outweigh the risks to families like mine.
- 77 Responsible development of dense urban neighborhoods means that housing developments must be paralleled by mass transportation improvements. A vision for efficient urbanized living must include an emphasis on reliable and efficient mass transportation means and less emphasis on single occupancy motor vehicles.
- 78 Google is the best thing that could have happened to San Jose. Government has had many 'bites at the apple' and screwed it up.
- 79 It would help very much if Google has a multi-complex where there is a building exclusively for the employees to live.
- 80 I chose "neutral" in regards to questions about existing housing in the Diridon Station area, because we own a home very close to Diridon. We are not familiar with the housing issues or challenges of others in our area. We are aware that San Jose has a housing shortage and that many lower income renters have been forced to move out of the area and now have long commutes.
- We feel Google coming here is a positive and we welcome it. However we do not want our neighbors, low to middle income folks and small businesses displaced because of Google. We are also concerned about traffic and have high hopes that Google employees will take advantage of the train, scooters, etc. to get around. We hope that Google and the city of San Jose will work closely together to address such issues, so that the Google campus is a win win for everyone; More money for retail businesses in the area, restaurants, etc.
- 81 It looks like we're considering some novel approaches to deal with the problems we've seen in other big cities, i.e. San Francisco. Keep up the good work and make San Jose the best place to live and work. What I'd like to see is more commercial on ground floor and residential on higher floors. I'd also like to see more spaces for the arts. We have plenty of DJ clubs for the hipsters, but we have very few spaces for all ages shows, it would be nice to provide a couple of spaces for DIY music where the artists can perform for free. I'd also like to see some more community centers, more green space, more parks, more off street trails for walking, biking.
- 82 the city needs to ensure that Google, or any company, pay it's way and for all the infrastructure that San Jose provides. Please make this a good development for all of San Jose and something we are proud of for years to come!
- 83 That fair and proper vetting occur to the beneficiaries of such projects. Young African Americans, Hispanics and Asian couples who work traditional jobs but may not be able to afford over priced rental or a mortgage.
- 84 This is a poorly written survey. It seems designed to get the originators' desired results. Changing channels ... I think a well-conceived and designed Diridon Station would be a big win for San Jose. Unfortunately, that is unlikely to happen. San Jose tends to talk "large", but fund "small." Diridon Station could be both a transit hub and destination. The city wastes time and money in "chatting up" a great design, but then pulls the rug from under it with laments of "no budget." Any "new Diridon Station" will be with this city for generations. I fear that legacy will be an embarrassment.
- 85 I have no idea about any of the questions since I guess I haven't been paying attention to local news and whatnot.
- 86 I would like to see plans be implemented that specifically address the difficulty of public school teachers have buying homes in San Jose. Our schools are being negatively impacted by a smaller pool of available teacher

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candidates.

87 We would like to see Google build in downtown SJ. It will increase our property value and it will help clean up the area. i.e. less drug houses, and less homeless people.

88 I am in favor of the Google Development!

89 What about up grading schools and parks? All these people need open spaces.

90 New developments are currently affecting lots of families. Displacing them and forcing to relocate to more affordable areas. Families and children are affected everyday due to the fact of not being able to afford the rise of rent. Even middle class families cannot and are barely making it. There needs to be enough rent controlled units for lower and middle class families!

91 This is a poorly written survey. First of all, some will think you are asking whether these outcomes are happening now, vs. being desired. Secondly, these should be listed as outcomes to rank. Who isn't going to want any of these outcomes? The data you get from this will be useless if everyone answers the outcomes with the same response, as many will do.

92 I think the Google program is a great addition to the City of San Jose. It is in a great location in San Jose. As long as we can help the homeless and make our city more attractive to outside investment we will succeed. Keep up the good work!

93 Many of the questions above relate to homelessness or fighting gentrification of the downtown area - I am a teacher who lives in the Alum Rock area. I teach in Mountain View, but do not live there because I cannot afford it. I have happily lived in the Alum Rock area for many years and am already seeing the increase in rent and home prices - we are replicating what went on and is still going on Mountain View.

Please do not home prices and rent prices go up in other areas of San Jose - I am at my financial end....and am already finding it difficult to continue to live here. Please help. Please provide some non-downtown relief and protection too.

94 Rather than concentrate on specific details I would rather comment on what has happened overall.

Forty years ago and before, the Santa Clara Area was known as "Valley of the Hearts Delight", a title well deserved. Some electronics began to move in and there was plenty of room to accommodate some expansion. Roads were built to handle existing traffic, homes were built as needed. But guess what. People with the needed skills did not grow on trees, like the delicious cherries, apricots, apples, walnuts, etc.

But as the multimillionaires brought in more and more electronics, there were no limits put on the growth. More was considered to always be better. More and more electronic companies needed to hire more and more employees. There simply was not enough local talent, so the multimillionaires developed the brilliant idea of importing more employees who already had the needed skills.

Now roads are always carrying more traffic than is reasonable. There is no longer space to continue building comfortable homes with a small piece of land to call your own. So now newcomers are forced to live in what is called "Hi density housing". More accurately, it can be described as "rat holes available for incredibly high rents."

But no one said "we are trying to force more and more people into not enough space. Our comfortable,

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beautiful valley is being destroyed." But the multimillionaires said "No, growth is good! look at all the marvelous electronic gadgets we are making! More is always better!"

But we who have lived here remember when this was a beautiful valley, even though many of us worked in electronics. "We must slow things down. But how?" Perhaps there were a few voices saying we need to stop issuing so many building permits, these electronic monsters are swallowing up the whole valley! But those few voices were too little, too late.

The concept of managed growth, to be stopped when saturation had been reached was not considered. Now we are losing people because it is just too expensive to stay here. Some of the multimillionaires have decided to buy up property for their workers. So now one giant corporation owns what used to be downtown San Jose!

No matter what name you put on it, it is still the same. This beautiful valley has been destroyed. We can only hope that enough people have the capability to pack up and get out.

Some of the multimillionaires may soon be getting out too, as they repeat the lines from a favorite old children's story:

"The king looked out his palace window one day and saw a huge crowd of his subjects marching down the street. The king was dismayed, asking where they were going, but no one could answer him. The king thought for a moment before saying 'those are my people, I must go and lead them!'

- 95 We are ALL sick and tired of Santa Clara Valley getting way too crowded!! We do NOT want anymore company's starting up here. PLEASE GO AWAY. And take all your employees from all over the universe with you. We want our small town back and we HATE these new Condo's you're building all over our city. You are destroying our way of life. GO AWAY GOOGLE, FACEBOOK AND ALL THE REST OF YOU!!
- 96 I strongly support urban villages building as high as possible and with much design aesthetic as possible no Soviet style concrete blocks please
- 97 Encourage/Require high density market rate housing with some percentage of affordable units that are part of each development across the city. Especially in central San Jose and in urban villages. Makes neighborhoods diverse, more affordable, viable for retail and more interesting.
- 98 San Jose has been a beacon of hope among all Silicon Valley/South Bay cities. The administrative decisions here have always favored all sections of society and highly essential for a sound future. Keep it going!
- 99 Having a new Google campus is good for the economy and the growth of San Jose. I am all for it and will support it any way i can.
- 100 Continuity of schools should be factored in when considering location of "replacement" affordable housing because staying in same school will minimize disruptive impacts on children.
- 101 Google built campus near Diridon station is a great incentive for the economy of south San Jose. Strongly support it.
- 102 It would be a disaster to build 25% percent low income housing around Google campus. Google is going to hire lots of people and they want to live nearby and their incomes are middle class income. We should build the housing meeting Google employees' requirements. Even if you build lots of low income housing, these low income people may feel unaffordable for the businesses in this area since most businesses will meet the middle class' needs. And eventually these low incomers have to move out but the housing looks bad for the middle class people. So we should mostly target the middle class people around Google campus, while build lower income housing outside this area. Overall we can keep the city diversified.
- 103 Housing will be affordable when supply meets demand. Just build more housing.
- 104 It's not Google's job to build housing. They should be required to build a high quality dense office district.

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- 105 Urban Villages cause displacement, building where folks already live. Building high density in areas where it doesn't already exist--like in areas that are predominately Victorians/single family homes--is also inappropriate. Keep high density housing on the main streets. Stop using the term "affordable" because it means different things to different people of different income levels. Use numbers to describe what you mean so that there's no misunderstanding.
- 106 Growth and development is good.
- 107 Mountain View is looking into rezoning the area around the Googleplex for housing. Any Google expansion into San Jose needs to come with housing.
- 108 We need to somehow address the significant increase in San Jose litter. If something could be incorporated into development plans to help stem litter / trash all over the place, that would be significant to cutting down on ugliness, stink, and the risk that people do not come to San Jose or even worse, move away from it. It's really starting to look bad.
- 109 Build better transportation facilities to mitigate the traffic because of the new complex.
- 110 My real desired outcome is for developers to contribute additional corridors for transit. The Diridon area is already impacted by a lack of public parking and traffic. Additional developments will only serve to further congest the extremely impacted Hwy 87, 280 and 101
- 111 It's cliché, but it's true: if you want to make an omelet, you'll have to break a few eggs. This project can do so much for San Jose residents, for the life of the downtown area, and even for the public transit systems that serve it. There's obviously a lot of envy of tech and "othering" of tech workers, but this could be a massive boon for everyone who lives and works in San Jose.
- 112 Regarding housing, the goal should be to increase to total amount of housing as part of the development. Affordable component is fine, but not if it means less housing overall.
- Displacement in SJ is going to happen whether Google expands at Diridon or elsewhere in the South Bay. Both market rate and affordable housing help reduce the impact.
- 113 San Jose needs affordable housing but it shouldn't slow the Google development and most of the surrounding multi family buildings in the area should be raised and have better ones replace them. 2 story Motel 6 style walk-ups are barely better than single family homes.
- 114 This is a really hard problem to solve. For homelessness the house first, rehab second is super important.
- 115 We cannot procrastinate. We must provide access to affordable housing as soon as possible!
- 116 Better transit facilities to surrounding cities
- 117 I believe Developers should have the ability to improve these rundown areas. Residents have let most of their properties rundown and have not taken care of their homes. Developers should not have to pay for everything as owners will be making big bucks on selling their homes.
- renters is a different question, there should be some help for them in finding a place that they will take care and maintain.
- 118 I am for high density low cost housing. Well designed compact living units with attractive and unique layouts.
- 119 People deserve more than corporations. People have rights. Corporations don't need to have rights.
- 120 I'm less concerned about displacement from the specific development area, and more concerned that the overall mix of housing becomes more plentiful and affordable and we reduce homelessness. I don't care if individuals have to move. I do care that the Diridon area and the overall city provide housing for a healthy mix of incomes.
- 121 We need to fix the homeless issue. The solution is not to build homeless housing within the urban center. It should be outside of the city or in an undeveloped area.
- 122 I feel that having Google here is going to broaden the gap of the "Haves and the Have nots". It will employee people not from this area and will blow housing prices out of reach. I am a homeowner. It won't affect me, but I feel for our kids and the people who just miss and get thrown into working poverty. Highly educated.
- 123 Mitigation of traffic and parking impact.
- 124 Priority on my list is improved transportation. Silicon Valley cannot support additional growth in population without a strategy in place for all citizens including the elderly and disabled. Bike lanes, scooters etc. do not serve all the inhabitants of this city/community. Promises if BART that never come to fruition are not helpful. Transportation now, growth once it is in place. A one and one half hour commute to travel 13 miles in unconscionable. Please make this a priority now.

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- 125 Building more housing in all areas rather than below market rate rent housing will preserve all neighborhoods equally rather than only those with the wealthy who will stop development on their streets
- 126 It is solely the City's responsibility to address the housing crisis. The entire reason we have a housing crisis in the first place is that the city government has completely failed to ensure that enough housing is built, while spending millions of dollars battling homelessness, displacement, and gentrification that resulted.
- 127 Google is already bringing jobs and the much needed tax income to San Jose - it shouldn't be up to Google or the developers to dig us out of this hole. The City broke it, the City should fix it.
- 127 Apply all of these concepts to the entire city. Allow dense housing development with these inclusionary requirements throughout Silicon Valley. Don't concentrate all development just near Diridon Station. Every neighborhood must allow denser development, especially near transit stations.
- 128 A company has no business building housing, the market dictates rates and development. Stop being unfriendly to businesses, we need more companies paying corporate taxes in SJ, not silly pre approval community bail outs.
- 129 The plan MUST provide more housing units (all levels) than jobs. If there are 20,000 more jobs, there should be 40,000 new homes.
- 130 For San Jose to thrive, there need to be more high-density residential developments with retail that are walkable. We need to build for the future, not the past and sprawling suburban developments do not attract millennials.
- 131 There is a risk of great inconvenience of those who rely on Diridon station who take Caltrain to and from their jobs. I did that for many years, and this appears to be a massive issue for commuters unless there are provisions made for parking and drop-off/pickup. If I hadn't recently retired, I would be having permanent knots in my stomach at the possibilities for disruption and inconvenience caused by Google's plans. I hope that city officials consider these commuters before proceeding.
- 132 This will widen the gap and force rent to go up in the area. Google and the government are only looking out for themselves.
- 133 These are the desired outcomes. If you were to ask how I feel about the current administration meeting these outcomes, the replies would all be "unlikely."
- 134 I think the google/diridon development is a golden opportunity to create a real urban environment in downtown San Jose, something that has been lacking
- 135 The Diridon area should become a dense mixed-use urban place since it's uniquely situated next to some of the best transit service in the entire Bay Area, outside of San Francisco. Persons with a range of incomes should be able to call this place home, but I am concerned that a heavy-handed "no displacement" approach will smother the ability to construct new homes and build an interesting place. San Francisco is not a model to emulate in this regard. "No displacement" policies are enacted as "no development" policies, which serve to only protect existing residents at the expense of newcomers. This is not an appropriate policy for the Diridon area.
- 136 Address parking concern with sap center, diridon station and new campus of Google
- 137 Creating community centeric buildings and neighborhoods where everyone can enjoy the services such as open communities, greenways, and parks instead of behind gates and buildings.
- Generating micro living, tiny-house, and small solo-living units that provide an affordable alternatives to large units helping to conserve larger spaces for those with families.
- Homeless services such as showers, public bathrooms, and charging stations to give dignity back to those that are still on the streets.
- 138 Please do not allow google to build its own, segregated campus that pushes out the diverse community that currently lives, works and plays there. Keep the Sharks hockey team in their location. Build a community for ALL.

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- 139 I'm less concerned about displacement than that affordable housing near transit still exists with a massive increase in density or affordability generally through the increase of supply and market forces not rent stabilization.
- 140 Also need to include access to health facilities, grocery stores, schools within short distance to this new housing plan.
- 141 There shouldn't be any restrictions on heights. On the contrary, we should encourage as much height as possible as it increases density. Otherwise, we'll continue to be a glorified suburb
- 142 Mixed neighborhood (not only affluent people) is desirable. Infrastructure like very wide sidewalks, bike lanes, trees make for a happy community. Traffic kills directly and indirectly. I will be moving away from San Jose next year because I can't take the traffic and noise (I don't own a car, but ride a bike). Do whatever you can to minimize traffic, traffic speed, and noise in general.

Thank you for asking my opinion.

- 143 I understand the increased business building in the city increases the 'status' of San Jose as a BIG city. However, I have grave concerns about our unresolved homelessness issue because with the increase of big businesses local rents go up, perhaps in 'happy' anticipation of people making higher wages and therefore willing to pay more for housing. How will the increase in businesses help to resolve our already overcrowded city??? Perhaps each new business must provide a specified contribution to housing of ALL levels with a focus on elevating homelessness. For instance, if you have a party and invite more people than will fit in your party space, where will the displaced go??

- 144 None of this will happen. You will displace people who have lived there for years & years & the homeless will still be homeless & all that will happen is Google will have a big shiny building.

- 145 More protections for renters and homeowners alike against rising costs due to the anticipation of future value. Stop the rising costs on businesses in the downtown area from the building owners which are closing those businesses down in favor of demolishing buildings to build luxury housing.

- 146 Unfortunately, the policies proposed so far leave out middle class renters. We are neither homeless nor "low-income", but do not work for Google and are already burdened with the existing cost of rent in San Jose. Introducing a large facility of highly-paid workers to our area will further drive up the rent prices, which are already getting out of hand. This could ultimately price us out of San Jose. Even if we are somehow able to stay in the area, the prospect of one day being able to afford to buy our own home is quickly becoming unrealistic.

Existing home owners, likely among the biggest advocates of this project, have nothing to lose. With locked-in property tax rates, they do not face any downside when real estate prices sky rocket and the housing supply faces an extreme shortage.

A project like this will quickly contribute to inequities among San Jose residents, shrinking the middle class, and dividing the haves from the have-nots.

- 147 Create a data driven model that other cities can follow, that we can be proud of and that is easily understood by all in San Jose. That said, I have lived in NYC and Tokyo where space is tight and there is some natural migration as neighborhoods change. In NY, it costs \$1M for a one-bedroom in a high rise with no land. San Jose provides more value. Do hope to see San Jose be livable for all incomes especially for children.

- 148 The world operates on economics, supply/demand, and money.

At all levels, I've seen this not to be an issue of "rich vs. poor", "haves vs. have-nots", or "tech workers causing gentrification"...but rather bigger fish eat smaller fish...at all levels on the economic scale. The landlord taking advantage of tenants. The tenant airbnb-ing his rent-controlled apartment for a profit. The landlord out to make as much money as they can (it's a business, not a charity). The tenant thinking they can live forever in their situation, even though they are renting. It's all about economic advantage, and when someone has advantage, they will try to capitalize on it, be it a tenant or landlord. Obviously...landlords have much of the upper hand these days.

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At some point, my concern grows for voices who demand a "god-given-right" to affordable housing. it always boils down to who's going to pay for it, because money doesn't grow in trees and doesn't show up in the mouth of a fish. In the end, it's all about \$\$\$\$. cha-ching!

Good luck! I hope all parties can be reasonably satisfied.

149 I'm not an expert, but some quick research about Community Land Trusts suggests it may be difficult to get a loan for a home built on land that is owned by a separate entity. This seems at odds with the idea of affordable housing. Hopefully there will be provisions in place to prevent abuse and help with financing.

150 Stop with the additional housing. Build a smarter city. If people can't afford to live here, so sorry. Build mental facilities for the homeless. The homeless come in two flavors bums and people with serious mental issues. Help those who need it and screw the folks who can't go to shelters or follow basic rules.

151 I live/own in Cahill Park, and I think low and moderate income housing is very important for San Jose, especially near the new Google/Diridon. What I am afraid of, is creating all of the low-income housing in one place - such as across the street from Cahill Park, and on the other side of Park Ave. I have always been a proponent of having mixed housing in each development - everything from studios to 4 bedrooms and in.between. I believe this creates mobility from poor and just starting out, to young families, to senior citizens wanting to downsize. Having low income in only one area may add to drugs, crime, etc. Spread it around.

Be diverse in hiring.

Also, Google needs to invest in local schools - everything from elementary through High School. They not only need internships for professional track jobs, but for everything from security, to child care, to food services. Hire locally, and don't contract out. Keep jobs local - and pay a little more. Be a front-runner in really giving back to the community. Thank you. Susan Babbel

152 Somewhat ambiguous in your question in the "Development of the Diridon Area Station": questions are posed as "questions" but read more like statements. I do not believe *currently* there are affordable housing options for the people who currently live in the area. I am strongly concerned that there will NOT be affordable options for people who live in the area currently to stay, i.e. the people renting a room from a homeowner won't be able to stay as there won't be options in a high-density housing building for such sub-leases.

I am also EXTREMELY concerned about parking options. Most often, a high-density housing project offers ONE parking spot for an owner or lesee, except often there are 3-6 adults living in the unit, many of whom are required to drive to their jobs to just get by. Then add in the idea that someone might want to come visit one of these units--say a birthday party, or a SuperBowl party or just a Saturday night. Where are those visitors supposed to park? We have seen in this neighborhood, the complete destruction of many on street and off street parking spaces, and yet, the addition of thousands of more car-trips to the area per day. Where are people supposed to park?!?! It's all fuzzy-warm-feelings the concept that "people will take transit" but wake up, this is California, people drive! You can try to force the residents of the area to take transit, but the reality is, most don't and won't, even if they work/live there. Look at SF and the parking and driving issues. PEOPLE DRIVE, PLEASE PLAN FOR IT! In fact, OVER PLAN FOR IT! Plan extra parking, please, or you're driving people out of the area indirectly.

I personally avoid going to downtown SJ because parking is always such a hassle, whether finding it, getting into the space or structure, or getting out of it after having supper, seeing friends or attending an event, in addition

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to the walk required to get to my destination, since rarely are there parking structures RIGHT next to where events are taking place--an example is Cesar Chavez Park---almost no surface parking across the street, a walk of several blocks is required, plus walking in the structure. Or, going to McCormick & Schmick or Il Fornaio---ever tried walking from the parking structure on 2nd to M&S or IF in heels and back? How about if your companions want to walk down So First Street after supper? Please don't suggest I can just ride-share instead, often you have to walk to a significant place to catch such a ride, it still is inconvenient in heels, or if one is less than perfectly abled!

Finally, will someone FINALLY do something about upgrading Diridon Station itself---in terms of visual signs for departures? I have ridden CalTrain and Amtrak many times thru there and every time I have to hope I can understand or hear the announcement of what track a train is leaving from, or stand in line to ask a station agent what track I need? It is the only station with inside seating I have seen that does NOT have active signs with departure info for ALL tracks! One TV would solve that issue!

153 I don't mind new development. I would not want companies to displace current residents or impact indirectly their rates. That being said, cities evolve and changes are what helps the city grow and develop. In addition, new dense housing is not my preferred approach. This will only lead to more codmzmss conditions where negative outcomes for the community will increase including crime, child abuse, and other issues. I want to preseve and protect what exists but not add new high density hosing.

154 Overall, it's not the responsibility of Google to address existing problems in San Jose. San Jose should keep adding to its housing stock while adding new businesses.

155 There will be some displacement and we should work as a community where possible to minimize that and allow the building of housing for greater supply. However this is not a Google specific responsibility. As a community we should do these things and the appropriate planning and not through it on the backs of our businesses.

156 Question: How will San Jose handle the water shortages with the substantial number of people coming into the area?

157 The goal of the Google Campus should be to balance the new housing that is created across income levels. For older areas not part of the new campus area, funding appropriate to the need should be available to owners to maintain the property- not government acquiring the property. Regulations, including rent control already discourage investment in San Jose. Over the years it is shown that government does not take care of property- just look at the public buildings, historical buildings, parks and roads- all in disrepair.

158 Use the 1% for art planning fee to build the SJ Light Tower in "Googletown".

SJ needs something unique and to be proud of.

I'm very supportive of the proposal. It vitalizes a derelict area, creates jobs, will make wise use of non-auto transaction. The architecture should be unique and encourage walking by having multiple services. Do NOT displace Poor House Bistro, a newer cultural icon in SJ.

159 This shouldn't only be focused on affordable housing. The influx of more people in the area also creates a need to increase public services like: additional police/firefighters resources, public transportation, construction of new schools and remodeling old ones,

160 Let's also keep the area from looking ugly please! Interesting and aesthetic architecture and open space are important!

161 Some where south like gilroy will be fine not in san jose

162 Housing is a big topic and so is employment. I would like to see big employers like Google make a concerted effort to recruit and hire at the local level which means putting in formal local recruiting programs for high school aged students, college aged students, alternative education path students and working adults.

163 The focus should be on building more housing, that's the only way out of the housing crisis. Displacement should be less of a concern.

164 Diridon is for jobs. Let the jobs come in. Do not burden these companies with undue responsibilities. We need the jobs more than they need us.

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165 I strongly support Google development. It should not cause increase in homelessness. New resources generated by Google and other companies/developers should be used to improve the city in general, i.e. improve road conditions, increase policy force, etc. instead of focusing on homeless people.

166 Responsibility for the housing crisis and traffic falls almost completely on the municipal government (and partially on the state and unchecked direct democracy model - i.e. prop 13). Housing is unaffordable due to the chronic lack of supply, which is caused by massive local government red tape. Roads are congested due to lack of fast and convenient public transportation options and delusional unlimited free access to a very limited resource (it's free to drive on 101 in rush hour).

Dense urban development near transit centers is certainly a big step in the right direction. However, adding all these other (yes - very real) problems to the pot just amounts to just more red tape. Allow more dense housing and work on building fast and frequent transit options. Streamline permitting. Ditch rate control. Attract more developers.

Homelessness and help to low-income residents is important, yet, separate issue. Negotiate with developers purely in \$\$\$ terms and use these \$\$\$ for municipal programs. Helping homeless and low-income residents is community and local government's (not developer's!) responsibility. Developers have all the intensives in the world to do as little as possible there.

167 Horrible survey questions. I guess by definition you are asking in my opinion...

But are you asking if I think these topics are important, or how well the various organizations are supporting these topics. For instance the percentage of housing offered below markets rate is a fact, not an opinion to be answered in a survey.

I think based on interpreting the questions from a different perspective the data collected by this survey can support conclusions that are polar opposites from each other.

168 Gentrification and price gouging will be created.

169 San Jose needs more job per resident; pressure should be made to other cities within the Santa Clara County. San Jose has done a lot already and it seems irresponsible to ask "more" when we already have such job imbalance.

170 As a homeowner in downtown San Jose, I would be interested in opportunities to modify and and upgrade our neighborhood, parks, and community areas. See less homeless people camping out in our neighborhoods and on our streets. We are all for Google coming into SJ, as long as the impacts are positive for existing homeowners. Give us a reason to want to stay because right now SJ looks and feels horrible and dirty!

171 The points above touch upon very complex issues with no simple outcomes or paths forward. I don't have enough information about most of these matters to give input based on the way this survey is structured.

172 Approve Google the same way Cisco was approved. They pay taxes but do not have to jump through special interest group hoops.

173 Homeless has increased in Santa Clara County, just look at our streets. Apartment cost and home purchase prices are priced far too high for people making minim wage. If you look at all the fast food places or places offering jobs for minim wage should answer your questions, they cannot afford to live on their own. I have lived in this area since the 60's and never have I seen it so bad.

174 I would like to see elderly housing options in addition to just "low income". If there are good alternatives for elderly people to move into, they may be willing to stay in the area when they sell their homes. With close access to public transit and the Coleman Marketplace, this could be a great place to promote to retirees.

175 I'm leery of penalizing developers too much and ending up like San Francisco (high-value, high-displacement).

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176 San Jose should let controlled market forces work more. Of course this will result in some level of gentrification. This renaissance is better than San Jose's ongoing continuation of blight (and crime).

A mix (apartments, condos, townhouses and brand new single family residences) should be built within and throughout San Jose. Tear down old warehouses and build well designed offices. Also, allow more residential single family dwellings (well planned communities) in the vast amount of open space that surrounds San Jose.

The County (not just San Jose) should play a key role in solving the homeless crisis. We need a new Agnew type hospital somewhere within the outer edges of the County on County land. Plus, we need other solutions rather than placing the homeless in tiny homes and half-way houses within or near our San Jose neighborhoods and businesses. (In the 60's, half-way housing ruined downtown San Jose and San Jose State University and basically laid the beginning groundwork for future blight.)

177 Comment on: "Provide compensation and relocation assistance if redevelopment of existing housing occurs"

THIS IS THE ROOT OF GENTRIFICATION. Moving people because they don't suit that area anymore to bring in the people "we want". How about go develop on land that hasn't been developed yet like in Gilroy? or the hills of east San Jose?

People have been living in their homes/apartments/studios/complexes for many years. To tell them "we'll pay you market value and help you find a new home" is empty words. Market value is not enough to keep them in the bay area, and I don't think anyone working for the city has time to help each individual find a new place to stay. The city can't even keep up with itself. DO NOT UPROOT FAMILIES JUST BECAUSE GOOGLE WANTS TO FILL THE TOWN WITH "GOOGLERS". Let the families move when they want to move. Let them sell their home and give Real Estate agents business. If the city actually does this, then it will hurt the economy especially the real estate market.

178 I agree homelessness and low income residents are at a greater risk and should be prioritized. More options should be considered in addition to these measures, such as additional assistance for people experiencing emergencies or pending eviction litigation to ensure they are not displaced irresponsibly, creating additional hardship for people that otherwise have means to pay housing but not moving or security deposit expenses. Additionally, the elderly are at risk and their increasing needs are not mentioned, especially in regards to elderly communities for non medically dependent residents. Existing communities have expressed concern over services and retail being displaced outside an area they are able to reach, requiring better transportation services for the existing community, in addition to addressing the future need.

Lastly, I am a resident near the station and welcome the new growth and positive development, while being greatly concerned for the quality of my community and shared resources. I will be advocating for more proactive management of shared spaces to keep them accessible and safe for all of the community.

179 The dense housing discussion should not happen without including infrastructure as part of the same discussion. The infrastructure needs to come before the housing to prevent major traffic and parking issues. Infrastructure is a broader need that inherently extends beyond the Diridon proximity in addition to the transit center.

180 I would really like to see city leaders to move the city forward, to make San Jose the capital of the Silicon Valley instead just talking about it. Develop the city and especially around the traffic hubs.

181 We really need to make San Jose a Place where People want to come to and live. Right now it's more like a place where we can just afford. We are doing anybody any favors by remaining less developed than the rest of the day.

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- I'm very excited to see google come
- 182 I am more concerned about the appearance of the buildings and how well they will be designed and how the final development looks. with parks, paths and bikeways. Also this is an opportunity for historic resources to be utilized/integrated such as the Dancing Pig neon sign...
- Very little is mentioned above about the charming old buildings along Montgomery Street. I think some of them could be integrated into the Google plans... It will need neighborhood hang outs and coffee cafes. Navlets building is especially interesting with a long past.
- 183 I wish it was brought to a vote to the residents as to of Google could even move in here. The traffic is already a nightmare and will be considerably worse. Our neighborhoods are going to be over run by traffic, our resources will be more tapped then they already are. We are growing too fast and our infrastructure can't support this type of growth.
- 184 I disagree with the idea of dense housing. We need some housing but more tall, dense buildings, creates more traffic with already VERY impacted freeways and parking lots. Assuming people will take the poor lightrail system and horrificly slow and minimal cal train is a joke. Most people in the Bay have to get around via cars. Fix our useless transportation system and perhaps that won't be the case, but for now it is! Thank you for spending our transportation tax dollars in such an effective way to build robust commuter lines.
- 185 This development will help the development of retail sales in San Jose and boost tax coffers which can help the city enhance services for homeless (without increasing taxes and regulation on new construction and homeowners.. which simply drive up housing costs by restricting supply). It is great to see the city work together with companies like Google to solve problems versus simply looking at more tax revenue from the existing base... which drives up living costs and creates more homelessness risk. Bravo!
- 186 No more Google!
- 187 Build high density housing - that's the primary way of combating affordability. Not subsidized housing.
- 188 I would like to see the money generated by google and other companies to go to hiring more police officers. Also to hiring more people for code enforcement. The money should also go to retaining teachers in the area.
- 189 Once you start to pick and choose both the type and location of new housing developments, you constrict the supply of housing. Instead, why not let developers build what they want to build? A truly open housing construction policy will ensure the most housing actually gets built. Yes, there will be displacement and gentrification. But the quality and price of housing will improve for everyone.
- We've spent billions on public housing and attempting to avert displacement, and the result has been rampant homelessness. Can we please try something different, like reducing government involvement for once? Rezone any idle property to residential and let developers build both affordable housing and luxury condos.
- 190 The housing is not just effecting low income but also median income individuals. I work a full time government job and soon won't be able to afford rent of a TINY run down place without a roommate, and that's at below market rates. The housing is OUT OF CONTROL and the city is completely negligent in housing planning.
- 191 It is great that the city is trying to address the housing issue for lower-income families and the homeless, but a missing topic is how this will affect the lower-middle/mid-middle class families. Generally, with these large corporate developments, lower-middle/mid-middle class families get priced out with the influx of corporate housing/corporate employees who can afford to pay the inflated prices as a result of the corporate stimulation; so even if the city focuses on the lower class families/homeless, other people will be affected and displaced.
- One other thing I'd say that should be addressed is that this plan should include a strategy on how to address the homeless problem outside of the immediate Diridon Station Area. How can the scope of this project be extended to provide services, like housing and mental healthcare to the homeless population that is already displaced?
- 192 Housing developments need to be mixed use. When people across income stratifications live together it's better for the whole community. I don't want to sed ghettoized housing. We need smart housing that meets diverse needs. And Market rate housing leaves out the missing middle income earners.
- 193 Development should follow demand. In order to be inclusive of all working members of our community, thought should be made into including a wide range of housing and employment options for all people. Our Doctors, Lawyers, Teachers, Police, Retail workers, etc should all be able to live in proximity to where they work. But, entitlement should not cloud the picture.

Q4 - Responses

- 194 Google should take much more responsibility on traffic increase and housing and commercial around new campus. They must contribute to the community to support commercial areas like restaurants nearby by not having cafeteria within campus, expanding roads and/or only use mass transportation for their employees and also build home or donate for massive homeless populations (ie. amazon donate 2bn for homeless), instead of, constructing "googler only paradise".
- 195 I have not seen Caltrain parking mentioned anywhere. Any new development should preserve or increase the amount of parking for Caltrain users around Diridon. Not enough there as it is.
- 196 Existing multi-family housing should be knocked down and replaced with taller denser modern construction. I think the idea is terrible all the way around. The use of the term "affordable housing" is meaningless in this area. It is nowhere near affordable now so I can only imagine what that will actually be if it is built. I disagree with anything that uses the term. It's a smoke screen lie. This does not address the parking and traffic impact which is already horrendous! One becomes a commuter in their own city practically. San Jose and the county in general is going in the wrong direction already...time to pump the breaks and fix what is already broken before adding to it!
- 197 Most homeless are here by choice because of the gratuitous nature of those who currently live here. For the people who really intend to be a functioning part of society, provide a means to help them get on their feet.
- For those addicted to drugs, mental issues, process them appropriately thru mental health sites or hospitals. For those addicted to drugs show them where to get assistance in breaking their addictions.
- For those who are just looking for handouts because they are lazy, show them the door out of the city.
- 198 All of these things are great on paper, but what I would most prefer is Google not move into San Jose. The explosion of tech in the Bay Area has been disastrous for longtime residents. I've lived here for more than 30 years, and no part of me wants Google in San Jose.
- 199 Legal services should not be funded by City taxpayers simply to be employed to stand athwart progress at Diridon. If individual tenants need help with landlord issues, that should be focus of legal assistance.
- 200 The Google project will do so much for our community!!! Go forward with it!!! Homeless and those who can't afford to live here need to just move out if they can't afford to live here. There are other areas and states that are more affordable. Don't impede progress because of this.
- And remember, most homeless people are homeless because they CHOSE that lifestyle!!! If they didn't choose it, they wouldn't be homeless. There are PLENTY of places hiring.
- 201 This is a free market. If you artificially subsidize or make the housing near Diridon less expensive, you will only create a problem in the future.
- 202 Google will bring too much traffic. They should look elsewhere.
- 203 My biggest concern is traffic in San Jose increasing with all these dense housing plans. I'm supportive of making it affordable and providing more options for housing, but the highway and surface street infrastructure to support the area is already terrible! Please address that first, or during this whole process of building.
- 204 Diridon best utilizes the upcoming transit hub if built out with mostly office, retail and entertainment options. Housing should be densely built along high frequency transit corridors that connect to the station.
- 205 With over 100,000 San Joseans without internet access, and, given that the new Google complex is only a few miles away from San Jose Public Libraries, why can't we entertain the idea of Hotspot Lending through libraries? Google has helped numerous libraries (both domestic and international) so wouldn't it make sense for them to help, being they'll be in our own neighborhood? Here are some links:
- Google gives NYPL 1 million <https://www.cnet.com/news/google-donates-1-million-to-nyc-libraries-to-lend-out-wi-fi-devices/>
- Google helps Seattle Libraries <https://www.geekwire.com/2015/google-funds-new-lendable-wifi-hotspot-devices-for-the-seattle-library/>

Q4 - Responses

206 The city will in my opinion help to provide context to make its strategic case as it demonstrates aspects of the core problem.

Example: San Jose is the only major U.S. city which has fewer jobs than residents. Residents in single family homes is a fiscal net negative (per WGNA preso by Kim) and on the other hand, adding jobs is a net positive.

The city's strategy is to rebalance the ratio or jobs/residents to attain a fiscally sustainable city ecosystem for everyone. This approach will put pressure on displacement. The city has humane plan X (we should show the plan) to manage displacement and gentrification.

207 Its the responsibilty of the city to provide services and housing not Companies. The city should be generating enough in fees and taxes to cover the cost. I would hope that in addition the city will make it easier for small business to get started in DTSJ and the surrounding area to create places where these folks will want to spend their money.

208 Build up density near transit. No more single family homes along these lines. Transit and density should go hand in hand.

209 Need to manage and improve traffic and parking and street conditions that are currently awful.

210 This a terrible survey.

211 All this talk is going to discourage development and hold back progress in the most important downtown area. I strongly believe economic development coupled with governmental low income supplements will help with the situation. The homelessness is nothing new and the drive to do better will help the overall San Jose economy, businesses and people living there. Thanks.

212 it is not google's responsibility to house the masses in san jose. they would be much better served building this housing in sunnyvale and mountain view, where they host more jobs than proposed at diridon, and where there is a more severe housing shortage than in san jose.

213 Traffic is always a concern. Please spend/allocate the necessary funds to extrapolate what impacts all this additional housing will have on traffic and parking. Usual approach from developers is to assume 1 car per household, which is clearly farcical. Please ensure realistic assessments of the amount of new traffic that will be generated, and how much additional parking will be required. It will be another 15-20 years before people really start giving up their cars on a large scale. Myself and many of my fellow citizens are disgusted at how local government has been letting developers build without any of these types of assessments, or any oversight to ensure that assumptions made in the traffic studies are realistic. Many of us are keeping a close eye on this, and anyone who is running for re-election or election had best show good efforts towards ensuring traffic studies and other impact assessments are not weighted towards developer's needs!

214 Income inequality ultimately and crime should very much be considered before proceeding further. Google won't help this unfortunately.

215 Let free markets work. Gentrification isn't a dirty word.

216 There is a general lack of accountability between all Districts in the City (as well as neighboring cities) to commit to our most vulnerable opportunities of low income and moderate housing. A mix of housing options and complimentary health/wellness services is the only true solution to helping make the Silicon Valley where all have an opportunity to survive and build their story.

Ideally, as a climate smart and affordability option, all future housing developments (especially those with a target of low-to-moderate occupants) would be within reliable and regular affordable transportation blend (rail, safe bike paths, bus, etc.)

217 A program to decrease homelessness is paramount, this is one of the biggest problems facing our neighborhoods, specially the downtown area.

218 San Jose can become the nationwide model for how to deal with housing issues while strongly supporting high-density development with high-paying jobs and making central SJ the best place to live in the county. City developers from all over the world will come here to study our model. We have a huge opportunity here!

Q4 - Responses

- 219 Google's footprint in the area needs to be kept to a minimum.
- 220 Just how exactly would indirect displacement be measured/proven?
- 221 gentrification happens organically. Affordable housing happens when supply outstrips demand. We are making this a better area (gentrification) and the demand will increase and supply will be limited so look outside this area for "affordable housing" not Diridon area. Low income or lower income house holds will NOT be able to afford to live in this area in the near future as it becomes a nicer place to live. DEMAND! build more homes in East San Jose along transit lines and double the height that the City thinks is acceptable or you will not reach supply or even get a developer to designate a % of the development to "affordable housing" In addition, the City needs tax revenue. Having high income households in this area increases the likelihood that these high income residents will go to a play at the CPA or a hockey game at SAP or a concert. They will shop at Whole Foods or go to a restaurant along The Alameda or downtown. TAX REVENUE. These households are more likely to use Cal Train.

THINK!!!!!!

Jobs/Education

Q8 Jobs/Education - Additional Comments*Please provide any additional comments on Desired Outcomes for the above topic.*

Answered: 107 Skipped: 586

Q8 - Responses

- 1 Does "local schools" include downtown/East SJ? And are we talking about public schools or all schools? I don't think the local private schools (Bellarmine, Notre Dame, Presentation, etc) need new resources or tech. Our public schools, especially Downtown/East, need investment.
- 2 As an employee of a local school district and an employee of a county non-profit, I feel that new resources generated by Google or other companies/developers will not make their way to our local communities that need it most. Instead, the families in our communities are forced out due to increases in the cost of living. The "desired outcome" for our most challenged communities even a few miles from downtown San Jose, I feel, will never be addressed by Google or any other company in the future.
- 3 The project is of no benefit of the community if it does not actually benefit current residents. This project should ensure that current San Jose residents and especially those who will be impacted in this area have employment opportunities at Google and long term. This project is of no benefit to San Jose if it does not actually benefit its residents by bringing in thousands of outside San Jose people. We must hire locally, create pipelines for our most disadvantaged youth and community members, and allocate resources (both monetary and other) to its nearby schools, nonprofits, and community programs. A san jose youth growing up in Washington School area should have the opportunity to step onto Goggle's campus and learn from the best, and change his/her life trajectory without his/her family struggling to find housing or pay rent.
- 4 I am a total proponent of many of these things, but I am not sure exactly how they relate to a business moving in.
- 5 It is easy ... it is very easy to act ignorant towards certain issues, when one has never experienced said issues firsthand. It is a lot more realistic and compassionate when one is willing to expand ones mind and look at the roots of an issue. Especially when said issue involves the well-being of fellow human beings. Housing is great, yet alongside Google and other huge tech developments, it will be "disastrous" in the long-term.

Our status quo is extremely broken, it is no longer possible for anybody to deny, and San Jose has a history of doing these patch jobs which have ended up being disastrous in the long-term.

What is extremely scary here is that instead of looking at everything from a humanistic — and realistic — perspective, higher-ups view the long-term "solely" from financial studies which only take into consideration

Q8 - Responses

the wealthy.

By refusing to do the thing — dumping Google while saving and restoring the Century Domes via reaching out to organizations such as The Film Foundation, Stanford Theatre, Alamo Drafthouse Cinema, Bay Area Film Events, National Trust for Historic Preservation, Space Command, Niles Film Museum, etc, etc — which would consistently bring in tons of cash to help city services, which in turn could help poor people, ie the homeless...

Then, down the road, after opening National Landmarks in San Jose (which would bring in consistent business to Winchester Mystery House, Hotel Valencia Santana Row, other hotels, and many small businesses (including the struggling ones in Santana Row; the shopping center which Ash Kalra in a hearing once, in an effort to suck up to Federal Realty, referred to as a potential “world destination”) ... after halting all tech developments, at least for the time being, we can worry about housing (which sounds ironic, yes; yet with the way things are right now, it is our greatest shot at success). Because we need a lot more housing; that is a given. Our current predicament is the result of many years of decision-making under Chuck Reed and now Sam Liccardo.

One does not keep slapping wet bandaids on festering and infected wounds (which is what San Jose has been doing for many years); eventually, said bandaids fall off.

We can no longer afford to look at things black and white. San Jose has been doing that for years, and it is why we are in such a seemingly hopeless predicament now.

Real people are hurting, and hurting severely, and real people — moms, dads, sons, daughters, grandmas, etc — are close to dying, and it is getting worse every year.

The Mercury News on September 7th, 2018 ran a front page story; it said that San Jose has the most unaffordable housing anywhere. It said that the expansion of tech giants is driving up prices.

How can people be assured that Google and vacant office space will make everything better, and that it will not cause more homelessness in the long-term? Why taking a stand and becoming a catalyst by halting all tech developments while using National Landmarks as ways to bring in consistent flows of dollars to in turn attempt to solve the roots of homelessness and a rapidly-rising mental health epidemic, and while seeing a permanently large boost in small business spending by tourism in order to boost the economy is a horrible idea?

We can no longer afford to look at things black and white. San Jose has been doing that for years, and it is why we are in such a seemingly hopeless predicament now.

Real people are hurting, and hurting severely, and real people — moms, dads, sons, daughters, grandmas, etc — are close to dying, and it is getting worse every year.

And is city hall concerned with doing things to discover and combat the roots of homelessness? To bring in funds which would help accomplish this?

Q8 - Responses

No. Instead, we treat and speak of our fellow human beings as second class.

Just like Donald Trump.

Any one of us could be homeless any day now.

Many homeless people were once middle to high income homeowners.

We have to stop treating them, stop speaking about them, as second class.

For “them” is just a short step away from “us.”

Our current predicament can be fixed; everything must be done very carefully, and most certainly “not” be done through a broken status quo. Such “fixes” have already been attempted.

And encouraging such action, such behavior, is to me the definition of a true leader.

Being compassionate can be one of this life’s toughest lessons, yes. Especially when one is stuck in their ways (which I can totally understand, as it is all based upon human nature. Upon “free will”). It is our greatest test.

For it all has to do with being human.

And once we pass said test, once we realize on a basic level that we are all the same, that any one of us could be homeless, and that we all deserve an equal opportunity to heal and to realize our God-given potential...

As Mister Rogers says in his 2002 Commencement Address at Dartmouth College:

“Our world hangs like a magnificent jewel in the vastness of space. Every one of us is a part of that jewel. A facet of that jewel. And in the perspective of infinity, our differences are infinitesimal. We are intimately related. May we never even pretend that we are not.”

Take these words to heart, and may you all be all the better for them.

Let us all start anew, and let us all finally put our hatred and differences behind us, and let us all work to truly make San Jose a leader.

A catalyst.

Q8 - Responses

For solutions are so obvious, tools to begin to delve into the roots of homelessness and mental health via the only viable means to really help people are right here, right in front of us, yet our community leaders refuse to take advantage.

Sam Liccardo needs to take note. I always say, even though a few people have expressed discomfort because religion is such a touchy subject for some, yet it is true ... as a Catholic who admittedly admires Pope Francis (who named himself after Saint Francis), and who has even met the guy ... he is commanded to halt Google, Federal Realty, etc, and to really focus on bringing the community together to reign in money for and delve into the roots of homelessness and severe mental health issues.

It is "finally" time that he follows in the footsteps of the person he so greatly admires.

We could for months argue back and forth regarding tiny technicalities, which is what is happening now, and all the while not get anywhere.

Why not take a ... humanitarian approach?

What would be the harm?

In the very long-term, as in 15-30-40 years ... we are setting ourselves up for disaster.

We need to think long-term. Not short. No more short.

Look at where short has gotten us: the highest priced affordable housing anywhere, and the most rapidly rising homelessness and mental health epidemic.

Saying yes to Google will not solve anything.

Saying no will give us the chance to thrive.

#nomorewetbandaids

#notoGoogle

#SaveOurCineramaDomes

- 6 None of the options clearly mentioned the demographic impact of having Google or any such "sinks" (single income no kids) or "dinks" type of companies where work is all most of them do and there is barely time left to care for a family (even if many of them do have kids, they will opt mostly for private schools rather than public) . So, if that were the case, I do not see any value add to giving more money to school districts when we will see a decrease in enrollment that will eventually lead to school closures. While I do see the possibility of currently situated families with kids already in school benefiting from high school internships etc., I do not see that "trend" moving forward.

Q8 - Responses

- 7 Again, not everything should be locked into these goals. Some portion, perhaps, but not all. There needs to be flexibility with the funding. School funding, childcare funding, and restorative justice programs should be paid for by everyone, not just new businesses.
- 8 I answered strongly agree those should be true, but in reality development should not occur. The vacancies in the valley should be used to fill advantage.
- 9 Leverage current partnerships in education to build pipelines especially for the most underrepresented populations in Tech.
- 10 Companies that develop/are tenants in the new Diridon area are under no obligation to provide jobs that do not serve the company itself.

That being said, it would behoove any company in the area, to the benefit of their employees and their buildings, to provide the most welcoming and inclusively-invested environment in their neighborhood. What this means is that the people that live in the neighborhood also work in the neighborhood and can trust that their families can benefit from the neighborhood.

One way is to not provide internal catering facilities and instead provide vouchers or agreements with local restaurants for meals and drinks. I know that this directly encourages workers from an office building to engage and spend time with the next-door brewery. This is at no cost to the office worker, a net morale boost to the company, and a profit for the brewery.

Make zoning and permit process easier for small businesses in the Diridon area. With large-companies like Google in the area, who may need to contract out aspects of different projects, a small company in close proximity will be able to compete without having to risk their profit margins against larger competitors in other parts of the Bay Area.

To increase the distribution of jobs and education: consider extending benefits from Diridon to the areas of the San Jose Urban Village plan. Enticing a large company to also invest in these areas that have more housing - that they wouldn't have to built - would expand opportunities for housing for their workers as well as boost the economy in those village areas. Moreover, with the investment in more of San Jose, more districts would benefit and therefore more schools would be funded. Also, with a network of offices, in addition to the main headquarters at Diridon, there is room to expand and contract as necessary with the shifting winds of the market.

- 11 Google is notoriously known for hiring outside the country and then getting work visas for their employees, so it won't actually benefit locals as much as some believe. There is also many cases of gentrification when Google moves into a neighborhood because prices shoot up and the area becomes unaffordable, and those who are able to stay based on "affordable housing" don't feel comfortable living in the area anymore or like they can even belong.
- 12 These are good ideas and I am sure there are more, but not every idea can be funded. Google or any other company shouldn't be seen as a piggy bank to pay for new programs. It's excellent that they aren't asking for "corporate welfare" from the city (unlike Amazon). They should contribute as any other business to the tax base, but asking for huge new taxes or impact fees may change Google's plans altogether. Let's partner with them and make this project a reality.
- 13 Partner with local community colleges to offer tech training
- 14 Pipeline to jobs with formal partnerships with School Districts and Community College Boards need to be created.

A recommendation is needed to create a Community Benefits Agreement with Google to create

Q8 - Responses

accountability.

These statements should be recommendations to the City Councils not just principles to inform their thinking. Accountability to community input is not insured based on statements of principles.

- 15 Google has offer to build in areas that would benefit them and the local community with jobs to run their buildings. They have walked away from locations they proposed because of too many restrictions. Don't make the same mistake. They take care of their community and the big win is when they move in crime in those districts decrease greatly. Look at Mountain View. Very low violent crime rate in comparison to what it was before they moved in.
- 16 The integration of local kids and talent with the new google development would be fantastic. Too often is there a huge separation between tech companies and their surrounding hoods.
- 17 Project Labor Agreements with the Building Trades that provide Local Hire Policies are paramount to me.
- 18 Local schools need students more than funds or resources. Students mean families who can afford to live in SJ. Don't try mandating RJ or other practices upon schools with specified funding streams - Gov. Brown wisely got away from this bad habit with LCFF and we shouldn't go back.

No slave labor - union jobs for all construction and all tech service workers.

- Major employers need a commuter tax based on employees' zip code, commuting distance and mode, or something similar - they should pay a small fortune to hire someone from a far-off location, which extends public services unnecessarily, adds to congestion and traffic, and disincentivizes local housing development.
- 19 Deploying the resources that Google and others can bring to the community to spur education and development opportunities for all residents, current and future, will ensure the growth and prosperity will be distributed the best possible way. It would in the companies' benefit as well and seems like a natural shared goal.
- 20 I am concerned that local law enforcement will not increase its staffing levels in order to serve a growing population in high density areas
- 21 While I can understand the tech sector's interest in increasing the pipeline of programming workers, entirely so that they can pay people less to do that work, I notice that there is nothing here about creating more robust fiscal support for making culturally important non-technical work sustainable. I do not want to live in a community where everyone has to go into tech to get by while tech workers are disproportionately unlikely to financially support local arts and culture.
- 22 The local schools are already being impacted by the discussion of Google coming to downtown. San Jose Unified is losing students as families no longer can afford to stay in the area. What measures are currently being taken to retain families and keep local schools with enough pupils to stay open?
- 23 Collaborate with housing to provide home ownership opportunities for local school certificated and classified staff.

Local schools are provided with resources to provide after school care and extra-curricular activities.

- 24 It is critical to keep resources in the community, especially in public schools. It is critical to not destroy the last bastion of culture and local business in San Jose. Mel Cotton's has already been demo'd; there are condos across from the feed store on San Carlos. I don't want to have a Santana Row in my backyard. This all relates to development policy. If luxe buildings go up, then only corporations can afford to pay rent. Luxe buildings will surely be the ones that go up, and so it would be good to have some legacy business status or rent controls for local business to prevent the Alameda from becoming a lifestyle mall.
- 25 Buy local for provisioning of equipment, tools, and related goods needed.
- 26 Not clear what the Restorative justice program is about.

Q8 - Responses

- 27 please make some kind of a rule requiring a GENEROUS minimum of x amount of recreation facility (climbing walls, skateboard parks, green parks with tennis courts, ball fields, etc, ice rinks, swimming pools, music and art studio space, running tracks, etc.) within y proximity for every z number of new residential units added. Too often around here, it looks like rec places get closed down because profit-wise rec land use can't compete with house land use (especially high end condo land use), because it is in the latter where developers reap the most profit. This has to change or we will end up living in a ghetto of pricey yuppie condos and starbucks and parking garages and nothing else. Kids of all ages - 0 to 100 - need places to "play". Add an extra story or three to the housing, whatever, to make sure that there can still be play space nearby to everyone.
- 28 What does "new resources generated by Google" mean. That is so broad its impossible to rank. Taxes, local economic enhancements, jobs, redevelopment, transit ridership? One desired outcome that is not present at all is investing in the local transit infrastructure, I strongly believe that this development should include funding for that. This survey only focuses on requests made by Working Partnerships and is heavily weighted towards labor and PACT requests. Please reach all parties, not just the loudest voices. The Cities job should be to plan this area first, protect second. I strongly disagree with funding "no strings attached" to the school district. Their bond programs and collected construction fees are the most mis-managed local programs.
- 29 Build Union!!
- 30 Google should become very involved in low income neighborhoods now - while the help is needed
- 31 I'm uncomfortable to the point of being sickened by these proposals mentioned above. Not because I don't support these causes--I do! In fact my own kids and my extended family would probably benefit from many of these ideas. Not to mention our entire society would benefit from the kinds of improvements that are so obviously wished for.
But putting the cure for all of society's ills on the backs of this one development is absurd. This sounds horribly regressive and onerous. If I were a decision-maker at Google and saw this kind of stuff I'd run as fast as I could to Nevada or Texas and never look back.
- 32 I do not know what restorative justice programming is.
- 33 Recipients of any disbursement should have some skin in the game. For instance, there should be a volunteer element, so that parents have to help in the classroom. Similarly, employers should be encouraged to give parents/employees time for such volunteering.
- 34 I am totally onboard with a new local hiring policy! I'm all about supporting anything and EVERYTHING local.
- 35 THESE FASCISTS ARE '3RD-WORLDIFYING' OUR COUNTY -THEY NEED TO GO SOMEWHERE ELSE!!! }:-[
- 36 Jobs for criminals? Great. What a stupid idea.
- 37 Pla agreement seem to work best to insure that our tax dollars are being spent in our area. Better quality work by local people and tax dollars at work to bring all the citizens up. Thanks. Steve
- 38 The property taxes should go to K-12 education in San Jose Unified. As for other resources, how about cleaning up the homeless encampments and messes left behind by their inhabitants? Maybe the city could clean up the freeways so they don't look like a garbage can and paint over the graffiti. It would be nice if San Jose would beef up the police department as well.
- 39 SJSU and Santa Clara school programs such as CommUniVersity seem to just be going through the motions and do not seem interested in sharing their work with community members. They attend meeting and appear to be collaborative, but extremely resistant to sharing outcomes, information or to engage in any meaningful collaboration. Not sure we should invest in more of that.
- 40 Hiring from out of state and paying low wages does not help this community.
- 41 Companies should sponsor job shadow and in-classroom events to help prepare local youth for careers in prevailing sectors.
- 42 Google can be great partnering with the local schools - take advantage of it
- 43 I would like to see more space for charter schools. The quality of education in the district schools is poor and they make it very difficult for charter schools to get chartered and extremely difficult for charter schools to obtain facilities. Charter schools are as Barack Obama said, places of innovation and serve as laboratories for best education practices. I'd like to see more partnerships with Google and charter schools.
- 44 Any community, educational and training programs that Google can be involved in, create or contribute to would be very helpful and welcomed!

Q8 - Responses

- 45 These benefits should go to local students. Meaning student with local ties to the community and or the city of San Jose. There maybe students attending San Jose State university that may be from other states, country or other regions outside Northern California. We as tax payers want to see the development focus on making our local people and community flourish.
- 46 A "new" Diridon Station and the influx of high-tech companies cannot and will not solve the social ills that poor policies (Fed, State, Local) have created over the prior decades. Google, et.al., will say anything in their "honeymoon" negotiations, but if profits are on the line, all agreements go out the window. They will tie up the city in court for years! I think San Jose should proceed with caution. These companies have little skin in the game compared with San Jose and its residents. Many other cities and countries want US high-tech. High-tech can move, reorg, divest, spin-off, etc...
- 47 How can our trade schools benefit this project? How can this project benefit our trade schools?
- 48 I like this. Instead of a pure development mindset you are actually thinking of the people in this city. Thank you.
- 49 GO AWAY. Our city is getting way too crowded. We do NOT want anymore new company's coming here to San Jose or Santa Clara. Too many foreigner's taking over our jobs and making driving and living here miserable. The crime rate has gone way up and we are sick of it you!!
- 50 Homeless services
- 51 Google and other companies will definitely bring lots of good jobs to San Jose. We should give these companies freedom to run their business so that they can grow and sustain. Don't put too many restrictions on them. Meanwhile, city can use the resources to improve the education and train more qualified workers for these companies. Such that the city can prosper in the future.
- 52 One of the typical solutions with education is to throw technology at it - that is not useful. We should support local schools with resources - but with tech companies looking to make in-kind donations, that is not always good for the kids. Buying laptops and software doesn't solve everything - compensate teachers appropriately, support class projects and initiatives that get kids out of the classroom and interacting with the world around us.
- 53 The proposed use of new resources assumes the city and other benefitting entities are the best decision makers on the windfall. Would be good to know the governance structure in place.
- 54 Please use this possible wealth to support our public school system. San Jose Unified School District sorely needs the funding, as they are far below other districts in per-student funding.
- 55 The least they could do is build out Google Fiber citywide.
- 56 PLAs and local hire provisions make San Jose a more expensive place to do business than our neighboring cities. We should encourage responsible employment practices without making the conditions too onerous.
- 57 why should this money olny go for lower income hhs ?? How about everyone else, middle income who are struggling ?
- 58 Several of these goals such as PLAs and restorative justice agreements are obviously long-running causes for one group or another. The list seems to be an assortment of groups who managed to get their pet causes on the survey. But I don't have the experience or knowledge to know if these really are the top issues we should be concerned with. Adopting a local hiring policy seems unnecessary and even destructive given the building boom going on here. Have you tried to hire a small contractor lately? Read the Merc about the abuses of large contractors desperate for employees?
- 59 1) Improve safety and reduce crime by having more police officers and time to respond and arrive to the incident location within 5 minutes.
- 2) Don't build houses for homeless separately. Then it will always be people with homes vs. homeless. Integrate them as part of the society, there is always one society.
- 3) Have training for low income and homeless. Empower them.
- 60 Cities should not depend on new development to fund basic services like education. All residents and businesses should pay for this, not just newcomers and developers.
- 61 Dense housing is the most important community benefit.
- 62 So many of these are worthy goals to pursue, but it should not be the sole responsibility tied to redevelopment of an area. The redevelopment will generate increase revenue to the city which can be used

Q8 - Responses

to finance these types of programs, but they should not be a condition of new development in the Diridon area.

63 Scholarships/Internships for locals

Free computers, software for all students in San Jose

64 union labor: not a fan of unions, who have as their priority to preserve what they want and their cost structure instead of figuring out how to be competitive (eg, port of oakland longshoremen who don't want to modernize and use tablets for invoicing).

you have a lot of problematic phrases:

what is "living wage"? some would argue \$170/hour is living wage.

what is "project labor agreements"?

what is "local hiring policy"? what is the area of jurisdiction? 100 miles? 1000 miles?

65 Support local business owners to cover their costs if they are displaced during construction, with first options to reenter when new construction is completed.

66 I don't care how good you make it sound I know what it is. It's taking people's Property that does not belong to you. Calling it for our good & then Google gets involved & sticks their name on it. Oh happy day. I do not have to like it. You wouldn't either if you had grandma's & grandpa's - aunts & uncles living in those houses all their lives. The government always gets its way. So no stupid survey will stop you. I just happen to be a person who thinks property rights are inherently important in this country. So I had the chance to speak my mind. Thank you.

67 Unfortunately, the policies proposed so far leave out middle class renters. We are neither homeless nor "low-income", but do not work for Google and are already burdened with the existing cost of rent in San Jose. Introducing a large facility of highly-paid workers to our area will further drive up the rent prices, which are already getting out of hand. This could ultimately price us out of San Jose. Even if we are somehow able to stay in the area, the prospect of one day being able to afford to buy our own home is quickly becoming unrealistic.

Existing home owners, likely among the biggest advocates of this project, have nothing to lose. With locked-in property tax rates, they do not face any downside when real estate prices sky rocket and the housing supply faces an extreme shortage.

A project like this will quickly contribute to inequities among San Jose residents, shrinking the middle class, and dividing the haves from the have-nots.

68 LOCAL HIRING POLICIES 👉

69 I'd like to see all of above however with the way things are in DC and with DeVos, public education is being ripped apart. Can San Jose really stand apart and show a top performing doing all these items well? I would be very proud of SJ leadership if so,

70 I would also include Santa Clara University since it is so close (10 min. away).

71 If high tech is coming to San Jose Unified School District, our schools should be getting the same amount of operating funds that other school districts (Cupertino, Fremont) get.

72 you lump two issues together. new resources generated by google and other companies/developers to to:

local existing schools to use as the district sees fit. I would strongly agree it goes to schools. as the district sees fit doesn't seem appropriate. there should be some oversight other than just districts. don't want to see more money wasted. san jose has HUGE costs of living, huge taxes, and crappy schools compared to the rest of the peninsula. i would like to see our schools actually become successful, and desirable, and help support the cost of us choosing to live here, rather than this being another burden and expense because many of us feel we need to send our kids to private because local schools don't allow our kids to compete fairly with neighboring city's kids coming out of their public schools

Q8 - Responses

- 73 I don't see consideration about water included in the planning,
- 74 It is clear these questions come from the union community. Too bad the private sector small business and other community members were not a part of creating this survey. Some of the issues make no sense.
- 75 Do not dictate how to distribute new tax revenue. Doing so wastes money on administration. Simply use existing methods of distribution.
- 76 Let's not put so many restrictions on Google that they look elsewhere!
- 77 I attend SJSU, and I really like the communication between companies and the university. It makes me feel like my schooling is actually going to get me a job.
- 78 See my comments on previous housing section
- 79 Let Google bring in the jobs, please stop putting obstacles in their paths. Google is not responsible for lazy kids with absentee parents sitting around for handouts. If you do not have the skills required to live here, then it is time to move to an area that can use your skills.
- San Jose needs jobs way more than it needs housing. Please concentrate on jobs.
- 80 Again, focus on getting urban center with jobs, housing and transportation. Use proceeds for all these other things. Having all these variables in a single equation will generate a super-complicated solution with huge overhead and slow implementation. And some proposals are just bogus. For instance, the way I read "quality jobs that pay living wages (i.e., cover the cost of housing in San Jose)" means that my teenage daughter does not need to apply for a summer job (she could get hired for \$10/hr, but probably not for \$20). Not everyone necessarily needs living wages (the concept of "living wage" actually implies a patriarchal family structure, which is not the reality).
- 81 Let's work on getting some new schools built in the area. Keep public Transportation in the loop of the potential transit center most especially VTA.
- 82 There too many people being hired into these companies on VISA programs rather than giving jobs to the people who have been here for years. Most of these young adults in low income are not able to afford college education which leaves them without jobs and hopes of bettering themselves. Larger companies only push the locals out who have not been able to receive higher level education.
- 83 We need to be sure that we are incentivizing companies like Google to locate in San Jose.
- Much more good comes out of this than bad.
- We can't expect Google and other companies to pay for everything (in other words, tax them to death). Doing so will disincentivize companies to locate to other areas. The jobs would then be gone and blight and crime will prevail.
- 84 Horace Mann's International Baccalaureate public elementary may be a good draw to have families stay in SJUSD downtown. Keeping the IB designation is key to attracting college-educated families to this downtown public school, and the related IB Middle School and IB High School (Burnett & SJ High). San Jose is so lucky to be the only public school system in California to offer K-12 IB education free of charge ... advertise it!
- 85 Again, no need for Google to solve societal problems, just no tax breaks.
- 86 I disagree that new development breeds those things, new development is needed but certain types of development has been problematic historically and is how we got in this situation within this sector of the Bay Area.
- I disagree with more childcare assistance programs, but am fine with early childhood learning facilities and other educational/training opportunities.
- 87 Do not force companies such as Google to fund low-income housing. I agree with Google partnering with the city of San Jose to develop low-income housing, but not solely responsible. Additionally, Google has no responsibility to force local businesses to retain employees.

Q8 - Responses

- All city & county housing, employment & schools are not companies responsibility. Tax them as you do us, the residents.
- 88 Economic growth will provide more job opportunities and expand the revenue/tax base without raising taxes on construction and home ownership. I saw how Raleigh NC did this with IBM in the 1960s at the Research Triangle Park... which brought significant, long term benefits to the region and the state without adding burdens to residents, business owners, etc which would have driven up costs. Benefits included education, skills training, economic expansion and more sophisticated infrastructure build-outs to support tech growth.
- 89 Charter schools should not receive any funding.
- 90 You should separate social and political goals from property development.
- 91 The questions seem to start with the assumption that the people who live in a particular neighborhood deserve to live there forever. I don't agree with that at all. If downtown is too expensive, there are plenty of other places to live within the city.
- I strongly believe San Jose should be responsible for high quality public transportation to the downtown area, but there should be no obligation to provide jobs or housing simply because it may displace people. It's quite unfair to landlords, basically telling them their land is to be permanently used for lower class amenities.
- 92 This still doesn't help existing or non-tech workers. This is bringing in VERY narrow focus jobs and not increasing other sectors of work for existing residents and these big tech companies go outside the community for workers much more frequently than in the community.
- 93 "New development offers quality jobs that pay living wages (i.e., cover the cost of housing in San Jose). "
- This is a true statement...however, it also causes cost of living to go up and for more residents to struggle because of the extremely high pay these new tech workers get vs the average. County employees better get a MASSIVE pay increase at contract time if the statements are correct.
- 94 Bring back and support local vocational schools at the high school level. Encourage businesses that train youth how to use their hands (construction, fabrication trades) to set up shop in the south bay.
- 95 PLAs only serve to increase costs and don't benefit the community - they only strengthen the already-disproportionate influence of organized labor bosses.
- Local schools should not be provided ANY new money to use as "they see fit" - that just means that 100% of it will be demanded by teachers for salary increases and the money will do nothing to benefit students in the classroom. Strings MUST be attached.
- 96 Restorative justice programming should also be implemented by local law enforcement.
- 97 On the education pieces, I will NOT believe it till I see it. I hear all of you local, state and federal politicians saying the right thing about education. BOTTOM LINE: This city, state and country DO NOT VALUE EDUCATION!!!!!!!!!!!!!!!!!!!!!!
- IF YOU DID, YOU WOULD NOT PAY TEACHERS WHAT YOU DO. STOP TALKING THE TALK AND START WALKING THE WALK. PUT THE MONEY WHERE YOUR MOUTH IS.
- 98 More, well-paying jobs in the area will have benefits outside of the people at Google. The community will benefit and tax revenue will improve. That area is in desirate need of a facelift and this is the best outcome that could befall that area.
- 99 Google will bring too much traffic
- 100 Google and other tenants should be strong partners in ensuring the local communities are prepared for jobs of the future.
- 101 Education is important, but it seems it's not quite the strategic center of this plan like perhaps jobs/residents ratio
- 102 Similar feedback, to the previous section. We should not be enforcing such strict hiring policies such that developers cannot move forward aggressively.
- 103 the only requirement of google should be to pay taxes, the rest is up to the city. placing all these burdens on employers will only serve to drive employers away. focus instead on maximizing development potential for

Q8 - Responses

- JOB, and that in turn will provide more revenue for the city to provide the services that are being asked of google.
- 104 The goal of transit adjacent developments should be to maximize the community and public engagement spaces and minimize the car-dependent temporary occupants during the day. To continue the trend of empty downtown areas (e.g. DTSJ, Oakland, Sacramento) does little benefit beyond the much needed tax base to support and increase city services, improve schools, and improve property values.
- Google or any other new businesses, residences, and community resources (parks, health/child care, etc.) should be as dense as possible, serve more than the interest of the company and enhance the area.
- For the record, I will state that Google's projects in London, Detroit, etc. have all added to the community substantially and they've already come forward to being open to a more open than insular traditional corporate campus. Let's move smart and quick to get the area under construction and updates to Diridon Station as quickly as possible. Learn from SPUR!
- 105 Support/subsidize local retail so they can afford rent - we need local retail hubs that flourish in other cities where rent is more affordable.
- 106 Let's be real here: Longtime residents with no connection to the tech industry will not benefit from an influx of tech workers. The city just wants more tax revenue. San Jose doesn't need jobs.
- 107 this topic starts at home (education expectations)
- employment again is free market employment-

Land Use

Q10 Land Use - Additional Comments

Please provide any additional comments on Desired Outcomes for the above topic.

Answered: 103 Skipped: 590

Q10 - Responses

- 1 Mixed-used is the way to go, and will continue to attract the younger talent like myself to live in the area. Have development incorporate an "out of the box" Architecture that isn't so cookie cutter to other developments. Cities like Austin, LA, Portland, and Seattle champion stellar mixed unique mixed-used development that incorporates great architecture, foster's a community, public art, nice green space/parks, and a unique experience front the restaurants, entertainment, and nightlife. Diridon Station Area has chance to redevelop into something amazing with close proximity to airport, downtown, and transit. Don't waste it on un-exciting development that doesn't enhance San Jose in every aspect. People should want to come San Jose outside of normal business trips...
- 2 The development of the Diridon Station will not be a Downtown core, and will be its own district. The true culture and community of downtown is disintegrating. The new luxuries of the Diridon Station will never understand or positively effect the reality of its citizens...who are homeless, hungry, and now will be forced out.
- 3 My emphasis is to dislocate as little people as possible if at all and create as much affordable housing as possible. It should feel community led by its long term residents and feel comfortable to people from all walks of life.
- 4 Please keep the cultural aspects of San Jose alive with the Diridon project. Including murals and public art similar to Downtown Los Angeles.
- 5 It is easy ... it is very easy to act ignorant towards certain issues, when one has never experienced said issues firsthand. It is a lot more realistic and compassionate when one is willing to expand ones mind and look at the roots of an issue. Especially when said issue involves the well-being of fellow human beings. Housing is great, yet alongside Google and other huge tech developments, it will be "disastrous" in the long-term.

Q10 - Responses

Our status quo is extremely broken, it is no longer possible for anybody to deny, and San Jose has a history of doing these patch jobs which have ended up being disastrous in the long-term.

What is extremely scary here is that instead of looking at everything from a humanistic — and realistic — perspective, higher-ups view the long-term “solely” from financial studies which only take into consideration the wealthy.

By refusing to do the thing — dumping Google while saving and restoring the Century Domes via reaching out to organizations such as The Film Foundation, Stanford Theatre, Alamo Drafthouse Cinema, Bay Area Film Events, National Trust for Historic Preservation, Space Command, Niles Film Museum, etc, etc — which would consistently bring in tons of cash to help city services, which in turn could help poor people, ie the homeless...

Then, down the road, after opening National Landmarks in San Jose (which would bring in consistent business to Winchester Mystery House, Hotel Valencia Santana Row, other hotels, and many small businesses (including the struggling ones in Santana Row; the shopping center which Ash Kalra in a hearing once, in an effort to suck up to Federal Realty, referred to as a potential “world destination”) ... after halting all tech developments, at least for the time being, we can worry about housing (which sounds ironic, yes; yet with the way things are right now, it is our greatest shot at success). Because we need a lot more housing; that is a given. Our current predicament is the result of many years of decision-making under Chuck Reed and now Sam Liccardo.

One does not keep slapping wet bandaids on festering and infected wounds (which is what San Jose has been doing for many years); eventually, said bandaids fall off.

We can no longer afford to look at things black and white. San Jose has been doing that for years, and it is why we are in such a seemingly hopeless predicament now.

Real people are hurting, and hurting severely, and real people — moms, dads, sons, daughters, grandmas, etc — are close to dying, and it is getting worse every year.

The Mercury News on September 7th, 2018 ran a front page story; it said that San Jose has the most unaffordable housing anywhere. It said that the expansion of tech giants is driving up prices.

How can people be assured that Google and vacant office space will make everything better, and that it will not cause more homelessness in the long-term? Why taking a stand and becoming a catalyst by halting all tech developments while using National Landmarks as ways to bring in consistent flows of dollars to in turn attempt to solve the roots of homelessness and a rapidly-rising mental health epidemic, and while seeing a permanently large boost in small business spending by tourism in order to boost the economy is a horrible idea?

Q10 - Responses

We can no longer afford to look at things black and white. San Jose has been doing that for years, and it is why we are in such a seemingly hopeless predicament now.

Real people are hurting, and hurting severely, and real people — moms, dads, sons, daughters, grandmas, etc — are close to dying, and it is getting worse every year.

And is city hall concerned with doing things to discover and combat the roots of homelessness? To bring in funds which would help accomplish this?

No. Instead, we treat and speak of our fellow human beings as second class.

Just like Donald Trump.

Any one of us could be homeless any day now.

Many homeless people were once middle to high income homeowners.

We have to stop treating them, stop speaking about them, as second class.

For “them” is just a short step away from “us.”

Our current predicament can be fixed; everything must be done very carefully, and most certainly “not” be done through a broken status quo. Such “fixes” have already been attempted.

And encouraging such action, such behavior, is to me the definition of a true leader.

Being compassionate can be one of this life’s toughest lessons, yes. Especially when one is stuck in their ways (which I can totally understand, as it is all based upon human nature. Upon “free will”). It is our greatest test.

For it all has to do with being human.

Q10 - Responses

And once we pass said test, once we realize on a basic level that we are all the same, that any one of us could be homeless, and that we all deserve an equal opportunity to heal and to realize our God-given potential...

As Mister Rogers says in his 2002 Commencement Address at Dartmouth College:

“Our world hangs like a magnificent jewel in the vastness of space. Every one of us is a part of that jewel. A facet of that jewel. And in the perspective of infinity, our differences are infinitesimal. We are intimately related. May we never even pretend that we are not.”

Take these words to heart, and may you all be all the better for them.

Let us all start anew, and let us all finally put our hatred and differences behind us, and let us all work to truly make San Jose a leader.

A catalyst.

For solutions are so obvious, tools to begin to delve into the roots of homelessness and mental health via the only viable means to really help people are right here, right in front of us, yet our community leaders refuse to take advantage.

Sam Liccardo needs to take note. I always say, even though a few people have expressed discomfort because religion is such a touchy subject for some, yet it is true ... as a Catholic who admittedly admires Pope Francis (who named himself after Saint Francis), and who has even met the guy ... he is commanded to halt Google, Federal Realty, etc, and to really focus on bringing the community together to reign in money for and delve into the roots of homelessness and severe mental health issues.

It is “finally” time that he follows in the footsteps of the person he so greatly admires.

We could for months argue back and forth regarding tiny technicalities, which is what is happening now, and all the while not get anywhere.

Q10 - Responses

Why not take a ... humanitarian approach?

What would be the harm?

In the very long-term, as in 15-30-40 years ... we are setting ourselves up for disaster.

We need to thing long-term. Not short. No more short.

Look at where short has gotten us: the highest priced affordable housing anywhere, and the most rapidly rising homelessness and mental health epidemic.

Saying yes to Google will not solve anything.

Saying no will give us the chance to thrive.

#nomorewetbandaids

#notoGoogle

#SaveOurCineramaDomes

- 6 parking for SAP center needs to be included. people will not take public transportation when the public transportation ends before events. The arena is an important aspect to downtown and currently parking is an issue for attendees and employees during events and has NOT been addressed
- 7 Ensure open parks/ gardens incorporating the Guadalupe riverside with this to ensure an almost "Parisian" feel. Art, museums- everything integrated into living, working and commuting. You may want to rethink a "no drive zone" like London downtown where people have to leave their cars behind the "zone" and walk/ transit in". This is the only way to ensure maximization of space and minimizing congestion owing to traffic.
- 8 On the second question, I would "strongly agree" except for the "emphasis on affordable housing". It should be mixed income, not predominately low income -- it needs to be proportional (low/middle/high/etc.).
- 9 I'm not sure an extension of the downtown core is a good idea since it's a very different concept with one large tenant -- Google -- alongside SAP. I would like to see it as an extension of the neighborhoods.
- 10 No development. Use existing resources. Redevelopment.
- 11 Let's use this as an opportunity to create a shared identity and spirit for the City.
- 12 *Please see comments in previous sections*

My vision for the land use of the Diridon area is a core of maximum-height high-rises with surrounding mid-rise to the border.

Q10 - Responses

In the buildings, the ground floors will not be limited to retail, or restaurant, but be open to commercial and cultural endeavors as well. The majority of the ground floor should be pedestrian-activated, but have some of it be accessible to businesses that serve the community (repair shops, services, etc.). Without these services, in the case of an entire area devoted to ground floor entertainment, restaurants, and retail, residents would still have to travel to find them.

In the same vein, the second floors of mid-rise buildings should be available as offices, live-work residences, and commercial purposes. This would provide a buffer zone between the ground-level activation with pedestrians, cyclists, cars, etc. and the residents on the third floor and above. This opens up different types of businesses that are not subject to the noise restrictions if they are on the street.

And with those opportunities on the ground and second floors, regulations should be made to encourage or mandate differing sizes of business spaces available for lease. Ranging from corner lots large enough for a flagship retail store, to smaller alcoves suitable for a two-seat barbershop, the variety of sizes will lead to a variety of rent prices which will lead to a variety of businesses which will lead to a variety of experiences and opportunities for jobs and resident experiences. This all leads to a more complete urban environment.

- 13 Google should be asked, in a forceful way, to fund, the completion, of the Los Gatos Creek Trail, for both pedestrian traffic, and for bicycles, from the west side of the Meridian Ave. bridge, all the way to Lincoln Ave, with entrance / exits to and from, the trail, to Lincoln Ave. And to have the trail, continue east, ALL THE WAY, so as to connect, with the current, trail, along the Los Gatos Creek Trail.

In nice weather, THIS, could be an actual commuter transportation corridor, keeping hundreds, perhaps, thousands of cars, OFF the roads, with a safe alternative this continuous trail, would provide !!!

- 14 This survey is too long. bye
- 15 Additional investment in transit will be vital here to make this higher density push work. More trains and newer trains will need to be ran on the lines to facilitate demand and avoid break-down delays.
- 16 Ensure that building height is consistent with existing surrounding construction on the west side of Hwy 87
- 17 This development extends may beyond the downtown core and that design principles should incorporate the sense of place on neighboring communities.

These statements should be recommendations to the City Councils not just principles to inform their thinking. Accountability to community input is not insured based on statements of principles.

- 18 STRONG SENSE OF PLACE! This has the potential to be a great beacon for San Jose. Let's really go for great aesthetics, businesses and raise the level of quality businesses in the area.
- 19 Need better access to Diridon station for passenger pick up and drop off
- 20 I DO NOT want the diridon area to become an extension of downtown. It has (had) its own unique and amazing culture that is being stripped from it.
- 21 Please put in retail that the people of San Jose will actually use
- 22 Walkable Complete Streets are a necessity: no push-button walk signals; they should all be automatic. Streets should be no wider than a grandmother with a walker can cross in 15 seconds. Eliminate driveways in new development along arterial streets (using alleys or signal-controlled entrances) to allow for fully-protected bike and walking paths.

Q10 - Responses

FIX THE TRAILS! Connect LG Creek trail fully with Guadalupe Creek Trail, and make sure BOTH sides of Guadalupe Trail are FULLY connected with no detours or strange diversions all the way from Woz Way to Skyport. These are core elements of urban infrastructure for transportation, recreation, outdoor health, and safety (go ask any woman how safe she feels walking/running/biking on the Guadalupe through all of its diversions and detours downtown).

- 23 No big city downtown area really has "affordable housing"...if an attempt is made, it only leads to abuse and sooner or later leads to overall increase in values due to restricted supply. Optimizing the residential development types to provide maximum supply at convenient and desirable layouts and designs (e.g. taller buildings with smaller but well designed units to maximize utility).
- 24 Downtown San Jose has a glut of unused retail space already. Walk downtown and find a street without a space for lease. Will regulations on rent and penalties for vacant retail be in place to ensure that new retail space be filled with businesses that serve all the residents and workers in the downtown area?
- 25 Without specifying what type and scope of commercial and office development will be happening in the space, that question is meaningless.
- 26 Work with local artists to create murals and other forms of art in public spaces.

Developers and Architects or mixed use spaces as well as parking structures should work with police liaisons and crime prevention designers to achieve secure layout.

Emphasis on providing office space to local nonprofits that benefit the local community.

Emphasis on grant opportunities for local small businesses and low income entrepreneurs to occupy some retail space.

- 27 Again, please don't turn the Alameda into Santana Row. San Jose has parks downtown, it feels more neighborhoody. Density is good, but let's not put density in a way that interferes with public spaces and the historic aesthetic of the neighborhood. Google's employees can commute so residents can continue to enjoy their local neighborhood as it is; they will, after all, have plenty of money to buy a Tesla to do so.
- 28 Definitely must build upon existing aesthetics and local heritage including the Paseo Walk from SJSU all the way to Adobe headquarters. Should work in tandem with existing cultural events and perhaps make new areas accessible for things such as the San Jose Jazz Festival, Cesar Chavez summer dance and music events, local street artisans and musicians, local street mural art, continuations of the "We Are San Jose" feel while also capturing the history of the Land of "Heaven's Delight." Also incorporate a sense of innovation - after all this is the birthplace of Silicon Valley (Intel/Fairchild) but it has a rich history in farming. Also let us not forget the Asian and American Indian heritage that is a part of this place. Make it cool, make it inviting. A visitor should clearly realize this is a unique place with a definite distinctive culture. Most of all - make it walkable, scooter and strolling friendly. BIG wide sidewalks - open space with plenty of places to sit and enjoy and difficult to deface with sprat paint etc. Clean.
- 29 Can't wait, get it done.
- 30 I don't know that we need so much retail space for non-perishable items... these are more easily acquired via Amazon prime free delivery, and maybe someday Amazon won't be the monopoly in this. But yes, anyone should be able to get groceries without owning a car. Produce & dairy and meat marts every few blocks would be good, and cheaply rentable carts, or some way of carting up to the 6th floor or wherever the living unit is.
- 31 Density and walkability are key. Narrow streets, small blocks, severely reduced parking, no visible parking, mixed uses. Don't have designated zoning such as entertainment area, etc. This should be a vibrant downtown, the likes of which San Jose has NEVER previously seen. Uses should be all mixed up.

Q10 - Responses

- Don't use the existing downtown as a precedent. Don't repeat the mistakes of the past: low or moderately used blocks, wide streets, oodles of parking.
- 32 At least 20 stories within a quarter mile of the station area and 0.5 parking spaces per unit or fewer!
- 33 Not only should the plan enhance and optimize transit, it should integrate transit into the development and help fund the major infrastructure required to make this project a 'world class' project San Jose is worthy of.
- 34 Build Union.
- 35 Affordable housing should not be the emphasis. Sure, some should be included, but not by forcing developers to subsidize housing, rather, some units should be smaller, more efficient, and thus more affordable. Well designed nice housing that is small and affordable.
- 36 The emphasis should be on creating a vibrant, safe community that attracts residents, visitors, and businesses, such as retail, good restaurants, entertainment, to San Jose, without displacing current residents who wish to stay. Affordable housing should be provided, as well, but the goal is to improve the vibrancy, appeal, and safety of the city. If the city is languishing, everyone suffers.
- 37 Make google area different than downtown
- Not an extension of downtown
- 38 Now this is more traditional city planning. Not that I'm against innovation--I'd love it if we could make someone else pay to fix all the economic injustice and societal misengineering. But I think this is a lot more realistic.
- 39 Keep Diridon area for JOBS. SJ has no other area that will be as richly connected to transit. focusing on housing in the area will lead to an intensification of SJ's negative jobs to housing ratio, seeing people living in the area and commuting up to SF.
- 40 Organic can be good. Don't be so restrictive on zoning/planning that it inhibits building in the first place and the numbers do not pencil out. Think of superblocs, like in Barcelona and making those superblocs pedestrian friendly and car-free. Use the land that would have been used for car for affordable housing. Give the developers incentives to create affordable housing, instead of mandates; carrots, instead of sticks.
- 41 I think it should be an extension of Downtown but we should create districts... the Diridon District, the Alameda District Japantown district, Northside District, etc.
- 42 STOP [REDACTED] WITH EVERYTHING & GO AWAY!!!]:-[
- 43 Let the developers build market rate housing.
- 44 It would be nice if they can keep some of the historic charm of downtown SJ (like San Pedro Square has done). It may be a tall order, but I love the charm of areas like Willow Glen and downtown and I would like to see that charm maintained in the new development.
- 45 as this hugely impacts our transportation system we must build a scaleable future approach into 4 to 8 to 12 years down the road; there must be mandated vertical growth without sacrificing the minimal park and open spaces available in this district. Otherwise it will become the GooGooLand of our nightmares and basically unmanageable for longterm residents.
- 46 I would like this development benefits to extend to other areas of the downtown frame. The Gardener, Washington, Spartan Keyes and Alma areas should see more "downtown core" type services as other surrounding areas are developed.
- 47 Public space should be made available and preserved for community recreation. Space should be zoned appropriately to allow for the creation of local jobs for downtown and adjacent residents. Community planning should emphasize efficient and reliable mass transportation options and walkability and reduce motor vehicle traffic.
- 48 I would not advocate for Diridon Station to be an extension of the downtown. The downtown area is a disaster despite hundreds of millions being invested over the last 40 years. Downtown IS NOT A DESTINATION! Diridon Station should be well accessible to downtown, but it should not be controlled or designed by the good-old-boy-business&real_estate_owners-fraternity.
- 49 Very important to have our downtown and the Google project be one contiguous neighborhood. Also to include some continuity down the Alameda.

Q10 - Responses

- 50 Please be innovative and finding solutions to housing including modular units high-rise buildings and conversions of existing buildings
- 51 Affordable housing should be part of market rate housing. Increase supply by increasing density. All for mixed use development including commercial, office, retail and residential.
- 52 Strongly support develop economy of San Jose, especially south part.
- 53 I wish it can be developed as a smart city with all new technologies. It could become Google's demo city for their technologies.
- 54 I understand the ideology behind retail on the bottom floor and residences above - but given the extensive vacancies that are visible in other locations in San Jose where this approach was taken, this is not a blanket solution. It should be used sparingly or else you end up with empty ground floor retail space and in efficient use of space.
- 55 What sort of transit link would accomplish this? DASH clearly isn't getting it done.
- 56 Make it beautiful... Incorporate the beautification of the railway bridges leading into Downtown (at Santa Clara and Stockton) and 280 Pacific Railway leading into downtown and others. They all look terrible and they could be beautified just like Cambell did with their overpass at Campbell Ave near Campbell park. It has murals and welcomes folks into Campbell.
- 57 Focus should be on dense commercial and office development closest to transit, with residential focus a little further away.
- 58 affordable housing, what does that mean? I strongly agree with mix of commercial, office and residential not affordable as that means slums, drugs, gangs, etc.
- 59 Extension of downtown core is not that necessary. That is a big jump. A separate attractive area is OK.
- 60 Make downtown a destination. Look at other growing cities and model our downtown/growth after them. Toronto or Boise come to mind, two very different towns. Make SJSU a safe place where students and residents can and want to enjoy events. Grow smart!
- 61 Ensure dedicated bike lanes which are safe to/from Diridon station. Bike lanes shared with cars is always unsafe. We could extend VTA line and add dedicated bike lanes along with VTA line.
- 62 Diridon station itself should have a large budget for making it very aesthetically pleasing. Its architecture should be as amazing as other grand railway stations such as Liège-Guillemins railway station. The railway station should have lots of pedestrian integration with the nearby area and also have dedicated infrastructure for bicycling and scooters.
- 63 Diridon station area development should include "a complementary mix of commercial, office, and residential uses", but no emphasis required on affordable housing.
- 64 Aesthetics should never take precedence over creating homes expediently.
- 65 clean up existing vacant properties and step in to offer assistance to small business to integrate into and maintain an active environment downtown. offer incentives to business to move downtown and stay there. offer rent control for businesses to keep increase to living wage standards. work with existing business to help keep them downtown instead of creating predatory environments that drive them away. so much downtown is vacant and yet city seems to want more spaces. why not work with what is here already to clean up the litter, homelessness and vacancies?
- 66 add NO negative impact to commuters who ride Caltrain to and from work.
- 67 There's no cachet to being part of downtown San Jose. A uniquely-flavored neighborhood is not a bad thing.
- 68 Research shows that jobs are important land uses near major regional transit stops, such as the Diridon area. The Bay Area suffers from "job sprawl" which leads to increased greenhouse emissions, and difficulty for low-income persons to access higher wage jobs. It's OK to have jobs at Diridon.
- 69 Agree that it should compliment and not compete with existing downtown. Let's create a true urban environment that is attractive for living and working, that's near mass transit options.
- 70 I think these are very vague statements and feel they can be interpreted in many ways.

I think that this should be included as part of downtown to widen the appeal of living in a large metro area

Q10 - Responses

- more similar to other major cities. To also bring in more cultural, arts, and entertainment value to the city as a whole.
- 71 last comment: goes against santana row, which strived to create its own community.
- why emphasis on affordable housing?
- parking: any time you have apartments, you will have hoards of renters looking to park their hoards of cars. make sure you have plenty of parking.
- 72 Limit number of chain stores so local vendors/talent have opportunity. Maybe include a place for artists, teachers and first responders.
- 73 Can we get 40+ story buildings please?
- 74 If having a coherent development pattern is going to be based on survey feedback then I question the competence of everyone involved. It would be unacceptable to have a development of this size without a coherent plan.
- 75 Again, this is a massive opportunity for SJ to be a leader in spreading the good Google fortune to many. To turn SJ into a top tier city like Munich, Amsterdam, etc as I do not see many US cities, none I can think of, managing all aspects well.
- 76 One of the appeals of what used to be the station area, was that there were varied heights, varied buildings, varied colors. All I have seen are huge buildings, perhaps bi-colored options across the entire building and no real aesthetic interest. It's more boring than the Financial District in SF. Please, try and make something interesting that isn't an eyesore!
- 77 again. mising issues.
- should include a complementary mix of commerical office, and residential uses, with an emphasis on affordable house. i STRONGLY AGREE, it should include a mix, but the emphais should not be on affordable housing. there are other places the city can focus this effort. Not in this development. This development should focus on bringing working professionals to live in the area. Affordable housing perhaps for graduating kids so they can work and live in the area, but we want to bring people, and consumers to this area, and finally let downtown have a revival, and be a viable destination.
- re coherent development pattern that is varied and interesting, yet has a consistent feel - what exactly does that mean? consistent can be boring? this needs to be designed with HIGH QUALITY sophisticated design and architecture that will uplift the city. make san jose FINALLY a city we can be proud to live in. With a variety of high quality retailers and restaurants that draw people here from SF, rather than always the other way around. San Jose needs to be a destination. "Consistent" has a negative connotation of bland suburban yuck. Unimaginative sprawl. the absolute last thing we need. There can be other meanings intended by this word, but the way this statement is written is far too vague, and should be peppered with the hallmarks of quality that san jose deserves to finally have implemented in our downtown and surrounding neighborhoods.
- 78 The area is not apart of Downtown and will be a separate neighborhood. It should not have a "consistent in feel" but strive for well designed buildings and a land plan that maximizes the connections to the rest of the City. Cities grow over time and should reflect that aspect. Public improvement such as street lights, a landscape pattern etc. give an area a comfortable feeling - focus on outstanding architecture and design- not consistent design. A diverse community deserves diverse architecture.
- 79 Include statement in support of the arts.
- 80 Questions are worded poorly. I need to see the development plans to answer them.
- 81 And please don't let politicians or non-profit types dictate aesthetics because you don't have that sense or sensibility!
- 82 "complementary mix of commercial, office, and residential uses" is good focus. Affordable housing must be there as well, but it cannot be focus by itself. Move young techies to high-raises from renting houses for 5 people - and renting houses will be more affordable. Building more high-raises with no strings attached in

Q10 - Responses

- the city core is going to do more for affordability for everyone than carving out large chunks of affordable housing and limiting upside with rent controls for the rest. We have a housing supply problem, not housing distribution problem. Solve the supply problem, don't redistribute.
- 83 Commercials, retails, jobs, offices are what needs to be our focus. Housing is a bonus, they can be built elsewhere if needed.
- 84 Please consider beautiful architecture not the same ugly and cheap steel and glass structures seen throughout the valley. This is a major US city and should look like it. Landscaping and green building design is also ideal.
- 85 A mix of commercial, office and residential use could be made but not with a strong emphasis on affordable housing. This area should be key to generate more than needed tax revenue.
- 86 As long as we provide homes for those that cannot afford the current rent rates. We need to think of those who work minim wage and what they can afford. We need to include other expenses such as transportation, food, and other living expenses.
- I am lucky I own a home but not sure I could today in this home market
- 87 San Jose has the opportunity to vibrant, beautiful and a great place to live in work. I hope our leaders don't blow this opportunity.
- San Jose needs to put a priority on cleanliness/beauty and on substantially reducing crime. Currently, our city freeways are lined with trash and graffiti. It doesn't feel good. I'd rather work and live somewhere else - a cleaner and safer community.
- 88 Highest density and height possible.
- 89 Don't impose rules that make every dang building plot look the same; let design teams play around a bit. "Radiant City" was just a terrible, terrible concept so let's just toss Corbusier into the nearest dumpster and let people create buildings that actually work for real human beings. Use zoning to encourage rather than penalize.
- 90 If possible, prevent the opening of more fast food and big box retail in the area. Keep it interesting and make the area a destination.
- 91 Housing isn't the only issue. Use iur tax dollars for roads, and transportation systems effectively for a change to build a robust web to access all the Bay. Realistically people have to go where they can get the best job for they can get and that's anywhere in the Bay. We have no commuter bullet trains into the bay area from the outskirts or around the Bay Area. Look at other cities and countries even like Japan, Thailand even has a better metro system....ridiculous for all we pay here!!
- 92 San Jose needs more retail in the tax/revenue blend to reduce burden on existing residents and business owners so that the city can scale services to deal with emerging problems without having to increase the cost of living further with new taxes which are already very high.
- 93 High quality public transit and high density are essential to making the project a success. I'm very excited for San Jose to have an expanded, high density downtown that rivals San Francisco. I think this is achievable if we avoid the obsession with low income housing above all else. Allowing developers to build to market demand will generate optimal tax revenues that will help us all.
- 94 The idea of ground floor retail is old fashioned. How many empty store fronts are there in downtown SJ?
- 95 All of this sounds good on paper, but the damage has already been done for decades and this will only further that damage. This should have been up to the people, rather than a mayor and city council who signed NDAs with Google.
- 96 Diridon is part of Downtown San Jose and a critical piece of the developing urban core. It should maximize development of office and entertainment within walking distance of the transit station.
- The airport already limits the employment potential at the station, we should not reduce it any further.

Q10 - Responses

- 97 Yes, this section resonates with me.
- We want maximum density, with a focus on office and retail in close proximity to transit.
- We also want very dense housing, some of which should be affordable, but it should be 2nd priority when talking about the lots directly adjacent to transit.
- 98 Diridon Station should be a part of Downtown San Jose, and should include much retail and options for it to feel lively and welcoming. There is no need to include any sort of low income housing, and should instead opt for higher end luxury housing, retail, etc. There is no avoiding displacement of lower end housing, lower income residents, and lower end businesses if one is to create a high end destination.
- The vision will be ruined and the project will be a waste of money if the City wants to listen to every person displaced by the project. The City should care about the greater good of the residents and the City instead of a small group of loud people keeping us back.
- 99 When I say "a mix of commercial, office, and residential" and "ground floor retail" I do NOT mean the following:
1. Retail locations a random scattering of mostly useless things like salons and stores that sell useless crap.
 2. Office buildings for ONLY large companies.
- Instead, we need to see:
1. Retail that serves a neighborhood. Small grocers, restaurants, a drug store, things people need. Where's the nearest drug store to the Diridon area? Down the Alameda.
 2. Offices for small businesses and startups.
- 100 maximize job creation development. make diridon a destination station, not a export station. this neighborhood should not be a community of north county/peninsula/sf employees capitalizing on san jose's infrastructure investment. there is plenty of room for housing in other parts of the city. diridon should be for JOBS!
- 101 - Paseo San Antonio! -- car-free connection between SJSU and Diridon Station
- Rejuvenate and activate Guadalupe River and Guadalupe Park
 - Combination of Rotterdam Station, Union Station (Denver), and DC for outcomes, design, resources, and enhancements to the area
 - Please push the FAA to build denser and taller
 - Any new parking (majority underground), ideally limit parking and add more housing to target workers, vendors, and support the on-going renaissance of DTSJ
- 102 See my previous comments

Q10 - Responses

- 103 I would suggest, with regards to building heights for residential outside of Google's properties, that the city use an incremental policy, rather than the current "set in stone by fiat" policy, in order to combat land speculation. Where land is set for a maximum height, land is typically priced in relation to that maximum, with no regard for what is actually reasonable to develop. Therefore, set the initial maximum height to the minimum a developer would need to build up to to reach profitability based upon reasonable land acquisition, entitlement, labor, and material costs--it doesn't have to be exact, just a close enough approximation. Then, set heights relatively, such that each new development is 100%+H in some relation to current (H)heights. Therefore, each parcel is currently worth the current maximum, not some mildly arbitrary, totally opaque maximum that overprices the parcel and hinders development.

Q12 Public Spaces - Additional Comments

Please provide any additional comments on Desired Outcomes for the above topic.

Answered: 74 Skipped: 619

Q12 - Responses

- 1 Development should incorporate more public spaces to host more community events, memorable AND unique art displays/art walls, eye catching landscaping, and should feel safe and clean. San Jose has nearly perfect weather, and it would be nice to have attractive public green spaces AND rooftop parks such as Fort Mason (SF), Rose Garden (SJ), Alamo Square, Mission Dolores Park, Klyde Warren Park, Transbay Transit Center Park (SF), Atlanta Beltway Park (ATL), The High Line (NYC), and Zilker Park (ATX). With the exception of San Jose Rose Garden, these are parks I love visiting when I visit these cities because they are clean, memorable, and provide unique experiences. San Jose has potential the develop the Guadalupe River park area within the Diridon Station. Swenson Development Guadalupe River development proposal incorporated many things a lot of people would love to see happen with Diridon/Guadalupe River Area development.
- 2 All this sounds great only if its community led and embraced, especially by our community members who are typically not reached out (our community of color and communities of low income)
- 3 Please deeply consider using palm trees as street trees. San Jose's culture and feel has always been similar to SoCal in terms of great weather and palm trees are perfect for our new development of Diridon. There are currently palm trees that line various streets throughout the San Jose Diridon area, if we're consistent with them, it will greatly improve San Jose's icon as a larger city.
- 4 Regulations should be set to lower the barriers to participation (e.g. costs, permitting, etc.) for organizations in the community and in the greater San Jose area to engage the entire city in fostering the Diridon Area.
- 5 It is easy ... it is very easy to act ignorant towards certain issues, when one has never experienced said issues firsthand. It is a lot more realistic and compassionate when one is willing to expand ones mind and look at the roots of an issue. Especially when said issue involves the well-being of fellow human beings. Housing is great, yet alongside Google and other huge tech developments, it will be "disastrous" in the long-term.

Our status quo is extremely broken, it is no longer possible for anybody to deny, and San Jose has a history of doing these patch jobs which have ended up being disastrous in the long-term.

What is extremely scary here is that instead of looking at everything from a humanistic — and realistic — perspective, higher-ups view the long-term "solely" from financial studies which only take into consideration the wealthy.

By refusing to do the thing — dumping Google while saving and restoring the Century Domes via reaching out to organizations such as The Film Foundation, Stanford Theatre, Alamo Drafthouse Cinema, Bay Area Film Events, National Trust for Historic Preservation, Space Command, Niles Film Museum, etc, etc — which would consistently bring in tons of cash to help city services, which in turn could help poor people, ie the homeless...

Then, down the road, after opening National Landmarks in San Jose (which would bring in consistent business to Winchester Mystery House, Hotel Valencia Santana Row, other hotels, and many small businesses (including the struggling ones in Santana Row; the shopping center which Ash Kalra in a hearing once, in an effort to suck up to Federal Realty, referred to as a potential "world destination") ... after halting all tech developments, at least for the time being, we can worry about housing (which sounds ironic, yes; yet with the way things are right now, it is our greatest shot at success). Because we need a lot more housing; that is a given. Our current predicament is the result of many years of decision-making under Chuck Reed and now Sam Liccardo.

One does not keep slapping wet bandaids on festering and infected wounds (which is what San Jose has been doing for many years); eventually, said bandaids fall off.

We can no longer afford to look at things black and white. San Jose has been doing that for years, and it is why we are in such a seemingly hopeless predicament now.

Real people are hurting, and hurting severely, and real people — moms, dads, sons, daughters, grandmas, etc — are close to dying, and it is getting worse every year.

The Mercury News on September 7th, 2018 ran a front page story; it said that San Jose has the most unaffordable housing anywhere. It said that the expansion of tech giants is driving up prices.

How can people be assured that Google and vacant office space will make everything better, and that it will not cause more homelessness in the long-term? Why taking a stand and becoming a catalyst by halting all tech developments while using National Landmarks as ways to bring in consistent flows of dollars to in turn attempt to solve the roots of homelessness and a rapidly-rising mental health epidemic, and while seeing a permanently large boost in small business spending by tourism in order to boost the economy is a horrible idea?

We can no longer afford to look at things black and white. San Jose has been doing that for years, and it is why we are in such a seemingly hopeless predicament now.

Real people are hurting, and hurting severely, and real people — moms, dads, sons, daughters, grandmas, etc — are close to dying, and it is getting worse every year.

And is city hall concerned with doing things to discover and combat the roots of homelessness? To bring in funds which would help accomplish this?

No. Instead, we treat and speak of our fellow human beings as second class.

Just like Donald Trump.

Any one of us could be homeless any day now.

Many homeless people were once middle to high income homeowners.

We have to stop treating them, stop speaking about them, as second class.

For “them” is just a short step away from “us.”

Our current predicament can be fixed; everything must be done very carefully, and most certainly “not” be done through a broken status quo. Such “fixes” have already been attempted.

And encouraging such action, such behavior, is to me the definition of a true leader.

Being compassionate can be one of this life’s toughest lessons, yes. Especially when one is stuck in their ways (which I can totally understand, as it is all based upon human nature. Upon “free will”). It is our greatest test.

For it all has to do with being human.

And once we pass said test, once we realize on a basic level that we are all the same, that any one of us could be homeless, and that we all deserve an equal opportunity to heal and to realize our God-given potential...

As Mister Rogers says in his 2002 Commencement Address at Dartmouth College:

“Our world hangs like a magnificent jewel in the vastness of space. Every one of us is a part of that jewel. A facet of that jewel. And in the perspective of infinity, our differences are infinitesimal. We are intimately related. May we never even pretend that we are not.”

Take these words to heart, and may you all be all the better for them.

Let us all start anew, and let us all finally put our hatred and differences behind us, and let us all work to truly make San Jose a leader.

A catalyst.

For solutions are so obvious, tools to begin to delve into the roots of homelessness and mental health via the only viable means to really help people are right here, right in front of us, yet our community leaders refuse to take advantage.

Sam Liccardo needs to take note. I always say, even though a few people have expressed discomfort because religion is such a touchy subject for some, yet it is true ... as a Catholic who admittedly admires Pope Francis (who named himself after Saint Francis), and who has even met the guy ... he is commanded to halt Google, Federal Realty, etc, and to really focus on bringing the community together to reign in money for and delve into the roots of homelessness and severe mental health issues.

It is "finally" time that he follows in the footsteps of the person he so greatly admires.

We could for months argue back and forth regarding tiny technicalities, which is what is happening now, and all the while not get anywhere.

Why not take a ... humanitarian approach?

What would be the harm?

In the very long-term, as in 15-30-40 years ... we are setting ourselves up for disaster.

We need to thing long-term. Not short. No more short.

Look at where short has gotten us: the highest priced affordable housing anywhere, and the most rapidly rising homelessness and mental health epidemic.

Saying yes to Google will not solve anything.

Saying no will give us the chance to thrive.

#nomorewetbandaids

#notoGoogle

#SaveOurCineramaDomes

- 6 The current open spaces are unwelcoming due to the holiday they level of homelessness
- 7 I jumped the gun on this on the previous section as I was unaware of this section. Please refer to previous section.
- 8 I am concerned about privately owned public spaces, as they are not always as open and accessible as they are supposed to be. Yes, they are frequently better maintained, but that is immaterial if they are not actually accessible. It is not ok that some parks (e.g. St. James) be ceded to the homeless (or any other sub-population) and run-down while others are semi-private and operate more like Santana Row, with only certain people allowed. There also need to be clean, accessible restrooms for all.
- 9 I love all of these ideas to include the community and not just the workers who drive in for the day.
- 10 No open space loss. Force redevelopment of existing non-historic buildings.
- 11 These statements should be recommendations to the City Councils not just principles to inform their thinking. Accountability to community input is not insured based on statements of principles.
- 12 Make it a fun place to be for EVERYONE! More art, more community programming, etc.
- 13 I think any new development should strongly respect the history and culture of the place it is moving into. So far it looks like everything is just going to be replaced and history discarded - I don't like this.
- 14 This survey has nothing to disagree with; no tradeoffs are presented.
- 15 All of the above are essential to an attractive area to work and live.
- 16 Revision is needed for the bike trails in the area, the inconsistent route through the Guadalupe River trails has hazardous and poorly marked crossings. The trail is overgrown.

The current parks should be maintained and not lost to parking or building space.

- 17 I am fine with the business community taking responsibility for fiscal contribution to the maintenance of culture and spaces, but it needs to be with the proviso that they do not dictate the nature of the actual programming itself, that needs to be done by the community at large where they are one voice of many, not the loudest voice.
- 18 Work with local artists for public art.

Work with police liaisons and crime prevention designers for secure design.

- 19 I am skeptical about partnerships with the business community. This to me suggests privatization of public spaces or criminalization of homelessness, which is really common downtown i.e. look at San Pedro Square. It is a 'public market' but it's really a privatization of a public space that extensively polices community use of the space and low income/homeless individuals.

I want a public park funded with google tax money; I don't want a park "sponsored by" google. I've already seen the PR creep of Google sponsored this and Google sponsored that. What we've seen does not work with development is oh, well, just let them throw money at the problem. Google and its employees need to be engaged and invested in the community, which I only see happening if they have some skin in the game instead of pretending to be invested by touting all of their philanthropy.

- 20 We are the softer gentler laid back but hard working side of the Bay Area but also perhaps the most culturally and racially mixed - there is no dominant culture across whites and non-whites (in contrast to nearby neighborhoods like Willow Gen or Peninsula neighborhoods). Let's keep the "melting pot", "new american," international flavor of the area - everyone from around the world is welcome. Also - perhaps - re-invigorate the concept of the sister-cities that is evident in the Discovery Museum installations and others around Adobe open spaces. Open, inviting. And definitely make it scooter, skater, biker (not motorcycle) and Segway friendly. Institute traffic and noise ordinances to make sure people respect the rights of pedestrians and residents who live nearby.
- 21 Love the idea of open spaces, plazas and trails. This could be similar to European city centers, where all are encouraged to congregate.
- 22 These are not controversial things in any thriving international city

- 23 As I mentioned before, I would like to see all kinds of recreation available to everyone no matter where around here they live... some kinds are more capital intensive and less frequent (eg. swimming pools, skating rinks), and these should then be accessible by some kind of transit mechanism (including safe bike access, for example) that kids can use on their own.
- 24 Aim high. Expand ambition. This is a chance of a lifetime. The only chance San Jose will have to be a world-class, amazing city. Don't mess it up with compromises.
- 25 Sounds great, but we shouldn't spend too much public money to support this in the Diridon Station Area at the expense of our older neighborhoods which often have parks that are in bad shape and are not cleaned or maintained well. The money should be spread around the city, not used to make a showcase at Diridon Station.
- 26 Just like the City shows interest in addressing issues around the "Google project," the City should be actively taking care of the existing issues (like speeding in residential areas in Downtown). If the City doesn't have a handle on the existing concerns of the resident, how is the City going to handle the concerns that arise from the Google project? I hope that the existing concerns of San Jose residents get the same level of attention and action from the City as the Google phenomena. When companies no longer get what they want from a City or area they can just pick up and move somewhere else. The residents will always be here. In my view, the City should remain loyal to its residents and not bend backwards to accommodate a company who would not hesitate to move if the City no longer serves its purpose. Detroit and the auto industry come to mind.
- 27 We want to make the city a place people want to come to. That's the bottom line!
- 28 Biebrach Park will be full of google employees today

Today it's a nightmare

- Fix it before google moves in
- 29 Good, good. On the right track.
- 30 I would like to see an emphasis on green space, community gardens, etc. Bees are a vital part of the ecosystem- how about living garden walls with plants that attract bees and have neighborhood bee hives in the community gardens?
- 31 Find out how Santana Row does it and emulate them. Maybe the district should be a private operator, like Federal. No offense, but they run a city better than any city in the Bay Area.
- 32 [REDACTED] !!! }:-P
- 33 I like the idea of public green space being available to locals. That was supposed to be the case with Apple Park, however they have a fence around the space and it isn't accessible to anyone, not even friends and family of the employees.
- I would scratch the roof green space idea. I think it is a fad that will soon be over. I'd prefer to see solar panels and water reclamation on the roof.
- 34 Greater emphasis on parks
- 35 Public spaces for recreation and community events should be a part of the community planning.
- 36 I guess here is where I'd put that we need space for all ages very low cost or even free music/theater venues. Think 924 Gilman in Berkeley but without rent continuously going up.
- 37 All of these choices seem like things no one would disagree with. I am becoming skeptical of this survey.
- 38 Diridon Station (if done well) could be a national model for an innovative, integrated urban transit complex. Consider the HighLine in NYC (I realize that the HL is not a transit hub, but it is an example of great urban design.) It could have been scrap metal, but it is a money-making oasis and tourist attraction. It took VISION and MONEY! I fear San Jose lacks both of these necessities.
- 39 Please add play areas for children. Little ones. :-)
- 40 Just a suggestion, you may wish to include a program for crime prevention especially against gangs. Unfortunately they target such areas and safety is important.
- 41 Delmas Park deserves a Community Center after years of promises of coulda, woulda, shoulda.
- 42 Open to everyone--including our unhoused neighbors.

- 43 It should rival the area around SF's cable car turnaround in terms of music and other street entertainment, but not in garbage.
- 44 Don't include much natural or open space immediately around the station. Make this station an amazing urban experience. It should have lots of retail and stuff for people to do. Don't make it some kind of dead zone with an excessive amount of open space. I was just at the Transbay Transit Center at 6pm on a Sunday night and it was totally dead, save for the roof, but even the roof would've been very boring and likely unsafe after the sunset. This station should be a place with lots of human activity and should be a pleasant, but bustling place for travelers to make a layover in the middle of a transit journey. There will be trains and buses from all corners of the state and country stopping here and travelers need more than just a bench or two to sit around at to occupy themselves while waiting. The station needs to be like an airport with ample food, charging outlets, wifi and well-kept public bathrooms. The train station should have lots of nightlife to make travelers feel safe at night since other people will be around. I want at least 5 microbreweries within a block of the future Diridon Station.
- 45 The more land taken up by parks, the higher the residential buildings should be to make up for lost area that could've been housing. Pro parks! Pro tall buildings!
- 46 aka guadalupe trail is not safe, make it so after spending so much on creating it
- 47 how to address homeless?
defensive landscaping?
- 48 We should wear our values: promote environmental responsibility through an abundance of public green spaces, eliminate cars in this area to promote clean public transit, and show that our culture is more than just tech jobs
- 49 And be sure there is funding to maintain these parks. It has been VERY embarrassing that the beautiful fountain in downtown SJ had no working water during the hot summer months. That should have been noticed and fixed BEFORE the summer. Shame on you!
- 50 why is it that the "business community" or "neighborhood groups" should have to maintain public spaces maintained? If this village is being created, then funding from Google etc should be set in place to ensure that space is maintained in perpetuity! Either funding city services, or having them provide such services directly (NOT contract positions, that does NOT serve the neighborhood, nor does it provide jobs with benefits!)
- 51 Respectful partnerships are key to success. Many neighborhoods in San Jose have abandoned their festivals and art shows due to over regulation.
- 52 PLEASE daylight the Los Gatos Creek Trail and help create a city-wide loop trail to encourage commuting via walking and biking + recreation and open space opportunities in San Jose.
- 53 These are worded poorly!!!!

Get a new consultant who can write clearly. Otherwise, too much doubt and suspicion is created.

- Do you mean to say these are desired outcomes or that they should be in the plans?
- 54 Maintenance should be fundamentally owned by the city. Input on design or improvement can come from local business and interest groups, but Google and other developers should be taxed and or have fees that help San Jose maintain published spaces.
- 55 Clean and better Maintained area near the dear Don stati maintained area. Less homeless encampment
- 56 teach the kids about the trades, not just office jobs. Bring back certification programs open to all with an AA not everyone is ready for college after highschool
- 57 The area should become attractive to other companies and resident and bring valuable funding to the City of San Jose.

- 58 If San Jose is going to build spaces like this, then San Jose should be sure to maintain these spaces. They should be thoughtfully designed and maintained, kept clean and beautify and very safe during day and night.
- 59 I'm a bit wary of relying too much on community/neighborhood groups for maintenance -- that frequently means there's no maintenance. I mean, sure, if they want to help great but they shouldn't be the only caretakers.
- 60 Keep it simple.
- 61 I strongly agree with the diverse options to maintain safe, open space for the community as a whole. I also recommend a partnership to engage residents that have restrictions that allows them to engage socially, i.e. Meals on Wheels offerings group meals at community or open spaces. Being homebound is lonely, and high density is not inviting for social interaction without great effort.
- 62 I think keeping the parks clean and safe will be a challenge. The Guadalupe River trail is beautiful by the airport, but feels way too dangerous downtown with the homeless people wandering about
- 63 Programming should support existing downtown vs competing with downtown
- 64 In a low-income housing and what's the current transient population, all parks Md gardens will do is provide a hub for crime, homeless individuals to sleep, drug use and drug deals and gang interaction to occur. Rarely are those monies spent on beautifying actually used for the purpose they were intended. Let's not waste more dollars on that and rather focus on affordable housing and transportation md roads expansion.
- 65 Pocket parks could include a neon sign display from HSJ's collection as well as the ones that represent the area such as the Stephens meat sign, OSH, etc. Boston has such a pocket park and it is quite attractive. Keep art local and tell a story.
- 66 Its is good to see the city looking at partnerships to address quality of life issues versus simply raising taxes and implementing five year programs that miss the mark when completed.
- 67 The homeless population and rug dens one the Los Gatos Trail and Guadalupe trails adjacent to Diridon need to be cleaned up. It makes these public spaces unusable by families and children. Most people are afraid to use the trails which is a shame since there is so much potential there. These public spaces should not be freely used for overnighters. The police should clear this park, trails and underpasses each night.
- 68 Building lot sizes should be restricted to encourage a walkable pedestrian street network. No block lengths greater than 400', ideally 200-250'
- 69 21st century bikeable network seems key to not only pull commute traffic off of roadways (given that we might plan to add more jobs than houses) but also provides more access to nature.
- 70 Heck yes! The public spaces are paramount for a successful area!
- 71 it is the city's job to maintain public spaces, not private companies. again, maximize job creation in the area to provide the city with enough tax money to pay for such maintenance. do not place undue burdens on companies looking to locate here, that will only drive away demand and lower the amounts of moneys brought in through taxes.
- 72 Limit the increase of "Tan Jose" of boring architecture and lack of color
- Green building/heating/recycling goals
- Potential makers space, training, and workshops to gain the skills of the modernizing economy
- Parallel process of community feedback with actual development
- Work with the Quakes to create Station Soccer: <https://www.soccerstreets.org/station-soccer-play>
- 73 It is more important to have public spaces that are actually useful and will see meaningful amounts of use than it is to have a multiplicity of varied spaces.
- 74 lots of parks surround the area, but homeless people are destroying it and prevent most of us from using it.

Q14 Creeks/Trails - Additional Comments

Please provide any additional comments on Desired Outcomes for the above topic.

Answered: 78 Skipped: 615

Q14 - Responses

- 1 There are some sketchy and unsafe feeling areas along the Guadalupe River Trail. Some spots feel like I'm walking into a homeless encampment. The last thing people want to feel is unsafe when biking a public trail. More lighting, better landscaping, regular trash pick and cleanliness, water fountains, and continuous uninterrupted minimal interrupted paths are necessities for enhancing the trails. Additional options, public workout spaces (pull up bars), colorful concrete/sidewalk designs, fountains, better mile markers and maps, and tire fill-up stations.
- 2 It's hard to answer these questions without more detail and understanding of the impact on the community.
- 3 To prevent flooding, riparian environments should be expanded and prioritized. The secondary benefits are the return of wildlife, public enjoyment, and identifiable city character.
- 4 It is easy ... it is very easy to act ignorant towards certain issues, when one has never experienced said issues firsthand. It is a lot more realistic and compassionate when one is willing to expand ones mind and look at the roots of an issue. Especially when said issue involves the well-being of fellow human beings. Housing is great, yet alongside Google and other huge tech developments, it will be "disastrous" in the long-term.

Our status quo is extremely broken, it is no longer possible for anybody to deny, and San Jose has a history of doing these patch jobs which have ended up being disastrous in the long-term.

What is extremely scary here is that instead of looking at everything from a humanistic — and realistic — perspective, higher-ups view the long-term "solely" from financial studies which only take into consideration the wealthy.

By refusing to do the thing — dumping Google while saving and restoring the Century Domes via reaching out to organizations such as The Film Foundation, Stanford Theatre, Alamo Drafthouse Cinema, Bay Area Film Events, National Trust for Historic Preservation, Space Command, Nilis Film Museum, etc, etc — which would consistently bring in tons of cash to help city services, which in turn could help poor people, ie the homeless...

Then, down the road, after opening National Landmarks in San Jose (which would bring in consistent business to Winchester Mystery House, Hotel Valencia Santana Row, other hotels, and many small businesses (including the struggling ones in Santana Row; the shopping center which Ash Kalra in a hearing once, in an effort to suck up to Federal Realty, referred to as a potential "world destination") ... after halting all tech developments, at least for the time being, we can worry about housing (which sounds ironic, yes; yet with the way things are right now, it is our greatest shot at success). Because we need a lot more housing; that is a given. Our current predicament is the result of many years of decision-making under Chuck Reed and now Sam Liccardo.

One does not keep slapping wet band-aids on festering and infected wounds (which is what San Jose has been doing for many years); eventually, said band-aids fall off.

We can no longer afford to look at things black and white. San Jose has been doing that for years, and it is

Q14 - Responses

why we are in such a seemingly hopeless predicament now.

Real people are hurting, and hurting severely, and real people — moms, dads, sons, daughters, grandmas, etc — are close to dying, and it is getting worse every year.

The Mercury News on September 7th, 2018 ran a front page story; it said that San Jose has the most unaffordable housing anywhere. It said that the expansion of tech giants is driving up prices.

How can people be assured that Google and vacant office space will make everything better, and that it will not cause more homelessness in the long-term? Why taking a stand and becoming a catalyst by halting all tech developments while using National Landmarks as ways to bring in consistent flows of dollars to in turn attempt to solve the roots of homelessness and a rapidly-rising mental health epidemic, and while seeing a permanently large boost in small business spending by tourism in order to boost the economy is a horrible idea?

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And is city hall concerned with doing things to discover and combat the roots of homelessness? To bring in funds which would help accomplish this?

No. Instead, we treat and speak of our fellow human beings as second class.

Just like Donald Trump.

Any one of us could be homeless any day now.

Many homeless people were once middle to high income homeowners.

We have to stop treating them, stop speaking about them, as second class.

Q14 - Responses

For “them” is just a short step away from “us.”

Our current predicament can be fixed; everything must be done very carefully, and most certainly “not” be done through a broken status quo. Such “fixes” have already been attempted.

And encouraging such action, such behavior, is to me the definition of a true leader.

Being compassionate can be one of this life’s toughest lessons, yes. Especially when one is stuck in their ways (which I can totally understand, as it is all based upon human nature. Upon “free will”). It is our greatest test.

For it all has to do with being human.

And once we pass said test, once we realize on a basic level that we are all the same, that any one of us could be homeless, and that we all deserve an equal opportunity to heal and to realize our God-given potential...

As Mister Rogers says in his 2002 Commencement Address at Dartmouth College:

“Our world hangs like a magnificent jewel in the vastness of space. Every one of us is a part of that jewel. A facet of that jewel. And in the perspective of infinity, our differences are infinitesimal. We are intimately related. May we never even pretend that we are not.”

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A catalyst.

For solutions are so obvious, tools to begin to delve into the roots of homelessness and mental health via the only viable means to really help people are right here, right in front of us, yet our community leaders refuse

Q14 - Responses

to take advantage.

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It is "finally" time that he follows in the footsteps of the person he so greatly admires.

We could for months argue back and forth regarding tiny technicalities, which is what is happening now, and all the while not get anywhere.

Why not take a ... humanitarian approach?

What would be the harm?

In the very long-term, as in 15-30-40 years ... we are setting ourselves up for disaster.

We need to think long-term. Not short. No more short.

Look at where short has gotten us: the highest priced affordable housing anywhere, and the most rapidly rising homelessness and mental health epidemic.

Saying yes to Google will not solve anything.

Saying no will give us the chance to thrive.

#nomorewetbandaids

#notoGoogle

#SaveOurCineramaDomes

Q14 - Responses

- 5 deal with the homeless polluting the creeks. You know what they want? a place to live. stop treating them as criminals for being down on their luck
- 6 As before.
- 7 I don't understand the question wrt "day-lighting". I don't know what this means. I hope most buildings can have multiple entrances, both to the street and to the creek. It should not be either/or.
- 8 Not sure of the ramifications: New development faces creeks and other open spaces.
- 9 No new development.
- 10 Make guadalupe river trail SEEN by store fronts so it is a visible walking trail that the public will feel safer to walk.
- 11 Coyote Creek is not addressed and is a significant waterway in San Jose neighborhoods. This project needs as much consideration to the east as the area west of the Diridon area is getting.

These statements should be recommendations to the City Councils not just principles to inform their thinking. Accountability to community input is not insured based on statements of principles.

- 12 This is the most underutilized part of SJ and it would be great to see someone take pride in it. The only people with a sense of pride for it are the homeless living near it.
- 13 On order to make the creeks safe again, the city will have to create at least temporary shelter for the homeless
- 14 I have no idea what "green fingers" means.

OMG YES connect and open the trails! This is downtown SJ's biggest lost opportunity! Connect LG Creek trail w/ Guadalupe and open Guadalupe Creek trail on BOTH banks ALL the way from Woz Way to Skyport with NO diversions or detours. I don't mind if trails get flooded 5 days a year; just send crews to clean up afterward and it's fine.

- 15 Great opportunity to turn some "eyesores" into focal points of the city's beautiful natural heritage.
- 16 The Google Seattle office space has a successful trail and waterway path. I would like to see something similar happen to the downtown San Jose area. Please work with local bicycle coalitions to make changes and connections to existing bike ways.
- 17 Some of the only trails in the downtown core are basically unusable due to homelessness and all of the trash and broken class. This is a huge problem and the answer is not sweeps its robust housing and resource efforts. and I mean ROBUST.

While we're on the subject, better management of bike/pedestrian interactions here.

- 18 Clean up the river walk and make it safe and enjoyable to bike or walk. No more shanty towns. Extend bike paths all the way up to Target and the park up there. This is just as important as Los Gatos connection. Right now the bike path is useless and breaks down if you want to ride from downtown up Market Street (in that direction) towards Target and the Airport.

Lots of lighting up and down the river. And perhaps some artistic or performance friendly spaces - extend on the idea of performance seating and spots for families to picnic or read a book and relax. Pedestrian friendly with bridges throughout.

Q14 - Responses

- 19 These improvements will prevent flooding impacts from future storms as well
- 20 absolutely the more green the better, including on rooftops, walls, balconies between buildings
- 21 Direct access from trails to any new commercial or retail development, instead of having to access from the street side.
- 22 Turn the creek and river into a vibrant urban oasis, with lots of nature but also human activities. Buildings should cluster and face these open spaces and trails. The creek and river are an integrated part of the urban fabric, not separated from it.
- 23 Focus on networks of bike lanes - isolated bike lanes are useless, bike lanes need to go places that you want to travel to.
- 24 Homeless camps should be cleared out of creek areas, trails should be clean and maintained, and the Guadalupe River trail downtown should have signage so we can follow through paths instead of taking dead end trails into homeless camps.
- 25 How about actually removing debree (fallen trees, etc) from the Coyote Career? Not just cutting the trunk into smaller pieces and leaving them in the creek. Revise ordinances, statutes, policies in order to make that happen.

If developments will facing the creek, make sure one can actually the the beauty of nature and not homeless encampments along the creek and not to push homeless people to the areas of AN where the majority of the residents are working poor and non-white (I know, homeless is cover in another area, but this is just a reminder).

- 26 It would greatly enhance the appeal of the city to have safe and clean places to bike and walk.
- 27 Fix Guadalupe river trail homeless issues
- 28 I don't see why the creek trails are being targeted here. They're disgusting and scary right now due to the huge uncontrolled homeless populations currently living in them.
- 29

The Los Gatos Creek trail through the new development should have as few at grade road crossings as possible for pedestrian and bicyclists safety, but also to not be a hindrance to vehicular traffic.

- 30 Let's dream big. San Antonio's Riverwalk wasn't natural and it took decades to take off. Now, it is San Antonio. This could be San Jose.

If damned, could the Guadalupe serve as a reservoir to help retain water, as well serve as a water feature, like the Riverwalk. Imagine electric boats traversing it and Los Gatos Creek, the way it is done in San Antonio. Perhaps, there could even be a boat from the airport to downtown.

- 31 ANY MORE 'DEVELOPMENT' WILL CONSTITUTE BUILDING MORE CONCRETE BUILDINGS ON TOP OF OTHER CONCRETE BUILDINGS!!! GO AWAY! WE DON'T WANT YOU HERE!!! }:-[
- 32 These ideas sound great. However, I would like to see an emphasis on single family homes. The only way to bring the cost of homes down is to bring more single family home online for purchase. High density housing will NOT bring down the cost of living.
- 33 Before they build there must be not just EIR level but 10 to 30 years out evaluations of how this massive development will change the watershed and water use of downtown -- remember 2017 when a few rainy days led to flooding because the water district couldnt be bothered to prepare for "deluge" events and we almost lost Anderson reservoir? Who wants that to be their legacy? Are you listening SamL?
- 34 Public trails need to be connected with one another and separated from motor vehicle traffic. Particular attention should be given to make crossings safe and efficient (e.g., under and overpasses instead of surface level crossings).
- 35 Let them make the trails safer - I ride a lot and won't ride through San Jose trails as I don't fee safe. I ride at Sam so a little different than the afternoon stroll.
- 36 Connected trails should be a huge priority!

Q14 - Responses

- 37 Development near the Guadalupe River and Los Gatos Creek should take into account flooding and address those issues. Flooding was bad a few years back and will be again!
- 38 With global warming and the persistent homeless issues, much thought should go towards the wisdom of placing housing close to a waterway (ex., Coyote Creek.)
- 39 We have an underused bike/walk river trail. It's a diamond in the rough and could be improved with more activities around it. Unfortunately, it's littered with homeless trash and encampments.
- 40 Can we start cleaning up the Guadalupe now. It's a sewer of homeless waste & litter. It doesn't scream visit me but is just a trail to get through. Sad.
- 41 I like nature and the environment so yeah this works. Maybe a park and picnic area??
- 42 Not concerned with art or parks - HOUSING CRISIS!
- 43 The trails, creeks are filthy, contaminated, overgrown and Totally unsafe !!!!!!!
- 44 San Jose is not the worst town for cycling, but when you grow up in Palo Alto and go to school in Berkeley, let's just say SJ is a BIG step down. The sharrow roads are a big step, but we need to facilitate people getting to work in ways other than their cars. There's no Central Expressway or Foothill Expressway with big bike lanes to facilitate bike commuting -- the creek paths can be another big step.
- 45 Walking/biking path to downtown?
- 46 High quality off-street bike and pedestrian connections are more important than riparian habitat in this area.
- 47 It's great that the existing Guadalupe Creek trail is present, but it's depressing for much of its length, unattractive and full of the trash of homeless squatters.
- 48 Make it kids friendly please. "Seven seasons" park in Sunnyvale is a good example.
- 49 Create opportunities to walk and bike to work to reduce reliance on cars.
- 50 I have no connection with any of these issues
- 51 Currently, parks are homeless people's only sleeping option. We should focus on restoring the parks but also providing an alternative for the homeless population so they aren't just kicked out of their only sleeping option.
- 52 Safety pls
- all of this is great
- but not if homeless and mentally ill are encamped
- and I am not in favor of moving them around . . . they are already struggling
- think long term solutions
- have google hire social workers and show what can be done for people not making it with good care while also creating more respected social services jobs
- the US used to have a war on poverty, use to have talented (not overworked) case workers tending to this demographic
- 53 Why is there no trail from the East side of SJ into downtown, or linking with Guadalupe or Los Gatos Trails? Why is this not a priority? Many of the support staff for these buildings will at best, live on the east side of town and commute to these buildings. Why is there not a trail for them to ride a bike to work from?
- 54 Enhanced riparian habitat and human use- trails etc are desirable but incompatible.
- 55 YES, please! Daylight the creek and connect the trails.
- 56 Like to see business development along river and creeks like in San Antonio, TX
- 57 Again, poorly worded.
- 58 they will be more crowded in that one area
- 59 The "green" bike lanes and other underutilized automobile lanes drastically increase traffic and result in a higher level of pollution as automobiles run at idle. Cut pollution!!! Remove bike lanes!!!
- 60 Please expand and clean up the trails! Homeless encampments unfortunately make the trails uninviting

Q14 - Responses

- 61 Current spaces like this in San Jose lack beauty and safety. One does not feel safe almost anywhere in San Jose. This is not good.
- 62 The trail system is great, but given that the GRT floods at critical underpasses during the winter rainy season, please establish on-street bike infrastructure to help cyclists detour around flooded sections of the trail to ensure year-round bike commuting.
- 63 Pay attention to what Chicago/Seoul/etc are doing with their rivers.
- 64 Keep it simple
- 65 The creek systems are where most of the transient population problems are I don't think that we should extend the system to make that easier to transfer to other areas. Also unless we have allotted monies for restoring creek areas under parks and rec, i think we should focus funding on housing, homelessness programs/housing, transportation etc.
- 66 These are all great ideas. They are implemented but then no one maintains them. The Guadalupe River Park is a perfect example. What was once a beautiful area is now a weed infested, garbage strewn homeless area and is expected to be maintained by volunteers. Plans need to include provisions for care and maintenance of these areas by city employees. Perhaps a new department needs to be developed where volunteers and employees work together to maintain these areas
- 67 Not sure about new development facing the streams. We need to make sure the businesses are facing the street so they are successful.
- 68 These kinds of outcomes are key to making San Jose a world class city with broad revenue base and high quality of life for all residents.
- 69 Make area bike-transit friendly. Currently bike trails from San Jose are horrendous. Bird avenue should not be the bike path to trails and diridon.
- 70 So, what you're saying is you want to give lots of perks to Google and Google workers. No thank you.
- 71 The homeless situation needs to be addressed. If over-nighters remain, the space will be wasted.
- 72 Activate the creeks! replace the concrete channels with true river bottoms similar to Vasona park! No one wants concrete channels!
- 73 Trailways and bikeways enliven lives as well as help provide active transportation
- 74 Absolutely! One of the most important things which San Jose is lacking right now is an active waterfront area.

The Guadalupe river and the Los Gatos creek are critical aspects of our city and NEED to be improved and highlighted.

- 75 Green spaces are important, and so are bike lanes or paved paths for access to that green space, but public transportation is crucial for those who cannot afford to bike or who live too far to walk to work. Housing should be a priority, not beauty or the aesthetics of a development.
- 76 The Los Gatos Creek Trail System is useless without a connection to the Guadalupe River Trail. Downtown San Jose would benefit from a much much more convenient bike trail connecting to it.
- 77 The GRP is the nervous system of the city and should be a main transportation corridor (similar to the current improvements along the LA River) between South San Jose and the Bay Trail

With inspiration from Swenson's proposal, San Antonio, etc. we can activate both recreational opportunities for people and provide healthy habitats to grow the native fish, beaver, and other native species populations.

- 78 If it is possible to have bike paths off-street without the cost of fully day lighting the creek, that is also acceptable.

Q16 Transportation - Additional Comments

Please provide any additional comments on Desired Outcomes for the above topic.

Answered: 76 Skipped: 617

Q16 - Responses

- 1 Pedestrian friendly, biker friendly, and better traffic control are key!
- 2 Not sure how you make a viable transit hub as a last mile connection without a ton of cars.
- 3 We have a tremendous opportunity for a California city: to create a district that minimizes the presence of autos and places other modes of transportation as top priority. We can see from Viva CalleSJ and Santana Row that San Joséans love to be out on bike and on foot, enjoying the city and the sunshine; sadly our transportation infrastructure is not there yet. I think if we make this area an awesome place for people to be out on foot, it will be wonderful for our city. It makes sense: low-income residents, youth, and many millennials do well without cars. Parking should be limited, expensive, concentrated (large, multi-storied garages) and on the periphery.
- 4 Better crossing at san Fernando and race.
- 5 Palm trees as street trees and other characteristics of a large city such as San Diego or Los Angeles. Including well lit streets and public art that's visible at night.
- 6 The priority for the Diridon area should be minimizing automobile traffic to emergency service vehicles, commercial transportation (e.g. restaurant delivery trucks), and other essential vehicles. The primary modes in such a relatively small acreage should be bikes, scooters, walking, and perhaps pedicabs. From the transportation to the Diridon Area (lightrail, rideshare, buses, Caltrain, etc.) the distance is not so far that anyone that arrives via these modes cannot traverse the length and breadth of the outlined area.

- The Diridon Station area should be less thought of as a "Grand Central Station", but more like "King's Cross" in London that has a vast area dense with buildings but has only a minimum of actual roads.
- 7 It is easy ... it is very easy to act ignorant towards certain issues, when one has never experienced said issues firsthand. It is a lot more realistic and compassionate when one is willing to expand ones mind and look at the roots of an issue. Especially when said issue involves the well-being of fellow human beings. Housing is great, yet alongside Google and other huge tech developments, it will be "disastrous" in the long-term.

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Q16 - Responses

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Q16 - Responses

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Saying no will give us the chance to thrive.

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- 8 currently public transit stops before events end at the arena making it useless
- 9 Yes! We need to make this a "no car zone". Only those on foot, bike or train can enter. Simple. So no hospitals in this zone I guess, except mobile clinics.
- 10 No new development. Managed redevelopment.
- 11 Again, investment in increased mass transit will be needed to meet the increased demand on it.
- 12 These statements should be recommendations to the City Councils not just principles to inform their thinking. Accountability to community input is not insured based on statements of principles.
- 13 How can we make it cool to NOT drive? San Jose is such a car centric place in its outskirts. Would be great to see downtown really take pride in ped/bike friendly ammenities.
- 14 Need better vehicle access to Diridon station to drop off and pick up passengers.
- 15 I am concerned about the reduction in roads for cars and lack of parking. We aren't all able to walk for miles or ride bikes.
- 16 I have to drive for work and for my family. If it is going to be harder for me to drive my car in the diridron area (where I live) then I don't like it. There are little to no middle class, single family homes in san jose that I can afford to move to so I don't want to be stuck having to drive in a neighborhood that now does not support cars.
- 17 I think reduced congestion and reduced car travel are elusive and misdirected aims. Most forecasts show only increased auto traffic, and urban congestion is all but inevitable. Make spaces walkable, bikeable, and accessible to rapid mass transit - the fact that delivery vehicles and cars-for-hire will fill the streets should not be a major concern in comparison.
- 18 Work with pedestrian agencies to provide sound planning. No demeaning orange flags at crosswalks.
- 19 People travel in cars, cars need safe parking, not parking no customers. Public transit can be a pain in the ass, dirty, and difficult to navigate. IMO removal or inadequate parking does not reduce car use, it reduces customer visits.
- 20 The South Bay is better than SF in many ways, but not with respect to cars. It's not just the urban planning, it's the car culture. This is an opportunity to make progress on this instead of having a bunch of Tesla traffic because Google didn't plan for parking. Would love to bike and walk to work (one mile) without have a near death experience from speeders and distracted drivers headed to the freeway. That would be excellent.
- 21 Safety of major intersections extends to 4th street and SJSU area - this is a major city exit enrout to 280 and will be severely impacted by the level of traffic coming in/out for Diridon. Ensure safe speed limits are observed. Re-engineering traffic light patterns to facilitate traffic flow during heavy traffic hours.
- 22 Diridon Station Area, by being a hub for Caltrain, the Bart extension, buses to Santa Cruz, with downtown and SAP center right there, has tons of potential. It is really exciting.
- 23 0.5 parking spaces per unit or fewer
- 24 The Bird/280 safety issues should not be connected to this project. They exist today. Those issues should be dealt with sperate from this plan. The community voice for those issues is attempting to associate them to this plan. Again, listen to everyone not just the loudest from North Willow Glen. The 280 issues have been brought to T+E committee twice now and the City doesn't recognize them on that stage as being serious (I might disagree with that) but do not allow the Diridon process to be hyjacked for special purposes.

Q16 - Responses

25 Please see my comment re transportation on a previous tab.

Please do something about those rental scooters left randomly across downtown. They are even left with the front wheel on the street and the back wheel on the sidewalk. While they could be helpful for those who use them, they are an eye site for the residents who have to see them in front of their houses.

How about connecting 87 to 880? Is that on the works?

Is a parking garage for Diridon in the plan?

If more people will be coming into the area, more parking would be needed. As it is the Diridon station barely meets the current need of Caltrain riders.

26 Don't try to force people out of their cars by failing to supply parking places. That doesn't work, it just ruins our neighborhoods. All residential construction should have at least two offstreet parking spaces per unit, plus additional parking for guests, even if they are close to transit. If someday the dream is realized and those parking spaces are underutilized, some parking areas can be converted to housing at that time.

27 While looking at this, seriously take a look at the idea of how corridors could be used for "freeways within freeways" and housing built above interchanges (e.g. like the Bird Avenue/I-280 location). To learn more about the concept, see this website:

<https://trivillagecap.wordpress.com/>

28 There will be excess traffic during construction, there is no way around it. Plus, once the new campus is open there will be an influx of traffic. There is no way to reduce car travel unless San Jose greatly beefs up the public transit. Try looking at San Diego for ideas. They've implemented a successful trolley system throughout downtown. Bike paths only work if the paths are safe, consistently free of homeless and trash. Currently the bike paths in San Jose are only used by drug dealers and the homeless.

29 This is far and away the trickiest to prognosticate but if you don't use real world worst case evaluations we may end up as LA North in traffic FU terms. Right now we are seeing abysmal traffic conditions on our existing roads and you want to add 20000 folks/40000 traffic events???

30 Don't really need any more road diets as most of the existing bike lanes are not used and they only slow down traffic. But I would support enhancing existing trail networks.

31 Fully separated car/bike paths are not necessary; as people gravitate towards the efficiency of bicycle travel for short local trips, car use will diminish. An emphasis should be placed on preventing larger streets from becoming major thoroughfares for commuters, or to create a continuous community that is not bisected by such roads.

32 Spaces for the rental scooters and bikes should be planned so as they don't become obstacles on the sidewalks. Community wide training for the users of the rental scooters and bikes should be planned so that they don't use sidewalks and follow the traffic rules.

33 Lots of accessibilities for those who are disabled.

34 We must deal with traffic, now, and gear up for growth.

35 People will come to work and live here...any way to improve the morning and evening commutes would be good too.

36 Yellow-light flashing crosswalks are needed EVERYWHERE, especially where this is no street corner on long stretches of Bird, Montgomery, Autumn and Park.

37 Improve 87.

Q16 - Responses

- 38 I don't know that the blocks all have to be small, but the rest sounds good.
- 39 Bring the amenities like a grocery store, a movieplex (which downtown no longer has), etc. and who needs a car?
- 40 Dedicated bike lanes from to/from various districts in SJ to downtown and Diridon station. Better safety on trails, it feels unsafe during nights so people can commute on their bikes. Guadalupe trail should directly connect to the station through bridge or something to completely avoid road/cars. Possibly widen VTA tracks for bike lanes.
- 41 Car transportation should be the absolute last priority in the development of Diridon Station. ABSOLUTELY NO MORE CAR PARKING SHOULD BE BUILT WITHIN 2 MILES OF THIS STATION.
- 42 Road diets lead to more congestion. See pruneridge Avenue in Santa Clara as an example. Reducing car travel is possible only if public transit becomes faster, frequent and more affordable. It currently costs more and doubles the commute time
- 43 Bus transit service performance shall not be adversely affected by new development. On-street bus lanes, transitways, transit signal priority, and other measures should be implemented to maintain transit efficiency so it can be a desirable option, thereby reducing reliance on driving.
- 44 Better walking path under the Alameda/Stockton Caltrain bridge by the new whole foods
- 45 We cannot achieve our climate goals without tackling cars. It is unsustainable to expect everyone to drive around in toxic spewing vehicles that are dangerous. If we have roads in this area they should only be for public and private mass transit (busses, shuttles, etc)
- 46 Alerts need to be sent out on regular basis so all citizens, even those of us who may venture downtown only on rare occasions, are fully aware of road closures or major blocking of roads.
- 47 Minimizing traffic congestion during construction is another given that should not rely on survey results. Any construction plan that doesn't do this by default seems ridiculous.
- 48 Getting people out of their cars is a huge cultural shift
- Hope it happens
- too many [REDACTED] people looking for parking spots within a few feet of Whole Foods
- [REDACTED], afraid to walk a few blocks
- 49 Please include some public parking - parking near Cahill Park for anyone visiting is dangerous because most have to park across Park, with no crosswalks. Not everyone can use public transportation - especially out of town guests. Also, most houses have to have multiple adults living to afford housing - and own cars.
- 50 Not only do you need to consider city streets, but the highway system as well. Whomever was paid to allow Santana Row and Valley Fair to not improve the connectors around them on 280/17/880, should be shot! There aren't enough exits or on ramps as it is, there needs to be MASSIVE improvements BEFORE Google takes over SJ!
- 51 Traffic congestion has increased significantly. Mass transit planning is wonderful. Would still like to see auto traffic structure enhanced.
- 52 Make transportation attractive. Entice people to want to use public transportation by including all transit agencies at the potential Station. Reduce the discomfort of construction for local residents living in the district 3 downtown area.
- 53 Improved light rail performance with more right-of-ways for speedier service
- 54 Another terrible intersection is 280 to Meridian. Very unsafe.
- 55 Please allow for ample parking for those using the train station or have better public transportation and more route to/from station.
- 56 I think San Jose is on the right track with respect to public transit and car-free commuting, but we need better county-wide and region-wide harmonized public transit and cycling infrastructure (there are no safe, low-stress east-west bike commute routes between San Jose and Mountain View, for example). A region-wide commitment to public transit and self-powered commuting is critical to sustainable development of this area.

Q16 - Responses

- 57 If a given block faces a four-lane road there's no damn reason any landowner shouldn't be able to build 3-4 story buildings if they want, and then you might finally get enough density to support functional transit systems. It's not 1959, let's stop pretending it is.
- 58 Whatever traffic improvements are required but no more
- 59 Ensure that any new development is car friendly as well. More people drive than any other mode of transit, and I think the city overlooks drivers too much.
- 60 I would love to see more benches and parks but the reality of our current state in this part of the Bay Area is that it will be used by transients as more monies wasted to give them places where they will collect or house themselves, as it's been seen currently. A downtown is by nature an urban area with more homeless and the truth is they use those things more than the population actually living in the nearby housing. So why not then focus on more homeless centers that are safe and divided up for homeless, families, men, women, children, teens.
- 61 Again, great ideas, but HOW does all this happen and who is responsible for maintaining these areas that can easily turn into havens for the homeless. Daily patrol and maintenance is needed and who's responsible for that?
- 62 The proximity to transit and development is key. Residents will be able to walk, bicycle to more places within short distances... which is a superior vision of the modern city. Less congestion, pollution, greenhouse gases and more tax revenue and a higher quality of life.
- 63 If you make it difficult to drive to Diridon Station then people will go to other stations to ride Caltrain. If there is no place to park then people will not go to your community events.
- 64 Thank you- please make bird ave better for bike commuting
- 65 Traffic reduction is a huge issue. Parking lots now are often unbearable to use in commercial areas. What is the right ratio of density to space???
- 66 The city has already "taken" away viable lanes of traffic under the guise of improving safety and providing better access to bicyclist. This is noting more than social engineering and it is a horrible idea as it creates more congestion on already congested streets.
- 67 Reduced car travel will not happen. It's a nice idea...but nope. We are too dependent on our cars here. Pipe dream.
- 68 Leverage Diridon to the fullest to minimize car travel. Require shared parking facilities to limit the practice of subsidizing car parking.
- 69 Too much traffic with Google
- 70 Diridon should not only be a rails hub but also a hub for bikeways/walkways
- 71 I agree with everything focused on alternatives to cars.
- Minimizing traffic during construction and improving car intersections are not important. Focus on the vision and the future.
- 72 Housing and the interests of locals (not those who move to San Jose because of Google) should be prioritized; amenities and improvements meant to entice potential new residents should be a low priority.
- 73 Diridon Station is in Downtown San Jose, and as in any major city Downtown, cars should not be prioritized over any other form of transportation, or any project. Construction should not need to be constrained by possible traffic congestion it may cause.
- 74 Meridian/280 is a huge nightmare!
- 75 Following the 8 80 street principal of streets should be accessible and activated for people ages 8 to 80, we can achieve a healthier, more engaged, and more European like core that we aspire for
- 76 let the consumer decide these issues not government or socialist organizations....I need my car.

Q18 Transit - Additional Comments

Please provide any additional commentson Desired Outcomes for the above topic.

Answered: 74 Skipped: 619

Q18 - Responses

- 1 increased parking at diridon is essential.
- 2 Growth is necessary, and if adjusting the presence of homes becomes necessary, then it must be done with the philosophy of granting those displaced persons, families, and organizations the ability to still be part of the area.

We do not want to be marred with the sins of highways decimating minority communities like the supposedly future-looking politicians and planners who so blithely wielded their power in a racist slash across the fabric of cities and towns across America. Be better than them.
- 3 It is easy ... it is very easy to act ignorant towards certain issues, when one has never experienced said issues firsthand. It is a lot more realistic and compassionate when one is willing to expand ones mind and look at the roots of an issue. Especially when said issue involves the well-being of fellow human beings. Housing is great, yet alongside Google and other huge tech developments, it will be “disastrous” in the long-term.

Our status quo is extremely broken, it is no longer possible for anybody to deny, and San Jose has a history of doing these patch jobs which have ended up being disastrous in the long-term.

What is extremely scary here is that instead of looking at everything from a humanistic — and realistic — perspective, higher-ups view the long-term “solely” from financial studies which only take into consideration the wealthy.

By refusing to do the thing — dumping Google while saving and restoring the Century Domes via reaching out to organizations such as The Film Foundation, Stanford Theatre, Alamo Drafthouse Cinema, Bay Area Film Events, National Trust for Historic Preservation, Space Command, Niles Film Museum, etc, etc — which would consistently bring in tons of cash to help city services, which in turn could help poor people, ie the homeless...

Then, down the road, after opening National Landmarks in San Jose (which would bring in consistent business to Winchester Mystery House, Hotel Valencia Santana Row, other hotels, and many small businesses (including the struggling ones in Santana Row; the shopping center which Ash Kalra in a hearing once, in an effort to suck up to Federal Realty, referred to as a potential “world destination”) ... after halting all tech developments, at least for the time being, we can worry about housing (which sounds ironic, yes; yet with the way things are right now, it is our greatest shot at success). Because we need a lot more housing; that is a given. Our current predicament is the result of many years of decision-making under Chuck Reed and now Sam Liccardo.

One does not keep slapping wet bandaids on festering and infected wounds (which is what San Jose has been doing for many years); eventually, said bandaids fall off.

Q18 - Responses

We can no longer afford to look at things black and white. San Jose has been doing that for years, and it is why we are in such a seemingly hopeless predicament now.

Real people are hurting, and hurting severely, and real people — moms, dads, sons, daughters, grandmas, etc — are close to dying, and it is getting worse every year.

The Mercury News on September 7th, 2018 ran a front page story; it said that San Jose has the most unaffordable housing anywhere. It said that the expansion of tech giants is driving up prices.

How can people be assured that Google and vacant office space will make everything better, and that it will not cause more homelessness in the long-term? Why taking a stand and becoming a catalyst by halting all tech developments while using National Landmarks as ways to bring in consistent flows of dollars to in turn attempt to solve the roots of homelessness and a rapidly-rising mental health epidemic, and while seeing a permanently large boost in small business spending by tourism in order to boost the economy is a horrible idea?

We can no longer afford to look at things black and white. San Jose has been doing that for years, and it is why we are in such a seemingly hopeless predicament now.

Real people are hurting, and hurting severely, and real people — moms, dads, sons, daughters, grandmas, etc — are close to dying, and it is getting worse every year.

And is city hall concerned with doing things to discover and combat the roots of homelessness? To bring in funds which would help accomplish this?

No. Instead, we treat and speak of our fellow human beings as second class.

Just like Donald Trump.

Any one of us could be homeless any day now.

Many homeless people were once middle to high income homeowners.

We have to stop treating them, stop speaking about them, as second class.

Q18 - Responses

For “them” is just a short step away from “us.”

Our current predicament can be fixed; everything must be done very carefully, and most certainly “not” be done through a broken status quo. Such “fixes” have already been attempted.

And encouraging such action, such behavior, is to me the definition of a true leader.

Being compassionate can be one of this life’s toughest lessons, yes. Especially when one is stuck in their ways (which I can totally understand, as it is all based upon human nature. Upon “free will”). It is our greatest test.

For it all has to do with being human.

And once we pass said test, once we realize on a basic level that we are all the same, that any one of us could be homeless, and that we all deserve an equal opportunity to heal and to realize our God-given potential...

As Mister Rogers says in his 2002 Commencement Address at Dartmouth College:

“Our world hangs like a magnificent jewel in the vastness of space. Every one of us is a part of that jewel. A facet of that jewel. And in the perspective of infinity, our differences are infinitesimal. We are intimately related. May we never even pretend that we are not.”

Take these words to heart, and may you all be all the better for them.

Let us all start anew, and let us all finally put our hatred and differences behind us, and let us all work to truly make San Jose a leader.

A catalyst.

Q18 - Responses

For solutions are so obvious, tools to begin to delve into the roots of homelessness and mental health via the only viable means to really help people are right here, right in front of us, yet our community leaders refuse to take advantage.

Sam Liccardo needs to take note. I always say, even though a few people have expressed discomfort because religion is such a touchy subject for some, yet it is true ... as a Catholic who admittedly admires Pope Francis (who named himself after Saint Francis), and who has even met the guy ... he is commanded to halt Google, Federal Realty, etc, and to really focus on bringing the community together to reign in money for and delve into the roots of homelessness and severe mental health issues.

It is "finally" time that he follows in the footsteps of the person he so greatly admires.

We could for months argue back and forth regarding tiny technicalities, which is what is happening now, and all the while not get anywhere.

Why not take a ... humanitarian approach?

What would be the harm?

In the very long-term, as in 15-30-40 years ... we are setting ourselves up for disaster.

We need to thing long-term. Not short. No more short.

Look at where short has gotten us: the highest priced affordable housing anywhere, and the most rapidly rising homelessness and mental health epidemic.

Saying yes to Google will not solve anything.

Saying no will give us the chance to thrive.

#nomorewetbandaids

#notoGoogle

Q18 - Responses

- #SaveOurCineramaDomes
- 4 hours of operation
- 5 As per my view, making it more like London would help plan better where there is a limited time where cars can enter the "zone" otherwise the car owners/ drivers need to pay a super charge to enter that zone during office hours. It can add to the city revenue.
- 6 You need a drop "do not cross" sign to drop at the Diridon Station (similar to Caltrain) at the gate crossing. I have witnessed too many idiots crossing before and after the VTA leaves the station. Whether ignorance or earbuds drilled to their ears, there needs to be a sign there instead of simple gates that open easily.
- 7 Plan for non-Growth sustainability, alternativea.
- 8 Attention to access for folks with disabilities and seniors should be noted.

These statements should be recommendations to the City Councils not just principles to inform their thinking. Accountability to community input is not insured based on statements of principles.

- 9 Again, a chance to make this a real standout place in SJ. I find it fascinating/sad that you can't get from SJ to the East Bay on transit. I used to live in NYC and we're 50 years behind.
- 10 Yes interconnect transit including airport.
- 11 Transit system More needs to be budget friendly.(for 2+ people, still car is economical)
- 12 If transit needs to impact or displace things, that might be required. Income-based transit fees might also be required or intelligent. Remember that segregated transit is failed transit: brown people, poor people, and crazy people take buses in SJ but rich white tech workers take Caltrain. As a result, the buses go nowhere and Caltrain gets tons of attention. Transit needs to be used by all classes of people all the time to succeed. Prohibit tech company private buses. They may fund express buses but they must be public and make ordinary stops at high-density and hub locations, accept ordinary fares, and have ordinary markings.
- 13 Use vta instead of private buses. Work with the dominant system in the downtown area. Fully supported Bus Rapid Transit would be more affordable than lightrail. Direct connection from the Diridon Station/ downtown transit to the SJC airport is needed.
- 14 There needs to be a specification that public transit stays under public control. Commercial developers need to contribute financially in a way that is commensurate with their impact, but not control the system.
- 15 And does not replace parking.
- 16 System should have ample lockers for people using bikes, scooters and other methods to get to the station. The ability to walk to the station without have to cross to many major roadways. But maintain a lot of green grass and green stuff and trees - don't kill off all the trees!

Connection with VTA light rail is very important - if not structurally then with frequent and convenient shuttles.

- 17 Healthy functional cities must think beyond their 20th century car centric past
- 18 obviously I would want to minimize impacts to existing homes parks etc. but most important is to get a high quality affordable frequent convenient interconnected etc transit system up, and this might require some change to existing infrastructure in order to get it right, at which point living-business-rec space would be restored according to the new standard
- 19 The planning of Diridon requires a leapfrog in thinking, because this is all very foreign to San Jose culture. Think ambitiously, with the population double or triple in size.
- 20 The third option infers that all transit affects homes and businesses, while this may be true in some cases this is justifiable for the great good of the community. To build great things you cannot always 'thread the needle' as this question infers. High speed rail might need to relocate home parks businesses or facilities, it should be done responsibly and those things should be compensated fairly.
- 21 Please see my previous comments.
- 22 Excellent lighting is a big factor in making a place feel safe.

Q18 - Responses

23 Keep high speed rail or of gardner

It'll be easier to push boulders uphill with 1 finger than take our homes. We are prepared to ruthlessly fight to keep them.

24 You're on the right track.

25 This survey needs a progress bar...it is long and I'm not sure when it will end.

26 I still think San Jose should look at the San Diego Trolley system.

People wont use the public transit unless its consistent, safe and is easily accessible. Maybe you can take the train to downtown SJ from Palo Alto, but then you use the trolley system around downtown.

27 This Google development is handinhand with the huge development of Diridon as a regional transit center. Longterm, accurate and well funded research on supporting the transit fluidity may be the make-or-break of this being a huge step forward or a foot up our butts.

28 When compared to other urban areas such as Japan, China we have a problem with generating enough ridership to make the cost low. For instance, in China ridership is high and the cost to ride the train is about 10RMB (a little over a dollar). The routes are direct and the train is relatively fast and the rides are cheap.....all work to increase ridership. With our lightrail. It is slow, stops alot, and the fees steadily increase.

And with all the fee transit passes for homeless and other populations I wonder how attractive our transit is?

29 How to support taxi drivers?

30 Transit system must be reliable, efficient, and time- and cost-effective compared to driving or riding in ride-hail cars.

31 I love the inter-connectedness idea and would love to see hyperloop, bart, caltrain, ACE, Greyhound, SpaceX port all centrally located. All accessible with Clipper card.

32 The transportation piece is the most important part of this development.

33 These are DESIRED outcomes, correct? As opposed to existing conditions?

If we want to seductively entice people out of cars and onto busses and Light-Rail, busses and Light-Rail need to be close to FREE.

Regularly scheduled non-stop Light-Rail from downtown to SJC would be the envy of California.

34 I think it's inevitable that some homes, parks, businesses, or community facilities will be impacted. I especially disagree with the notion of preserving existing businesses combined with avoiding impact. Development will not happen without effect on current residents and businesses.

35 There is room for improvement, but overall it's pretty good. One of the challenges is the introduction of other mobility options and how the crowd the infrastructure. Electric scooters taking up sidewalk space, uber/lyft drivers in addition to cabs idling and waiting for fares. These need to be taken into account - with more people coming in, road traffic is only going to get worse as the demand for these services is not being regulated at the city/county level.

36 The transportation system

In Santa Clara County is a JOKE, poorly run schedules, Huge buses, light rail cars wi 2 or 4 passangers....Much better use of larger units Only when necessary.

37 San Jose is never going to be a transit-friendly town the way San Francisco or Vancouver is. That's not because it can't, just because it's never going to happen politically. But we can take steps in that direction.

Q18 - Responses

- 38 Light rail is on the opposite side of the station from all buses. Does the tunnel need moving sidewalks? For that matter, does SJC?
- 39 The quality and cost-effectiveness of the transit infrastructure is more important than avoiding all impacts.
- 40 Someone tell BART that some people understand that their reasons for delaying Berryessa station really mean "We're incompetent and we don't care. Give us more money to continue our incompetence." You can call it miscommunication all you want but it really means you're not doing the basic functions of your job BART.
- 41 It needs to connect the entire city and surrounding areas not just Diridon area
- 42 Interconnect various campuses to Diridon Station, e.g. Paypal and future Apple San Jose campus through bike lanes.
- 43 GO ALL OUT on making transit awesome in this area.
- 44 There will be conflicts between prioritizing transit over car traffic with limited street space. This should be acknowledged in the plan, and a policy should prioritize transit as a first step with any project or when congestion is projected to worsen.
- 45 Having Diridon be a real mass transit hub is so important, not only to people that live immediately around the station, but also all of us in San Jose.
- 46 If some housing or businesses must move to overall improve transit I'm supportive of that.
- 47 We can't have a world class city without world class transit. We must improve the light rail system SIGNIFICANTLY while continuing to make it prohibitively expensive to drive cars
- 48 "designed for future growth": don't be like Antioch, which created surface-only parking for its new Bart connector, which was at capacity right from the start, which caused commuters to park in nearby SFH neighborhoods
- 49 While I'd love to have a high quality, affordable, convenient, and frequent transit system experience with bay area transit tells me it will end up being none of these.
- 50 NYC subways are falling apart, victim of politics even though 8.5M people need the subway
- do the opposite of east coast
- 51 Google should be providing more incentives to its employees to use public transportation or bike in.
- 52 The assumption by you folks is that everyone is perfectly abled, 20 years old and can run from an LRT to CalTrain for a mile or more. The general population is aging, please take that into consideration!
- 53 More frequent VTA light rail connection
- 54 Replacing automobile trips with transit (excluding shared ride, but including bikeshare and scooter) for trips originating and terminating in the zone should be a goal.
- 55 A multi-modal transit hub and system are essential for the future of San Jose. This is where the emphasis on getting it right- even if more expensive must be placed.
- 56 ENSURE that HSR does not take *any* homes and dissect *any* neighborhoods.
- 57 Don't forget about Valley transit authority. Be sure to include all transit agencies within this project. Mirror the sales force transit center in San Francisco.
- 58 never should have two systems bart and VTA should have compatible.
- 59 I think we should increase the fares charged in exchange for better, speedier service. San Jose to SF on Caltrain is \$10.50, while an equidistant train ride in Switzerland is over \$30. Despite this, the trains are much more widely used in Switzerland, have greater frequency, and adhere closely to train schedules.
- 60 Focus should be made also on the mass transit station.
- The HSR may split the area between Alameda and Downtown if build above grade.
- Focus should be made on the Diridon station itself (close design station rather than all open as it is today, link the east and west side of the station, remove dangerous crossing from the VTA...)
- 61 It needs to be well maintained. With no trash and graffiti.

And safe, safe, safe.

Q18 - Responses

- 62 It'd be really nice if the Bay Area communities could *finally* generate a coherent transit system. My god, it's just ridiculous out here compared to cities further North & East (Portland OR, Chicago IL, etc.). Just look at our light rail "system" compared to the TriMet MAX, or even the Streetcar in Portland. Who designed our system, a sadist? No wonder Uber/Lyft are growing -- they actually take people places that they want to go, in a timely fashion, without requiring a half-dozen vehicle changes or eighty stops that are all within a block of each other. I want transit, I hate driving, but our systems here are utterly incoherent.
- 63 Bart can't get it's act together to complete their expansion, the Bullet train is so over budget it's ridiculous and few people ride light rail. Perhaps these issues need to be addressed before you try to connect them all
- 64 We need better transit and not just legs pf the transportation systems but higher speed capacity and diff types of trains like you can purchase in MANY other countries when traveling. Countries that are poor compared to us, so it's not a matter of money but properly used funding.
- 65 I heavily support intermodal transportation, even at the expense of inconveniencing travel in a car.
- 66 Signage should be clear and plentiful.
- 67 Without transit, the area will suffocate, transitnis the future
- 68 There is that word again...affordable. What does that actually MEAN?! One's affordable is another's expensive!
- 69 Better /more frequent VTA access to diridon
- 70 Inter-connected transit! its not rocket science!
- 71 Public transportation is critical because many residents, especially lower incomes folks, rely on it to make a living. The importance of housing and public transportation cannot be understated, especially when faced with impending gentrification.
- 72 what would be the point of such a large infrastructure investment if there were not convenient transfers possible at diridon? the neighborhood should develop around the transit, not the other way around.
- 73 Without high quality, affordable, convenient, and frequent transit system (multi-modal), offices within a 1/4 mile, and dense housing options this vision will not be realized by current habits
- 74 affordable for those that will eventually live there YES.

Q20 Parking - Additional Comments

Please provide any additional comments on Desired Outcomes for the above topic.

Answered: 66 Skipped: 627

Q20 - Responses

- 1 No parking lot only blocks. Parking garages need to be incorporated into development or the area should have VERY minimal parking lot only development. If parking garage only blocks are created, they should be enhanced to not look like a prison-block and boring. San Jose Airport garage and Portland Airport (PDX) have great parking garage designs with the hands display screen wall (SJC) and the beautiful green wall (PDX).
- 2 In order to achieve minimal parking impacts in surrounding areas away from Diridon you have to build a ton of parking at Diridon!
- 3 Parking should be available for caltrain riders without having to pay excessive snap event parking fees. Enough parking for monthly pass holders of caltrain
- 4 Do not make parking any sort of priority for the Diridon area beyond the needs of the SAP center and the Station itself. Whatever each individual development deems necessary, is up to them.

To wit the old phrase "If you build it, they will come."

"If you don't build it (parking spots), they won't need them (cars)."

If there are concerns that people from outside San Jose won't fill the streets, then so be it. What should be priority is making San Jose for its citizens. With an integrated transportation network that feeds into the Station area, citizens from across the city will be able to flow in. The people of San Jose should make the area their own, giving it life and character and thriving energy. With this beacon of light, people from other parts of the Bay Area will find their own means of arriving. Whether that'd be Caltrain, bus, rideshare, or paid parking on the outskirts of the Diridon Area, they will only bother if the area is worth going to at all - plentiful parking or otherwise.

- 5 It is easy ... it is very easy to act ignorant towards certain issues, when one has never experienced said issues firsthand. It is a lot more realistic and compassionate when one is willing to expand ones mind and look at the roots of an issue. Especially when said issue involves the well-being of fellow human beings. Housing is great, yet alongside Google and other huge tech developments, it will be "disastrous" in the long-term.

Our status quo is extremely broken, it is no longer possible for anybody to deny, and San Jose has a history of doing these patch jobs which have ended up being disastrous in the long-term.

What is extremely scary here is that instead of looking at everything from a humanistic — and realistic — perspective, higher-ups view the long-term "solely" from financial studies which only take into consideration the wealthy.

By refusing to do the thing — dumping Google while saving and restoring the Century Domes via reaching out to organizations such as The Film Foundation, Stanford Theatre, Alamo Drafthouse Cinema, Bay Area Film Events, National Trust for Historic Preservation, Space Command, Niles Film Museum, etc, etc — which would consistently bring in tons of cash to help city services, which in turn could help poor people, ie the homeless...

Q20 - Responses

Then, down the road, after opening National Landmarks in San Jose (which would bring in consistent business to Winchester Mystery House, Hotel Valencia Santana Row, other hotels, and many small businesses (including the struggling ones in Santana Row; the shopping center which Ash Kalra in a hearing once, in an effort to suck up to Federal Realty, referred to as a potential “world destination”) ... after halting all tech developments, at least for the time being, we can worry about housing (which sounds ironic, yes; yet with the way things are right now, it is our greatest shot at success). Because we need a lot more housing; that is a given. Our current predicament is the result of many years of decision-making under Chuck Reed and now Sam Liccardo.

One does not keep slapping wet band-aids on festering and infected wounds (which is what San Jose has been doing for many years); eventually, said band-aids fall off.

We can no longer afford to look at things black and white. San Jose has been doing that for years, and it is why we are in such a seemingly hopeless predicament now.

Real people are hurting, and hurting severely, and real people — moms, dads, sons, daughters, grandmas, etc — are close to dying, and it is getting worse every year.

The Mercury News on September 7th, 2018 ran a front page story; it said that San Jose has the most unaffordable housing anywhere. It said that the expansion of tech giants is driving up prices.

How can people be assured that Google and vacant office space will make everything better, and that it will not cause more homelessness in the long-term? Why taking a stand and becoming a catalyst by halting all tech developments while using National Landmarks as ways to bring in consistent flows of dollars to in turn attempt to solve the roots of homelessness and a rapidly-rising mental health epidemic, and while seeing a permanently large boost in small business spending by tourism in order to boost the economy is a horrible idea?

We can no longer afford to look at things black and white. San Jose has been doing that for years, and it is why we are in such a seemingly hopeless predicament now.

Real people are hurting, and hurting severely, and real people — moms, dads, sons, daughters, grandmas, etc — are close to dying, and it is getting worse every year.

And is city hall concerned with doing things to discover and combat the roots of homelessness? To bring in funds which would help accomplish this?

Q20 - Responses

No. Instead, we treat and speak of our fellow human beings as second class.

Just like Donald Trump.

Any one of us could be homeless any day now.

Many homeless people were once middle to high income homeowners.

We have to stop treating them, stop speaking about them, as second class.

For “them” is just a short step away from “us.”

Our current predicament can be fixed; everything must be done very carefully, and most certainly “not” be done though a broken status quo. Such “fixes” have already been attempted.

And encouraging such action, such behavior, is to me the definition of a true leader.

Being compassionate can be one of this life’s toughest lessons, yes. Especially when one is stuck in their ways (which I can totally understand, as it is all based upon human nature. Upon “free will”). It is our greatest test.

For it all has to do with being human.

And once we pass said test, once we realize on a basic level that we are all the same, that any one of us could be homeless, and that we all deserve an equal opportunity to heal and to realize our God-given potential...

As Mister Rogers says in his 2002 Commencement Address at Dartmouth College:

“Our world hangs like a magnificent jewel in the vastness of space. Every one of us is a part of that jewel. A

Q20 - Responses

facet of that jewel. And in the perspective of infinity, our differences are infinitesimal. We are intimately related. May we never even pretend that we are not.”

Take these words to heart, and may you all be all the better for them.

Let us all start anew, and let us all finally put our hatred and differences behind us, and let us all work to truly make San Jose a leader.

A catalyst.

For solutions are so obvious, tools to begin to delve into the roots of homelessness and mental health via the only viable means to really help people are right here, right in front of us, yet our community leaders refuse to take advantage.

Sam Liccardo needs to take note. I always say, even though a few people have expressed discomfort because religion is such a touchy subject for some, yet it is true ... as a Catholic who admittedly admires Pope Francis (who named himself after Saint Francis), and who has even met the guy ... he is commanded to halt Google, Federal Realty, etc, and to really focus on bringing the community together to reign in money for and delve into the roots of homelessness and severe mental health issues.

It is “finally” time that he follows in the footsteps of the person he so greatly admires.

We could for months argue back and forth regarding tiny technicalities, which is what is happening now, and all the while not get anywhere.

Why not take a ... humanitarian approach?

What would be the harm?

In the very long-term, as in 15-30-40 years ... we are setting ourselves up for disaster.

We need to think long-term. Not short. No more short.

Q20 - Responses

Look at where short has gotten us: the highest priced affordable housing anywhere, and the most rapidly rising homelessness and mental health epidemic.

Saying yes to Google will not solve anything.

Saying no will give us the chance to thrive.

#nomorewetbandaids

#notoGoogle

#SaveOurCineramaDomes

6 the city removed a convenient Ford Go Bike station near the arena. The city removed parking near SAP center. As an employee of the SAP center that was attacked leaving work I need to say that parking options for employees and guests are limited and dangerous. Public transportation will not solve this issue because it is not a good public transportation system

7 Adopt London norms.

8 Bike parking needs to be secure and monitored and available to all (not just monthly renters).

9 Please include an abundance of parking options in your plans (future-proofed)!

10 Solar and green roofs on parking structures. Affordable ridesharing and transportation.

11 These statements should be recommendations to the City Councils not just principles to inform their thinking. Accountability to community input is not insured based on statements of principles.

12 Even better: Don't build any parking.

Second best: Make sure there is no free parking. (cf: "The High Cost of Free Parking" if you really need a refresher)

Absolute worst option: Build the absolute minimum of parking and charge employers exorbitantly for it based upon the distance or number of employees commuting by car.

13 Drastically limit the amount of parking and incentivize using public transit, not just for employees but also downtown residents.

14 If parking is a pain in the ass I don't visit the businesses. Amazon and food delivery are VERY convenient.

15 I have been keeping bikes in lockers at Caltrain stations that I use so I can count on having a bike when I detrain. Of course, at many of the stations, the bike lockers are all claimed, no more available. The lime-bike and other bike rental ops coming online still do not help me as they do not have racks for attaching panniers. Generally speaking I am carrying more stuff than can fit in the front baskets these bikes do have. Bike lockers DO take up a lot of space, so... best solution, get the limes etc. to put standard racks over the back wheels of their bikes - retail for this is about \$20/rack, so surely they could afford this investment with volume savings. Also, carrying a bike on Caltrain is only for the few... at peak hours there are more bikes than train space, and also, not everyone wants to drag a bike plus load up steep train stairs in a crowd, not to mention long flights of stairs at some stations.

16 Infrastructure for cars should be a lower priority.

17 SAP does not have a right to parking. The entire parking management plan should be redesigned from what was conceived 5 years ago, much has changed in the AV market and future of transit. Dispersed parking for

Q20 - Responses

- SAP and Google should be shared throughout the site. Heavy TDM measures should be conditioned by the City to strongly incentivize not solo driving.
- 18 Less parking more non-car transit options including new modes like scooters.
- 19 Please see my previous comments.
- 20 Require at least two parking spaces per residential unit, plus extra for guests, so as not to burden surrounding neighborhoods with tenant cars. If later car ownership is actually reduced, parking can be converted to other uses.
- 21 Do not lessen SAP parking lots.
- 22 Build parking structures with underground stories
- 23 Ensure that we charge for parking.
- 24 Look to the central European megacities for how they handle this, especially the Germans who have 6 to 10 story automated parking garages which eliminate the huge lost space of those looping service up and down ramps!
- 25 The supply of parking need to be increased not decreased. There is always need for car parking due to specific needs of residents. City should not be forcing them to choose one form of transport over the other. They need to have option of choosing public transport or Private one. Let the public transport be competing in terms of quality, convenience and speed.
- 26 Existing parking plans are problematic. Routinely allowing developers 50% parking waivers without first proving that the alternative measures (transit vouchers, etc) will be used effectively seems dangerous. Many of the neighborhoods in the surrounding areas already have parking issues and the City does not seem willing to support them with Restricted parking programs and things of that nature. We need to work on meaningful solutions to existing problems before creating new ones.
- 27 Reduce parking minimums to minimize reliance on cars. Centralized parking lots (with free valet) should be constructed and street parking should be eliminated altogether.
- 28 Parking should be cheap and or free. The city should find another way to raise revenue. To minimize space use robotic technology to lift and stack cars/trucks like they have in Asia.
- 29 If parking at Diridon Station is limited to encourage alternate modes of getting to the station, those mode must be reliable, affordable and easy. Otherwise, folks will be back in their cars. This would be a tricky dance. Would require educating the public and quick, effective response if feeder transit doesn't integrate well.
- 30 Affordable and safe parking is needed
- 31 SAP parking should be preserved. Concerts and Sharks games increase foot traffic, help businesses, and are a source of community pride.
- 32 I'm suspicious of "support goals for reduced car travel". The whole point of a transit hub is transit and that will hopefully be mostly non-car. But too often that translates into "make getting there as miserable as possible for drivers / parkers even though there are no reasonable alternatives". Greater San Jose is notoriously poorly served with transit because of its sprawl. If you make park+ride to Caltrain or BART impractical thru insufficient parking, people will just drive straight to their destination instead. Gridlocked traffic is the most extreme form of "neighborhood impact" of transit. Giant parking lots suck. Build parking underground.
- 33 As a disabled person who needs to drive and park close, I often feel as if I am being marginalized more and more often as parking becomes more limited and farther away.
- 34 Oh my, ONLY in a perfect world could these concepts exist.....definitely not here as there is NO understanding of transit needs, jump in the car mind set !!!!!!!
- 35 Cars. Man, I love my car. It's not even that great a car, but it's mine, and I love it. Just think how I'd feel if I drove a great car. Of course, I'd want to drive it places, and then park it conveniently and not too expensively when I got to where I was going. Because VTA, let's be honest, is a bit of a... what do you call it? No, disaster is too strong, and such an ugly word. Challenge. It's a bit of a challenge. So, cars are going to be a thing with the development, there's no way around it, and people are going to want to park them somewhere they won't get molested. Also, keep in mind that a bunch of San Jose residents like to drive to Diridon Station to catch the Baby Bullet northbound to get to jobs in Sunnyvale, or Palo Alto, or San Mateo, or San Francisco, and if you screw that up, it's going to be a political problem.

Let the people park!

Q20 - Responses

- 36 There must be cheap parking for people in order to bring people downtown to play, work, shop, and live. It must be ample, not have blockout times like during Sharks games (that's terrible we are made to pay more to park in public parking lots during those times).
- 37 ABSOLUTELY NO CAR PARKING SHOULD BE ADDED TO THE DIRIDON STATION AREA. Diridon Station is going to be the most heavily utilized transit station west of the Mississippi with transit going to basically everywhere within 25 miles. Private car infrastructure should be the lowest priority in this planning process.
- 38 keep parking areas safe as well
- 39 The Sharks/SAP should not have exclusive veto power over the number of parking stalls in the district. They area an important part of the future of Diridon, but they are not the only part. Plans should gradually reduce the number of parking stalls and strengthen bicycle, pedestrian, and transit connections to the area. Too much parking will be a grave and costly economic and environmental mistake.
- 40 I have no clue what it means to proactively manage parking supply.
- 41 We should aspire this make this area a car-free area from the get-go and expand the car-free zone to the rest of San Jose over time
- 42 no new development in California has built enough parking to meet demand.
- you politicians are all disconnected from the truth. Real citizens see it every day.
- 43 And electric cars.
- 44 Lack of parking is part of the reason no one I know likes to go there, despite easy access via vta or bus, even when there was still actually stuff to do in downtown. People still own cars and will prefer to drive, so designing an area where parking will be intentionally limited with the hope that it will force people to use transit instead seems a bit foolish. Every popular location in San Jose suffers from lack of parking. If the goal is to focus on commuters, it's not as much of a problem, but if the goal is to build up an area where people also come for recreation, events, eating or shopping, it will be difficult to get people there if parking is notoriously difficult.
- 45 As I mentioned before, PLEASE OVER PLAN FOR PARKING! A housing unit designed for 2 adults might often have 4-6 adults, ALL who drive, nevermind if you add in having a party or other visitors. OVER PLAN THE PARKING NEEDS! This is California, PEOPLE DRIVE EVERYWHERE! Thinking that people will "just take transit because it is convenient" is short sighted! As I previously stated, I opt not to visit downtown SJ because of the parking issues, and it sounds like you're planning on creating a similar situation, driving more people away, rather than into downtown SJ!
- 46 I'd rather see no auto parking amenities and put that money into transit options. You can park at a remote lot and get on a bus to a Sharks game.
- 47 It is great to have so much focus on bicycles but there should be equal concern for older residents who will not ride a bike but still need to get around. Convenient drop off for UBER or other systems. Do not use SJC as a model it does not work.
- 48 Autos not going away unless the Cal Train schedules increase to NYC subway kind of scheduling. Can't even go to a play in San Francisco without a car because the train stops running.
- Once an hour schedule to get someplace on Cal Train will not encourage ridership.
- 49 No private parking at all; variable parking rate in parking structures so parking may be expensive, but is always available.
- 50 Make it beautiful, well maintained and safe.
- 51 Hide the parking if you can, but don't make it isolated in the middle of nowhere. California seems to just love the idea of huge lakes of parking.
- 52 Again, great ideas. HOW?

Q20 - Responses

- 53 For realistic future growth parking is necessary, and will likely need to be visible. I prefer ugly parking spaces to unsafe parking structures.
- 54 Provide for parking during a transitional period. Make sure public transit is available before reducing parking. For example, we are "supposed" to take public transit to Santana Row, but in reality it is almost impossible and certainly impractical to do so.
- 55 The car isn't going away real soon.. please include parking.. and make Google provide parking for its residents.
- 56 The reduced car travel goal is dumb. VTA does not go everywhere. Buses are often not fast or frequent enough. I can't ride my bike to Diridon because it will probably be stolen.
- 57 The current plans assume new residents will use bikes/ alternative transit and not have cars. This is LUDICROUS. People do not like the transit systems and do not use it even if it's convenient. Even those who do use it STILL OWN A CAR. Even if SJ's transit improves the rest of the Bay Area is still lacking. Assuming each new housing unit- often occupied by couples, will need one or less parking spot is laughable. New residential and mixed use buildings are being allowed to severely short parking spots assuming existing public parking is sufficient but it isn't.
- 58 There has to be sufficient parking to support the commuters who use the rail systems. If parking is too difficult then people don't use the trains because it's too much of a hassle. Commuters also end up parking in the neighborhoods and leaving their cars there sometimes for multiple days. We are already seeing this in Shasta-Hanchett. People use the neighborhood as a parking garage for Caltrain trips into SF and flights out of SJC.
- 59 Bicycle parking must be SECURE or continuously monitored because theft is a HUGE problem and has been exacerbated by weak-on-crime changes in the law.
- 60 Stop requiring companies subsidize the supply of parking.
- 61 Generally agree, I don't think automobile parking is critical.

- We should aim to have the most advanced and bike/scooter/pedestrian friendly transit center in the world.
- 62 I don't give a [REDACTED] about SAP Center parking. SAP Center needs to have sufficient parking on THEIR property for THEIR needs. If they cannot build such parking structures they should not have events that require such parking.
- 63 diridon should be a destination station, not an export station. parking should be kept at a minimum to encourage transit use. how much parking is provided at bart stations on market street in SF? NONE! parking at diridon should not be prioritized like it would be at a suburban station in concord, fremont, or pleasanton.
- 64 Opportunity for compromise with the Sharks so the development can continue quickly is probably best case. We should plan for parking to become a minimal portion of the viability and future of the Bay Area to maximize land-use.
- 65 I provided extensive comments on parking/traffic issues earlier in the survey. These are my primary issues w/this proposed development.
- 66 most of the neighborhoods have established permit parking....

not everyone wants to or can take public transportation....you will increase Uber/Lift if you do not add parking somewhere downtown--adding MORE traffic (see SF)

Q22 Design - Additional Comments

Please provide any additional comments on Desired Outcomes for the above topic.

Answered: 58 Skipped: 635

Q22 - Responses

- 1 Strongly agree with everything on this page.
- 2 Traffic is unavoidable for a successful transit development! Transit is vehicles primarily. So you can only do so much. The reality is that we need more connections to Diridon not fewer.
- 3 Please keep San Jose's hispanic / latino culture alive with this new development. We want to keep the culture in San Jose thriving and with this new development, many feel that the culture will taper off.
- 4 Please take a note from Seattle's policy of having new development require a portion of their budget dedicated to producing/purchasing and placing public art. It should add to the character of the Area. The same with varied architectural designs which fit the attitudes/philosophy/hopes of the region but have their own individual flair.

As for historical and cultural preservation, particularly in the area. There is only so much historical value that can be attributed to the region that does not venture into merely protecting each blade of grass because it was there beforehand. If there is such a concern for the protection and preservation of historically significant structures, then utilize the resources in San Jose itself and work towards transporting houses and/or structures to space at the San Jose History Park, a long-neglected aspect of the city.

- 5 It is easy ... it is very easy to act ignorant towards certain issues, when one has never experienced said issues firsthand. It is a lot more realistic and compassionate when one is willing to expand ones mind and look at the roots of an issue. Especially when said issue involves the well-being of fellow human beings. Housing is great, yet alongside Google and other huge tech developments, it will be "disastrous" in the long-term.

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What is extremely scary here is that instead of looking at everything from a humanistic — and realistic — perspective, higher-ups view the long-term "solely" from financial studies which only take into consideration the wealthy.

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Q22 - Responses

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Q22 - Responses

Saying no will give us the chance to thrive.

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#notoGoogle

#SaveOurCineramaDomes

- 6 I acknowledge that tech campuses may require some level of security, but they should be as integrated and open as possible.
- 7 No new buildings, yes to redesigned restored buildings.
- 8 Should I comment on how nice the new parks will be as more citizens of SJ will be homeless/displaced and have to live in these parks?
- 9 Use modern or vintage art and do not use all Asian or Hispanic art. Diversify the types of art, sculptures, colors that are used or placed in parks. Save old signage from the history of san jose and display at a small park or on walking path. Keep this history of the "golden valley" from decades prior when san jose produced the most fruit and vegetables, farmers, cattle ranches that brought prosperity to this region. Keep the history.
- 10 These statements should be recommendations to the City Councils not just principles to inform their thinking. Accountability to community input is not insured based on statements of principles.

- 11 Make it better looking than anything we have!
- 12 PLEASE place an emphasis on preserving history, and incorporating (rather than replacing) historical building/signs/feature when possible.
- 13 Traffic is going to happen; get over it.
- 14 The downtown area is already losing art collectives to high rents, Empire 7 to name one space as example. A percentage of purposed art should come from local talent.
- 15 Referring back to community meetings, many community members are making it clear that they want the option for there to be very limited/no tech sector campus presents in the new development. The question being presented as though this is a foregone conclusion is not acceptable.
- 16 Work with local artists.

- 17 Keep it cool keep it kitschy with an international multi-cultural mind set - make it artistically inviting
- 18 Encourage the graffiti artists and anyone to compete/apply/whatever for opportunities to create murals all around the city. Some murals could be replaced every few years if necessary so that the opportunities are ongoing. Some scholarships along with that for art training would be good too... a good art school right downtown say... so the level of accomplishment would be ever improving, and the truly graphically inclined, from whatever economic background, could find their way into decent paying jobs that use these talents.
- 19 An interesting skyline is over-rated, especially in a city such as San Jose with a height limit established by the airport. We need a vibrant city at the street level much more than we need a varied skyline.
- 20 "Human-scale" development and "permeable tech spaces" and the rest of these proposals sound like they represent one specific mentality. One that may not be shared by the majority of our population and may be unnecessary burdens on Google.
- 21 Communities should be designed to be walkable and inviting.
- 22 If you mean tall when you say interesting; tall buildings block the sun for their neighbors, and cast long shadows.
- 23 Agree with above comments. The visual appeal. The better people feel about their surrounding the easier the surrounding will continue to be used. Early adoption will be easy but over time the new spaces will sustain a positive environment if people find the area interesting visually.

Q22 - Responses

- 24 Make it interesting, even challenging visually. You will realize a positive cost benefit.
The skyline has already become a hodgepodge in downtown SJ.
- I wouldn't buy into the new units for fear of losing my view when the next building goes up next door!
- 25 Nagle Park Resident
Go Away!
- 26 San Jose must work extra hard with developers to create an interesting skyline the boxes that we have now are just not cutting it. Look at suburban Toronto in places such as these with interesting skylines beautiful condos curves textures please make it a priority to get designers on board with interesting designs please please.
- 27 Architecture should be iconic if possible.
- 28 Some sort of public art presence with a focus on using designs of local artists would be ideal - be it through sculptures, murals, etc.
- 29 All these things are nice, but it's someone else's nickel, and security is a real need in a business, particularly one with as much intellectual capital going on as Google. But they're nice.
- 30 Gzuss, how long is this survey?!
- 31 The Shark Tank is directly underneath the airport flight path. How can we have a skyline?
- 32 How the development functions and integrates with the rest of the city is more important than the aesthetics.
- 33 The Diridon Station area should be a fresh start. Let this station be a living monument for how awesome we can make transit infrastructure by continuously improving our infrastructure. Do not preserve crap 1950s auto-oriented infrastructure.
- 34 All of this is fine, but it would be much better without Google. I'm already sick of thinking about Google in San Jose, and I'm only answering a survey about it.
- 35 No "fortress" style office campuses.
- 36 While history is important, making sure we have affordable housing and services for everyone in our community is of even more importance.
- 37 Read Jane Jacobs, Death and Life of Great American Cities, she was ahead of her time
- 38 Use local artists for art inside/outside.
- 39 Please don't build eyesores!
- 40 New buildings create an interesting downtown skyline....this is humorous. We all know downtown is the flat skyline, limited in maximum height by the adjacent airport. San Jose's typical response to addressing this flaw, is to 'decorate' our building tops. NOT necessary. The 'skyline' will be it's most interesting, when we have a density of world class building architecture. That may or may not include 'interesting' crowns to our buildings. I chose strongly agree, because I so passionately believe that our downtown MUST focus on first class architecture, I don't want to see the typical planning 'guidelines' drive the opportunities to see groundbreaking architecture occur
- 41 Keep the Stephens Meats Pig, please please please. Keep the historic quality of Poor House Bistro -- it is *crucial* to the San Jose music scene, both for professionals and students, including me. They host student recitals there and that would be tragic to lose.
- 42 Recent examples of "public art and historic/cultural preservation" tend to be intellectually shallow, artistically unexciting, and only serve to promote a particular view of the world. Government-approved art is unexciting, as anything exciting is bound to be controversial.
- 43 Work to keep many historical sites where they are, to include murals and things SJ is known for.
- 44 Ideally, increase permitted building height (limited by FAA) to maximize the area density.
- 45 Skylines are overrated as a planning tool -- you get an interesting skyline as a *consequence* of having intelligent zoning/planning rules, not by having skyline rules. Maybe just say no two buildings can have, say, 50% of their exterior be of the same color/type/material and leave it at that?
- 46 Do not glorify/romanticize graffiti.

Q22 - Responses

It is not art.

- 47 With respect to "Tech campuses are open, permeable, and integrated with surroundings such that employees support local businesses and that the public has access to amenities"... This is not really something that tech companies (or other types of companies) should be expected to adhere to for reasons of physical security and the need to establish a safe and comfortable workspace where employees can openly discuss confidential matters away from the public.
- 48 Public art ranks higher than preservation of so called historic structure.
- 49 Build some buildings that character. Build something that is more than a box with windows.
- 50 Amen, make the buildings interesting. Include historic preservation in the thought process. What about utilizing the Stephens Meat neon sign and others there.
- 51 No need for historic or cultural preservation around Diridon. Stop living in the past.
- 52 All of these are "desired outcome". But I don't think the city's interpretation of how these projects meet the desired outcome are reasonable in real life
- 53 Make the place feel alive, not an office building wasteland
- 54 An interesting skyline creates character.

People visit NYC in part because of the human scale confluence of technology, arts, food, and the esoteric feeling assisted by the iconic skyline. Such destination could become the sentiment of future San Jose visitors.

- Opening up the Diridon Station area to a new skyline presents a new opportunity for an iconic U.S. city.
- 55 The area should be beautiful and inspiring while HEAVILY leveraging San Jose's fame as the capital of Silicon Valley, aka high tech.
- 56 time for the FAA to raise the height limits to reflect current airplane tech and remove the diridon OEI surface.
- 57 Incorporate the past and future in interesting and preservation models (e.g. maybe add a community orchard and garden available to the public) while highlighting native and early Californian inhabitants (e.g. adobe, terra cotta), and activity spaces (parks, fields, etc.)
- 58 we need better design/architecture in San Jose

Q23 The Station Area Advisory Group (SAAG) and public have identified many Potential Solutions – or ideas for how to achieve these Desired Outcomes. These include actions, mechanisms, policies, programs, projects, partnerships, etc. What are your ideas? (write-in below)

Answered: 144 Skipped: 549

Q23 - Responses

- 1 See my comments from previous pages.
- 2 If we cannot guarantee zero displacement the project should not go forward.
- 3 One interesting project underway is the San Jose Light Tower initiative. Could that be incorporated?
- 4 Look into the current resources available. In East San Jose we have many organizations that I'll follow up with to partner with Diridons plan and focus.
- 5 Below are some aspects that I feel would be ideal for the Diridon Station area:

1. If there is to be desired parking for the area, then I would suggest it would be along the border of Highway 87 that does not encroach upon the Guadalupe River. With parking structures that are built to the height of the highway won't block views of the city that may be desirable. Also, with parking structures closer to the highway, there is immediate opportunity to get them off the road, rather than having drivers proceed into the more pedestrian-focused areas of Downtown and Diridon.

2. Any "historically and culturally significant" structures should be seriously considered to be moved to either San Jose History Park or to a different lot in San Jose.

3. For a mixed-use and economically diverse Diridon Area, zoning needs to allow for mixed use buildings to include potentially light-industrial ventures to take advantage of the innovation that would be bound to happen with a Google HQ in the area.

4. Determine the maximum height allowed for the Diridon Station area and have a scaled amount for different sizes. With the concerns about local character, building shadows, etc., it will be important to logically determine the building heights for the area. For instance, the region closest to the Highway 87 may be conducive for maximum height, since this would help block highway noise from the rest of the community. However, with tall shadows, they may do harm to the wildlife and environment of the Guadalupe River area.

Looking at the map of the Diridon Area: I can imagine high-rise buildings (>15 stories, FAA permitting) from Santa Clara Street along Delmas Ave to I-280 in the south along Auzerais Ave (bordering it, like the Pierce is to East I-280) to geographically connect the tallest buildings with the rest of Downtown San Jose. Their proximity to the highway would allow for the influx of commuters that would take personal transportation in addition to those using public transportation. In a sense, these buildings would absorb influx.

Heading west: buildings can be in the mid-rise regime (10 - 15 stories) to focus on a density of tenants (both residential and business). These buildings would be the step-down from the largest office/residential

Q23 - Responses

buildings. These would be for people working and living in the immediate area, allowing for some commuters but maximizing local business ventures.

Further west and bordering the Diridon Station itself would be a dense clusters of 5-7 story buildings which would prioritize residential units, with the ground levels being activated with entertainment, retail, and restaurants. This would be a section of the Diridon Area dedicated to the people living in the area that make it their home. They use the Station to commute as necessary, and spend their time and dollars at Diridon after work. It is these residential blocks which should have a minimum of roads for vehicles. Please see the Barcelona "Super Blocks" for examples of these residential, dense areas.

5. If regulatory powers are permissive, mandate varying sizes of business rental spaces. Rather than just focusing on businesses that can afford 1000 sqft, allow for smaller venues so that small businesses can fill in the gaps with services, retail, restaurants, etc.

6. A row of trees or artificial trees or some tall structural art feature on the median of Bird Ave. over I-280 to link both neighborhoods together and draw southern residents north into the Diridon Area. The same feature can be used to connect the Diridon Area up and over into the W. San Carlos neighborhoods.

7. Getting the workers that commute into the Diridon Area to interact with the area before, during, and after are critical to create a real neighborhood. While chasing for Michelin Stars is admirable, having a diversity of needs met within 200 yards of work is more useful. Bagel and coffee shops in the morning. Dry-cleaners and mail-centers in the mid morning. All of the lunch spots, banks, at mid-day. Happy hours once everyone punches out. And entertainment and cultural venues to occupy into the night. The area will die if it is limited by who can afford the rents as opposed to who can fill a need to local residents. If there is some way to make it easier for small businesses to enter, then the region will be stronger and more sustainable.

8. Bicycle-mounted Police should take priority. If possible, bicycle-mounted EMS personnel that can react quickly to situations to stabilize people before the ambulance arrives would be a major, literal, life-saver.

9. If the actual Diridon Station is to be untouched by development, then perhaps the best means of having a public space for events is to have it directly adjacent to the entrance of the station. Less like a piazza - enclosed by tall buildings on all sides - this space would be available to residents but easily accessed by visitors coming by Caltrain. The perfect candidates to become this public space would be the area from Stover St. to W. San Fernando, from Montgomery to Diridon station. Where a lawn and parking lot currently is, about 71000 sqft of park (about the size of Cahill Park) can be had for Farmer's Markets, festivals, and other public uses. And, with the open area adjacent to the station, it would be a perfect spot to admire the station when it is rebuilt for High-Speed Rail.

10. Along the less-desirable railroad tracks, I would put parking structures, taller office buildings, or light-industrial live-work spaces for artists and creatives. For an example of the such a live-work space: see The Brewery Art Colony. It would serve to add character, culture, diversity, and value to San Jose.

Q23 - Responses

6 It is easy ... it is very easy to act ignorant towards certain issues, when one has never experienced said issues firsthand. It is a lot more realistic and compassionate when one is willing to expand ones mind and look at the roots of an issue. Especially when said issue involves the well-being of fellow human beings. Housing is great, yet alongside Google and other huge tech developments, it will be “disastrous” in the long-term.

Our status quo is extremely broken, it is no longer possible for anybody to deny, and San Jose has a history of doing these patch jobs which have ended up being disastrous in the long-term.

What is extremely scary here is that instead of looking at everything from a humanistic — and realistic — perspective, higher-ups view the long-term “solely” from financial studies which only take into consideration the wealthy.

By refusing to do the thing — dumping Google while saving and restoring the Century Domes via reaching out to organizations such as The Film Foundation, Stanford Theatre, Alamo Drafthouse Cinema, Bay Area Film Events, National Trust for Historic Preservation, Space Command, Niles Film Museum, etc, etc — which would consistently bring in tons of cash to help city services, which in turn could help poor people, ie the homeless...

Then, down the road, after opening National Landmarks in San Jose (which would bring in consistent business to Winchester Mystery House, Hotel Valencia Santana Row, other hotels, and many small businesses (including the struggling ones in Santana Row; the shopping center which Ash Kalra in a hearing once, in an effort to suck up to Federal Realty, referred to as a potential “world destination”) ... after halting all tech developments, at least for the time being, we can worry about housing (which sounds ironic, yes; yet with the way things are right now, it is our greatest shot at success). Because we need a lot more housing; that is a given. Our current predicament is the result of many years of decision-making under Chuck Reed and now Sam Liccardo.

One does not keep slapping wet bandaids on festering and infected wounds (which is what San Jose has been doing for many years); eventually, said bandaids fall off.

We can no longer afford to look at things black and white. San Jose has been doing that for years, and it is why we are in such a seemingly hopeless predicament now.

Real people are hurting, and hurting severely, and real people — moms, dads, sons, daughters, grandmas, etc — are close to dying, and it is getting worse every year.

The Mercury News on September 7th, 2018 ran a front page story; it said that San Jose has the most unaffordable housing anywhere. It said that the expansion of tech giants is driving up prices.

Q23 - Responses

How can people be assured that Google and vacant office space will make everything better, and that it will not cause more homelessness in the long-term? Why taking a stand and becoming a catalyst by halting all tech developments while using National Landmarks as ways to bring in consistent flows of dollars to in turn attempt to solve the roots of homelessness and a rapidly-rising mental health epidemic, and while seeing a permanently large boost in small business spending by tourism in order to boost the economy is a horrible idea?

We can no longer afford to look at things black and white. San Jose has been doing that for years, and it is why we are in such a seemingly hopeless predicament now.

Real people are hurting, and hurting severely, and real people — moms, dads, sons, daughters, grandmas, etc — are close to dying, and it is getting worse every year.

And is city hall concerned with doing things to discover and combat the roots of homelessness? To bring in funds which would help accomplish this?

No. Instead, we treat and speak of our fellow human beings as second class.

Just like Donald Trump.

Any one of us could be homeless any day now.

Many homeless people were once middle to high income homeowners.

We have to stop treating them, stop speaking about them, as second class.

For “them” is just a short step away from “us.”

Our current predicament can be fixed; everything must be done very carefully, and most certainly “not” be done though a broken status quo. Such “fixes” have already been attempted.

And encouraging such action, such behavior, is to me the definition of a true leader.

Q23 - Responses

Being compassionate can be one of this life's toughest lessons, yes. Especially when one is stuck in their ways (which I can totally understand, as it is all based upon human nature. Upon "free will"). It is our greatest test.

For it all has to do with being human.

And once we pass said test, once we realize on a basic level that we are all the same, that any one of us could be homeless, and that we all deserve an equal opportunity to heal and to realize our God-given potential...

As Mister Rogers says in his 2002 Commencement Address at Dartmouth College:

"Our world hangs like a magnificent jewel in the vastness of space. Every one of us is a part of that jewel. A facet of that jewel. And in the perspective of infinity, our differences are infinitesimal. We are intimately related. May we never even pretend that we are not."

Take these words to heart, and may you all be all the better for them.

Let us all start anew, and let us all finally put our hatred and differences behind us, and let us all work to truly make San Jose a leader.

A catalyst.

For solutions are so obvious, tools to begin to delve into the roots of homelessness and mental health via the only viable means to really help people are right here, right in front of us, yet our community leaders refuse to take advantage.

Sam Liccardo needs to take note. I always say, even though a few people have expressed discomfort because religion is such a touchy subject for some, yet it is true ... as a Catholic who admittedly admires Pope Francis (who named himself after Saint Francis), and who has even met the guy ... he is commanded to halt Google, Federal Realty, etc, and to really focus on bringing the community together to reign in money for and delve into the roots of homelessness and severe mental health issues.

Q23 - Responses

It is “finally” time that he follows in the footsteps of the person he so greatly admires.

We could for months argue back and forth regarding tiny technicalities, which is what is happening now, and all the while not get anywhere.

Why not take a ... humanitarian approach?

What would be the harm?

In the very long-term, as in 15-30-40 years ... we are setting ourselves up for disaster.

We need to think long-term. Not short. No more short.

Look at where short has gotten us: the highest priced affordable housing anywhere, and the most rapidly rising homelessness and mental health epidemic.

Saying yes to Google will not solve anything.

Saying no will give us the chance to thrive.

#nomorewetbandaids

#notoGoogle

#SaveOurCineramaDomes

7 The city needs to deal with the pollution it sends to the neighboring cities of Milpitas and Fremont

8 Bike, pedestrian, and transit access are a priority over cars. Public transit over private transit. Companies could fund a downtown shuttle for all, as has been done in Mountain View. This would help everyone get around better w/o cars. Transportation plans need to help everyone, not just new workers.

9 See above. Google has employees dedicated to providing sustainability options to undeveloped countries and to address social issues. Engage a Google team to research the hypotheses that San Jose can accomplish a no development, no population growth sustainable economy through alternatives such as telecommuting, collaboration, and alternative industry successes while providing jobs for residents.

10 1) Tenant rights protections

2) Anti-displacement policy

Q23 - Responses

- 3) Land trusts
- 4) Education and job training and placement for under represented communities
- 11 To increase not just the South Bay, but the entire Bay Area's housing stock, these steps should be taken:
- * Free building permits (paid for by Bay Area large employers), to home owners of large developed lots, to build ' granny units ', in their back yards, to help provide more bedrooms, across the entire Bay Area.
- * A feasibility study (paid for, by Bay Area large employers), to look at, EVERY commercial structure, in the entire Bay Area, to create building plans, to construct, additional housing structure, on top of, these commercial buildings (e.g. strip malls, convenience stores, hi tech headquarters, big box stores, etc, etc.). The roof tops, of all of these commercial structures, must be considered, the new ' open space ', in the entire SF Bay Area. And NOT, the current greenbelt, and other open spaces. This, is the way, to pursue new housing construction - going vertical, on top of Walmarts, Home Depots, 7-11's, Facebook, Intel, etc etc.
- 12 It seems ideal to boost our much needed tax base. I'm a little surprised that there were no questions asked about public safety issues. Having worked in the Twitter building on mid-Market Street in SF, I can attest to feeling unsafe as a 6 ft tall male walking down the street. I was assaulted up there too (the guy spent a year in SF county jail). We need to prevent that kind of situation given the proposed new development at Diridon.
- 13 Hey City, Fix the current homelessness situation NOW b4 many more will be displaced by this "project for the corporate masses" will most likely be a disaster for middle class.
- 14 Use public outreach to inform San Jose residents about progress is the project.
- 15 The Diridon station should be preserved. The old and new can co-exist, to show where we (San Jose) came from, at one time the capital of CA, to where we are now (what we have become). The design should be similar to Santana Row as an example. It will draw the community near and far to go to.
- 16 Continual update of community as to progress and setbacks
- 17 These statements should be recommendations to the City Councils not just principles to inform their thinking. Accountability to community input is not insured based on statements of principles.
- Only "principles" have been noted in this survey which are inspiring but nothing insures they will result in outcomes.
- A survey gathering input on the potential solutions and the mechanisms to create accountability that they will happen is missing and required. The amount of time community members, staff and consultants have invested in formulating these "principles" is not being honored until recommendations are created that will go forward to the City Council before an MOU is signed with Google and Google embraces the expectations that this goes way beyond 'ideas to inform their thinking'
- 18 I think getting people excited about innovation, and development that enhances lifestyle works. E.g. - Experiential spaces where Google can test stuff on the public and work together. Art installations that draw crowds from outside of the SJ area in order to give the surrounding hood a sense of pride!
- 19 make Guadalupe and Los Gatos Creek an urban asset by daylighting and facing the waterways with public trails, buildings with uses such as restaurants, hotels, entertainment, etc.

Q23 - Responses

- Go for a San Jose style of a San Antonio Riverwalk
- 20 As I mentioned in a previous comment section, I would love to see the city employing the homeless and low income populations in infrastructure changes in the city. This could both make public works like murals more true to San Jose as a city and also cheapen Labour for the City and provide those with no work prospects a steady income. If the City were to also create a low income housing area like the tiny home villages found in other parts of the US they could reduce the homelessness in a much more permanent way.
- 21 Take care of the homeless. They drag the area down psychologically. I feel bad for them. How about incorporating a building for them so they will not be homeless any more?
- 22 Recognize that the tech economy will crash sooner or later and will leave SJ high and dry. Plan for that day. Hold Google and any other Diridon-area tech company to the highest possible standard. If and when they reject our demands and split for Austin, Durham, Shenzhen, or Bangalore, build a University of California-SJ campus in the same location. The Bay in particular and the nation in general have a huge need for more higher-ed facilities and they create tremendous local economic impacts: look at how SJSU is THE anchor holding downtown together through thick and thin, keeping it real and keeping one corner of downtown vaguely affordable when everything else goes to the yuppies and gentrifiers. Build UCSJ. In fact, let Google come into Diridon on the strictest conditions while paying for all of our infrastructure, then make the same demands of every business in the North 1st street corridor, then turn all of those places into UCSJ when the businesses leave.
- 23 Didn't see in the survey any emphasis on the need to increase health and education capacity of the area. With an increase in employment and housing opportunities, the impact of extra load on those systems might be overwhelming.

Also, provisions for modern transportation (e. g. EV charging stations, future-proofing the infrastructure for self-driving cars).

- Finally, it would be nice to plan for more daycare centers to support a younger population that is getting increasingly busier and working longer hours. If I can have my kids go to daycare close to my work, I can eliminate extra commute for taking them to another location, and spend more time with them on my commute home. Just a thought...I always hate the need to leave early and lose 1-2 hours a day driving to get to a daycare closer to home at the worst time of the day.
- 24 When working on solutions utilize local organizations as much as possible. Preserve and maintain the culture and history of the area. Prioritize local and heritage businesses over national chains. Keep the area affordable for SJSU students and non-tech locals.
- 25 All public engagement needs to include options for Google to be denied the sale of public land as that sale has not yet been publicly approved. There also need to be specifications about what developments are going to be controlled by the public, either via local government or community organization, and what developments are going to be controlled by private corporations. It is not acceptable to ask for community feedback on proposals that do not specify this.
- 26 Make Google actually pay taxes; maybe it's too late for this; I don't know what was in the land sale contract. Legacy status/local business status and rent controls. Don't let car culture and reluctance to change kill this opportunity to engage in pedestrian and bike-friendly development. Road diets. Look at Madrid and Barcelona what they've done to increase access to urban space and reduce congestion. Continue reaching out to people in the community. Basically, I would look at how SF has handled transit, homelessness, and tech, and do the opposite. Because they have a sharps and feces problem and a ravaged skyline as a result. Engagement from the beginning is better than, after the fact, trying to pass a bill banning work cafeterias. That doesn't work for anyone. Maybe local restaurants have a stand at the cafeteria or something; that is a collaborative, inclusive, proactive solution.
- 27 Hi-tech all the way - think about smart building, smart walls, access for new driverless or Segway style modes of transport, ample EV car parking and charging stations, plenty of restrooms, and a world class newstand.

Q23 - Responses

- 28 This is gonna be great! Thanks for including us for input. Super excited whatever the final result is - and completely jazzed that Google is taking the time and effort to get our input. Awesomeness!!
Continue with community involvement and review and every critical milestone. The community information gathering and outreach thus far has been excellent; would like to see that continue. I appreciate being able to respond via this survey. Very convenient!
- Collect, maintain, and publicize current and ongoing housing data in impacted areas to monitor development's effects.
- RESPOND and adjust planning if desired effects are not materializing.
- Don't give Google and other developers tax incentives that eliminate the funds needed to support the municipality's objectives [as defined by the SAAG + community].
- Ensure that all new development generates NEW revenues/in kind project support proportionate to the developers'/companies' impact and profits.
- 29 Demonstrative activations that show potential of project now.
- 30 No parking minimums with mixed use development. Raise height limits. The best way to prevent this from being abused would be to reduce lot mergers and grant more leeway to developers willing to build up on smaller lots. This would create a thinner buildings, more interesting skylines, and most importantly would prevent entire blocks from being owned by a single developer.
- 31 I have already said my stuff. I like the ideas and general vision presented in this survey.
- 32 Reduce parking or eliminate parking minimums, provide relocation services for existing homeless camps, increase height limits.
- 33 Continue to seek the public's input
- 34 Partnerships and collaboration are key. Do not weigh too heavy on policy because it can restrict growth.
- 35 Great Solutions on most problems, affordable means: Affordable to the wages in the area.
- 36 Hope the transit connects and cars cannot get near the station. The design of the homes around the area should be interesting and flow with the other homes.
- 37 Study the cities that are doing this well. What about them is appealing? Why are they doing well? Why do people want to live there? How are they juggling development, green spaces, places to bike/walk, lighting, providing diverse experiences, enticing great chefs to set up restaurants there, improving safety, minimizing traffic tie-ups, while keeping the area affordable for all?
- 38 Need a program/partnership to address Guadalupe River and Los Gatos Creek. Water and nature are really important issues that need to be addressed in a comprehensive manner with input from different stakeholders including the Water District, the Conservation District, and environmental advocates.
- 39 Go meet with the people in neighborhoods who don't show up for meetings. Go knock door-to-door to solicit feedback. Right now you were only listening to a very small amount of people who are simply active in the community. Go meet the people you have not talk to yet.
- 40 My ideas are to keep over-reaching, unrealistic self interests from taking over this great opportunity for our city. The tone of this survey sounds like some real pie-in-the-sky ideas have been put forth by groups who don't have to pay for them.
- I'd like to see this whole discussion returned to reality.
- 41 Focus on improving public transportation and incentives for businesses to contribute to the community.
- 42 It is terrific that we are having this conversation. Kudos for getting Google to consider moving to San Jose.

Q23 - Responses

The ripples beyond downtown should be examined for higher density housing, particularly where there are existing Lightrail stops (e.g. Stokes, Fruitdale, Moorpark/Lincoln), and considered extensions of what is happening downtown.

Similarly, the greatest existing rights-of-way we have, the freeways, should be re-examined as corridors for multi-passenger transit (e.g. private and public electric buses) with caps over existing exchanges to serve as interface points between suburban neighborhoods and higher density.

See these PDFs for an overview:

<http://winchesternac.com/wp-content/uploads/2016/11/Freeway-within-a-Freeway-Flyer-left-column-10-26-16.pdf>

<http://winchesternac.com/wp-content/uploads/2016/11/Capping-280-Flyer.pdf>

- 43 GO AWAY -AND TAKE ALL THE EXTRA PEOPLE YOU BROUGHT IN WITH YOU FOR THE LAST 5 YEARS WITH YOU!!! };-[
- 44 Keep the charm of downtown. Only create public transit if it will be useful, otherwise you are throwing money down the drain. Make sure to offer SINGLE FAMILY HOMES. This is the only way to bring down housing prices. The old rule of supply and demand.... Create a supply of new, single family home and the cost will come down.
- 45 i will get back to you on that, consider what i have already written as my first draft, OK?
- 46 I would suggest that the SAAG partner with American Leadership Forum SV to facilitate these conversations.
- 47 Cash or tax breaks for residents and businesses impacted by project construction. Increased availability of public transportation at reduced costs during project construction. Career resources for local and adjacent residents to prepare them for careers at incoming businesses/industry sectors.
- 48 Minimize use of toxic materials; let us see different options; encourage use of local work force and union workforce .
- 49 Let Google fix our downtown - it is a disaster. I proposed to my wife there in a small restaurant but now the influx from East San Jose makes it a dangerous place late night on weekends.

Embarrassing for Silicon Valley.

Look at the Mountain View downtown - I lived there 1996-1999 and watched it change in a great way before Google and Facebook.

San Jose - lets figure it out.

- 50 This survey is way too long and repetitive.

Q23 - Responses

- 51 Community gardens, green roofs, solar. Make it beautiful. Make it safe for scooters, bikes and pedestrians. What's up with high-speed rail? What's up with the BART extension(s) to San Jose?
- 52 Programs to assist the elderly in the transition of the community. Also a place or programs of activities that elderly people can participate in on a daily basis.
- 53 Go high density!
- 54 -Capitalize on opportunity to employ local area residents (Santa Clara County)
- Utilize local job training and apprenticeship training schools, particularly in construction trades that create family sustainable careers.
- Heavy enforcement of contracts that pay fair wages and benefits to the local SJ area....we do not want any more "Slavery Towers" stories for San Jose's future!
- 55 In a former life I drove to Diridon (aka Cahill) station and took CalTrains north. It was OK most of the time. Now it would be nice to wander over to Diridon to connect with people, ideas, food, retail, entertainment, etc... It would be a huge mental model change for San Jose, but I believe it would be worth it over the future decades. So many European/Canadian cities have seamless integration of their transit hubs with the surrounding neighborhoods. If San Jose does not have the visionaries, go get them! Good luck!!
- 56 Without business growth, city of San Jose will go nowhere.
- People in this country are free to move to anywhere
- 57 In addition to Google, are other private sector companies included? Adobe? The downtown banks? I would like to see a holistic, cohesive solution.
- 58 Build as dense as possible
- 59 Would like Google and other business campuses who decides to locate in downtown to be open for neighbors to enjoy and not closed off. Would like these same businesses to support patronizing local businesses as well.
- 60 Let google start building now!
- With reduced red tape and a fast track approval program.
- 61 One suggestion is to help the homeless work. Also...pet friendly would be nice...we are pet people! One suggestion would be to have a social services and health hub for the homeless as they need access to free resources shelter and healthcare. Especially in the winter. A lot of homeless people have pets so some consideration should be given to that as well. Thank you.
- 62 My only comment is that I would like the two dead ends of W San Fernando St be connected (I'm not sure how to allow access through Cahill Park, maybe a raised bridge or tunnel) so that Diridon Station and the SAP Center can be reached via that street from the West and the street can be used as a secondary way to access downtown (in addition to the Alameda/Santa Clara St and Park Ave).
- 63 Please Go AWAY. We don't want anymore companies coming here. Santa Clara and San Jose are getting WAY too crowded and we are SICK of it!! It isn't even bringing more jobs for our citizen's because all these companies are hiring foreigner's!! GET OUT AND DON'T COME BACK. YOU ARE NOT WELCOME HERE!
- 64 Strongly support google development in downtown and south San Jose.
- 65 Build a green belt with trees and grasses, and high buildings around the green belts. Move parking to underground or parking structures that can be converted into other purpose. Ready for driverless cars with V2I infrastructure. Let the driverless shuttles transport people within the district.
- 66 Have lots of good restaurants, bars, shops so that people can hang out there.
- Don't waste time / energy on non-problems (such as worrying about sufficient local hiring). Don't set unrealistic targets for non-car use (put sufficient parking underground and don't replace a car lane with a bike lane if the road is at capacity). Don't worry about preserving most existing homes or businesses. Whatever the current equivalent of the House of Pizza, it's not worth screwing up what thousands will have to live with for decades. Things like Henry's Hi-Life or a random tract house do not deserve the consideration of the California Theater or a row of Victorian houses.

Q23 - Responses

- 67 Nightlife is a needed part of the heart and soul of a cities identity. Without a thriving day and nightlife we will forever live in the shadow of the smaller and younger city of San Francisco. I think Memphis has done well with beal? Street, a defined and secure downtown bar corridor. We have very real growing pains ahead as our native residents try to live alongside the tech workers who have been pricing them out. We also need more larger downtown events that unify the heart of the city, this has improved much as of late. Vancouver Washington does a great brew fest, I'm surprised as a much smaller city we don't have something similar. There is a silicon valley beer week and a San Francisco beer week but no San Jose beer week/festival exc. I think it is a shame the A's did not come to our city and we practically house the Niners and they still are not our's. Oh, brew bike could probably use an exception to have open containers and serve. One last thing, I have always said (working for years at The Market) that when the average person feels safe walking from San Pedro to Sofa at midnight on a Tuesday for a nightcap we will have arrived as a city. That's all.
- 68 Higher density housing balanced by car-less commuting options (i.e. frequent trains that run on <10 min intervals, dedicated bike lanes and parking, pedestrian flyovers for busy streets). In general, more housing will help stabilize housing prices.
- 69 More street parking for cars and motorcycles. Make streets more efficient for automotive traffic. More car lanes downtown. Remove bike lanes.
- 70 Survey is MUCH TOO LONG
- 71 Need a vibrant and safe downtown both during the day and at night. Pedestrian friendly. Easy transit connection to the airport. Lot's of trees. Wide side walks.
- 72 Listen to the haters, then do the right thing, which the haters aren't going to like, because haters.
- 73 What is needed is personnel from an Urban area that understand condensed living, transportation.....that concept is not realized by anyone here !!!!!!!
- 74 Bring together successful merchants from throughout the city and have them open locations at Diridon. Then sit back and watch as cosplayers or Canucks fans or whoever ooh and ah over the selection of food, music and retail from around the world.
- 75 With regard to displacement and housing, treat this development the same way as a similar size development in North SJ or elsewhere by any other employer would be treated. The location close to downtown and the name recognition of the employer should not make this development any different in terms of its impacts. In fact, developing in a transit-rich neighborhood should result in less local housing impacts, not more.
- 76 I'm very excited at this project. With proper planning, downtown San Jose could finally come out of the dirty and undesired place to be to one that is lively and people want to work live and play there.
- PS - Please limit the number of clubs and bars that are allowed in the new development. San Jose downtown has too many of these and it causes problems for people who want to hangout downtown. Thank you.
- 77 Add other tech companies to this space. Facebook as an example has no presence in SJ but a lot of folks travel from SJ to Menlo Park each day. Encourage more tech to move in.
- This is such an exciting opportunity for SJ. Can't wait to see it come to life!
- 78 make it a up scale project that will draw more people downtown and give SJ a higher stature in the world as well as bring more businesses downtown. If not up scale it will be just another run down slum with drugs, smokers;
- 79 Would LOVE to see a "trolley-like" bus or van service that hits major shopping, and business areas--Diridon to downtown, Santana Row, Valley Fair, Old Town/Los Gatos, Santa Clara Convention Center, major hotels and sports arenas with a reasonable flat all-day use ticket price like they do in San Diego CA:
<https://www.trolleytours.com/san-diego#map-section>

This kind of mass transit could be used by workers in the area AND boost tourism without increasing local traffic!

Q23 - Responses

- 80 Interesting layout and skyline. Access to both sides of the train tracks. Make it possible for small coffee shops, bars and bakeries to exist. A high coffee shop and, or bar would be nice to look down the tracks and see the trains and the bay.
- 81 As long as you clean up the homeless people, then any program will survive for the long term. You want to make it safe for visitors. Create something that you are proud of and that you will want your family to live and work in.
- 82 Let's make downtown busy with people not cars.
- 83 Make SJ children and bike friendly by having children friendly parks and dedicated bike lanes.
- Please make it safe. Living in some areas feel a lot unsafe due to homeless and police taking a long time. Police should reach to the incident location within 5 minutes 95% of the time.
- 84 Keep Google out of San Jose.
- 85 Provide visual sketches online so local community can grSp what is to come.
- 86 Make it affordable for people who earn less than 6-digit salaries without having to live with 10 people to afford the rent.
- 87 Relocate the airport to the south of San Jose and repurpose that space for residential and commerical use.
- 88 Build up, taller buildings to maximize # of housing units and minimize impact on surrounding areas
- 89 In-fill of under used spaces so that we can incorporate more housing and units. Having retail space so that the area feels just as vibrant on the weekends as it does the weekdays.
- Having art and culture be on display through public parks and installations.
- 90 We should ensure that the number of housing units in the general area is greater than the number of office spaces being added. As this becomes a more and more desirable place to live, people will try to move in from other parts from San Jose. I live near fruitdale station but if given the chance I would definitely move to closer to downtown if I could afford it. These spaces will be popular so we should develop a streamlined planning and approval process to combat the increased demand
- 91 Just move forward...
- 92 Utilize the space for in other beneficial ways for the community, e.g. farmer's markets, festivals.
- Also, with increased foot traffic and people in general, and the goal of integrating more transit systems, VTA integration could be more efficient. There should also be a focus on public safety. The VTA right now is not the safest, and there is more concern for public safety given the future integration of BART services as well. With more workers in the area, I see the Diridon transit center as a target for theft and other potential crimes. Please work to mitigate and anticipate this now.
- 93 The effects are more than just Google and the City. Many local landowners are responsible for driving up costs, shutting down local business and housing, and pushing pre-reactive development in anticipation of Google's development. Small businesses and large chain stores in the downtown area have been driven away, leaving empty building upon empty building, and forcing locals to travel further and further out of out way to buy necessities, while the cost of rent continues to rise with no promise of stopping. More city regulations in these areas would be welcome, such as penalizing landowners for buildings that sit empty, and working on protections for people who are getting priced out of homes where they have lived for decades.
- 94 Keep a large white board of ideas that we can all access
- 95 Previously mentioned in earlier comment sections.
- Most importantly - spread low/moderate income throughout San Jose, not to have all in a few blocks. Integrate low, moderate, beginning families, large families, and senior housing all in each new development.

Q23 - Responses

- 96 Please be open with what is going on, including concessions to Google etc. Don't assume that creating jobs is the important thing. SAP Center "created jobs", but almost everyone I know who works there also has a day job, and often another job, just to get by. Real jobs for real people at REAL wages, so the people working in the area can actually live in the buildings!
- 97 Make driving significantly more expensive. Close entire roads to make them transit only, or charge high congestion fees during peak hours. Increase cost of parking to offset true environmental cost and economic cost (congestion, road maintenance, real estate, etc.). Provide substantial tax break (in the thousands of dollars) for individuals who commute exclusively via mass transit or on foot/bike.
- 98 Need to fund our police force so we can afford to hire competitively; not just for Diridon but for all of San Jose.
- 99 * Congestion zone charges
- * Make automobile owners/users pay more to finance free/reduced cost transit
 - * Increase frequency of lines other than the 22, 83, and 66
 - * Get homeless off of the 22, 83, and 66 and get them in housing
 - * Stop subsidizing small business at the expense of transit and housing by eliminating parking requirements
 - * Get legislation passed that recovers taxes avoided through land banking
- 100 Google has presented San Jose with an opportunity of a lifetime. The company is a very high quality organization and should be treated as such. San Jose has managed to discourage many opportunities, in every generation. Everything from losing the O'Conner art collection and FMC Headquarters, to not including light rail on Alum Rock Ave. and the loss of rail connections to the south part of the city (yup the rails to connect to Kelly Park etc. were removed by the "City"). This is an opportunity that should be appreciated and not kill the golden goose with an unfriendly attitude when the potential for benefit is generations into the future.
- 101 Partner with what is already existing and working for the community, and work to improve it. VTA and public transportation has been all we have in SJ for many years and should be worked on to improve the system and make it part of the coming plans. Reach out to all areas of downtown neighborhoods.
- 102 Dig into who uses Poor House Bistro (not just a restaurant and music venue) to understand your potential impact.
- San Jose needs to develop the city, but it's tragic to see our history be lost forever. Look for ways to integrate our past history into our future state.
- 103 Again, concerns about water shortage with increase population.
- Cal Train needs to be faster, more frequently scheduled to encourage people giving up their autos.
- Traffic has increased significantly in the 25 years I have lived here . (except for during the tech crash).
- Sounds like a wonderful plan.

Q23 - Responses

- Thanks!!
- 104 Build the SJ Light Tower. It's SJ history. bring it back.
- 105 Attract as many developers as possible, but don't shift community responsibilities to them and don't impose all these complex "desired outcomes" on them, just get them to pay and pursue public goals with the proceeds - in parallel with the development process.
- 106 I think there should be formal relationships established between the City of San Jose, SAAG, Google, education institutions and local employment programs to insure that recruiting policies and practices inside Google (and other employers) are shifted to focus on the local population and by doing so establish diversity numbers that are well aligned with the City and County population. In order to build these relationships and help design and implement the strategy to create these hiring practice changes I think the City needs to assign a liaison to focus specifically on this task.
- 107 Integration of community groups especially those protecting vulnerable communities MUST be included as equal stakeholders throughout this process. This is an opportunity to be an example to the country and the world how to do redevelopment right; ethically, environmentally, and with the future in mind. And please, make it beautiful.
- 108 Please focus on jobs and commercials. Then focus on beauty and activation of public spaces.
- Don't worry about housing. The suburbs around us will provide the housing. We have been building housing for many decades to our own detriment, it is time to focus on making San Jose better for its residents.
- 109 Reading through SAAG reports, there is a way too much emphasis on affordable housing than understanding other impacts and development including from HSR which could split the city in 2 (if build above grade) and BART.
- It is not financially responsible for San Jose to add "25%" more social housing, nor ask Google to pay for those. Google will then build elsewhere as they are already in Sunnyvale.
- Diridon should be used as a key area to redevelop downtown core, bridge the city, and bring tax dollars to support/enhance current programs (i.e. improve schools, low income housing, homeless services, street repairs, police workforce...).
- 110 I strongly suggest that the development should pay close attention to make sure that no increase of homeless people happens. San Jose already lacks police resources and thus is less safe compared to nearby cities. It is highly desired to locate homeless people to locations with less population (especially less children population), where much less safety concerned exists.
- 111 fast track the construction!
- 112 Green space for children and pets, since there are apartments and condos with no yards. I have heard from friends they are giving up their pets due to the limited amount of house not allowing pets. This creates hardship for the owners as well as our animals shelters.
- Over crowding
- 113 The government should be heavily involved with building good transit opportunities, but not much else. Forcing developers into restrictive building practices will simply cause them to build less at a higher cost. We should take this great opportunity to show we are a city open to development and open to business. Compared with highly restrictive San Francisco, San Jose can instead position itself as a city friendly to growth
- 114 Make it beautiful, functional, very clean and safe.
- Go for archetectural quality ... not just the lowest bids.

Q23 - Responses

- 115 Would like to have details on all of these ideas. Achieving them is one thing, maintaining them is a whole other thing
- 116 More housing for different levels of income at median or below median income.
- 117 Think about utilizing San Jose's history . Think about the other neighborhood districts (the Alameda, Willow Glen, etc) and how this new "town" can be made as charming, pedestrian friendly, small business welcoming, etc.
- 118 Keep it simple and within the law. No community benefits for special interest groups.
- 119 I provided my ideas via my comments in other sections.
- 120 Google should engage the community now in a NextDoor type forum, to encourage involvement and invite the start of the community they are asking to build. We want to feel included!
- 121 Do not hinder development by expecting companies to pay for housing and employment.
- See previous comments.
- 122 Allow residents to have a bit more control on the type of retail that moves in. Or make the zoning regulations a bit more narrow.
- 123 Please plan in enough retail (grocery, restaurants, stores) to encourage foot traffic along with the density to avoid congestion and make transit more strategic to the quality of life in San Jose. This project has incredible promise.
- 124 Focus on affordable housing. Make sure businesses carry their weight; they make billions off of Californians...if they want to be here, they need to pay their fair share.
- 125 Make it intergrated and appealing like Navy Yard in DC and with art or murals everywhere.
- 126 Let google do whatever it wants to bring more jobs to san jose.
- 127 I think they are insufficient. The city has been cheating the residents and letting developers cut corners for far too long and need to hold new development responsible for the shortages. Fines are also laughable since most developers would rather make money and pay tiny fines than worry about affordable housing. Fines need to be astronomical before developers will start following rules
- 128 Density in housing and good transportation - these are top goals that will lead to desired outcomes. Everything else is "feel good" and temporary bandaids
- 129 * Require buildings to be as tall as possible (without affecting the airport).
- * Limit the amount of permissible parking.
- * Cap on the number of employees who are allowed to drive to work.
- * Aggressively and preemptively install traffic calming on nearby residential streets.
- 130 Help make the area alive 24/7, instead of periods of deserted parking lots and closed businesses -- more small entertainment venues, small eateries, and unique shopping (not dept. stores, but boutiques) to anchor and blend the areas devoted to housing and business.
- 131 Just say NO! Don't build and they won't come. You know this will end in disaster because you aren't being realistic.
- 132 Let's get moving! We should move project forward without unnecessary delays and not allow it to be held hostage by organized special interests who do not have the well-being of the taxpayers and broader community in mind!
- 133 Keep doing this, get involvement from residents.
- 134 The plague of homelessness in the area is killing the potential of the area. It is making it unusable to children and families. These trails/parks need to be cleared of over-nighters which little the area with broken glass, needles, and waste. Until this is cleared, the trails/parks will not be utilized by the general public.
- 135 21st century bikeways network with Diridon as the hub
- 136 For local hiring, focus on working with Google on training programs, partnerships with SJSU/community colleges/high schools, and maybe funding for other programs.

Q23 - Responses

Architecture should be memorable and create a distinct Diridon feel

If the focus is really San Jose, then we should find ways to improve transit from other areas of SJ. Make light rail faster and more reliable. Cover more neighborhoods. This helps make sure jobs are local.

137 Emphasize the future of transportation.

Maximum density of office and retail in the areas which are closest to transit. The maximize residential density around there.

Focus on the vision for a beautiful, high tech, futuristic area.

138 Connect modes of transit. Allow for safe pedestrian walkways. Safe bikeways that are connected to other modes seamlessly. Road diets to reduce avg speeds for a safest district for everyone. Multiple access points for transit options including future bart station. Interconnected transit minded planning where they are not competing for space and riders but complementing each other.

139 Everyone, everyone! involved with the project needs to spend lots of time walking between Cahill Park/The Alameda and downtown/SJSU by as many different routes as possible at his main different times as possible. They also need to take all possible forms of transit at different times of day to and from the area.

Not just a few walking tours, but real time exploring what's there and possible now, and where the connections break down. There is no other way to ensure that what is designed is actually going to be walkable and public transit friendly.

Designers need to see, smell, feel the problems and existing successes, so that solutions enhance what is there rather than imposing a generic idea of urban transit-focused development onto a space that is already capable of sustaining carless households, transit-accessible jobs, and community events.

140 We'll need Bart to downtown in place sooner rather than later. Two major projects (Google and BART)together will damage the downtown business.

141 jobs, jobs, jobs. this area needs to prioritize jobs over housing. there are plenty of other areas in the city to build housing. the city will never right its budget if it continues to prioritize housing over jobs. let the other cities house their own workers, san jose cannot continue to be the bedroom community for the south bay.

142 please see early slides and not be bullied (but proactive) with NIMBYs and existing neighbors

143 Let's build already!

144 provide an easy path for development of great Grand Central Station of the West!

Think: Downtown meets Tech (jobs), meets Europe (transit), meets Santana Row (shopping and entertainment).

Concern: homeless (do not let it become like BART or Justin Herman Plaza in SF)

Q23 - Responses

build homes for upper middle-class not low income--or "displacement" will happen only a few blocks away....build homes for these tech workers

Additional Ideas

Q24 Do you have any additional comments about the project or civic engagement process that you would like to share? (write-inbelow)

Answered: 104 Skipped: 589

Q24 - Responses

1 Fair wages for non tech jobs eg janitors, no contract workers

2 Very much appreciate the chance to submit feedback. Just two broader thoughts on that:

- This isn't enough... there are constituencies who are very unlikely to spend this time to click through and lots more outreach is needed if you want to claim that your "public input" is truly representative of the public.

- Many of the questions can simply fit whatever political narrative City Hall is pushing. For example, the parking section offers almost any strategic plan City Hall prefers to be justified by one of the answers. It's impractical for the input to drive the City's philosophical approach unless the public is more tangibly providing feedback. For example, of course people want the parking to be aesthetically pleasing and not excessive, but by answering that we want the parking to not overwhelm the project, that doesn't mean citizens to be punished by you allowing spaces so narrow that nobody can get out of their car!

3 The area is anchored by Google's commitment to develop the area. This has caused backlash through fears of another situation like Amazon upending a Seattle neighborhood. As far as Google, and their resources, I would sit down with them and consider possibly expanding their commitment to also include satellite offices in the Urban Villages so that their employees living in those areas could work "semi-remotely". In essence, they could work in a Google-secure office closer to home but still be within a close enough radius to make a meeting at the Diridon HQ building. This could potentially draw in more employees into San Jose without over-burdening the actual Diridon area, as well as encouraging housing and economic development in the Urban Village zones.

As for the civic engagement process, thank you for posting SAAG meetings online.

As a way of really engaging the community in a way that is more than just bullet points of wants and desires (or yet more post-its on poster boards), would it be possible to have contests for local groups, organizations, and individuals to visually present their wishes for the Diridon area? If one offered a \$1000 prize, one could get presented visions of:

1. How to make the Guadalupe River area most activated.
2. What inclusion would look like for minority groups in dense residences?
3. How to make the Diridon Area a multi-generational neighborhood?

Q24 - Responses

4. What events could be held by the myriad organizations in San Jose?
5. What public art could be built for the new Diridon Area?
6. Ideas for transition housing, displacement housing, affordable housing?
7. Safety measures for the streets and neighborhoods.
8. What San Jose looks and feels like, means to, and embodies for its citizens?
9. How a mixed-use building is organized for big and small businesses and residents?
10. How to connect the Diridon Station to the farthest parts of San Jose?

For relatively low cost, you can engage the most creative and active members of the public, show the public that they have the ability and opportunity to share an actual vision (and not just yell at you when they think you're getting their fictitious utopia wrong), and present them to developers as a road-map and baseline to work from.

- 4 It is easy ... it is very easy to act ignorant towards certain issues, when one has never experienced said issues firsthand. It is a lot more realistic and compassionate when one is willing to expand ones mind and look at the roots of an issue. Especially when said issue involves the well-being of fellow human beings. Housing is great, yet alongside Google and other huge tech developments, it will be “disastrous” in the long-term.

Our status quo is extremely broken, it is no longer possible for anybody to deny, and San Jose has a history of doing these patch jobs which have ended up being disastrous in the long-term.

What is extremely scary here is that instead of looking at everything from a humanistic — and realistic — perspective, higher-ups view the long-term “solely” from financial studies which only take into consideration the wealthy.

By refusing to do the thing — dumping Google while saving and restoring the Century Domes via reaching out to organizations such as The Film Foundation, Stanford Theatre, Alamo Drafthouse Cinema, Bay Area Film Events, National Trust for Historic Preservation, Space Command, Niles Film Museum, etc, etc — which would consistently bring in tons of cash to help city services, which in turn could help poor people, ie the homeless...

Then, down the road, after opening National Landmarks in San Jose (which would bring in consistent business to Winchester Mystery House, Hotel Valencia Santana Row, other hotels, and many small businesses (including the struggling ones in Santana Row; the shopping center which Ash Kalra in a hearing once, in an effort to suck up to Federal Realty, referred to as a potential “world destination”) ... after halting all tech developments, at least for the time being, we can worry about housing (which sounds ironic, yes; yet with the way things are right now, it is our greatest shot at success). Because we need a lot more housing; that is a given. Our current predicament is the result of many years of decision-making under Chuck Reed and now Sam Liccardo.

Q24 - Responses

One does not keep slapping wet bandaids on festering and infected wounds (which is what San Jose has been doing for many years); eventually, said bandaids fall off.

We can no longer afford to look at things black and white. San Jose has been doing that for years, and it is why we are in such a seemingly hopeless predicament now.

Real people are hurting, and hurting severely, and real people — moms, dads, sons, daughters, grandmas, etc — are close to dying, and it is getting worse every year.

The Mercury News on September 7th, 2018 ran a front page story; it said that San Jose has the most unaffordable housing anywhere. It said that the expansion of tech giants is driving up prices.

How can people be assured that Google and vacant office space will make everything better, and that it will not cause more homelessness in the long-term? Why taking a stand and becoming a catalyst by halting all tech developments while using National Landmarks as ways to bring in consistent flows of dollars to in turn attempt to solve the roots of homelessness and a rapidly-rising mental health epidemic, and while seeing a permanently large boost in small business spending by tourism in order to boost the economy is a horrible idea?

We can no longer afford to look at things black and white. San Jose has been doing that for years, and it is why we are in such a seemingly hopeless predicament now.

Real people are hurting, and hurting severely, and real people — moms, dads, sons, daughters, grandmas, etc — are close to dying, and it is getting worse every year.

And is city hall concerned with doing things to discover and combat the roots of homelessness? To bring in funds which would help accomplish this?

No. Instead, we treat and speak of our fellow human beings as second class.

Just like Donald Trump.

Any one of us could be homeless any day now.

Q24 - Responses

Many homeless people were once middle to high income homeowners.

We have to stop treating them, stop speaking about them, as second class.

For “them” is just a short step away from “us.”

Our current predicament can be fixed; everything must be done very carefully, and most certainly “not” be done through a broken status quo. Such “fixes” have already been attempted.

And encouraging such action, such behavior, is to me the definition of a true leader.

Being compassionate can be one of this life’s toughest lessons, yes. Especially when one is stuck in their ways (which I can totally understand, as it is all based upon human nature. Upon “free will”). It is our greatest test.

For it all has to do with being human.

And once we pass said test, once we realize on a basic level that we are all the same, that any one of us could be homeless, and that we all deserve an equal opportunity to heal and to realize our God-given potential...

As Mister Rogers says in his 2002 Commencement Address at Dartmouth College:

“Our world hangs like a magnificent jewel in the vastness of space. Every one of us is a part of that jewel. A facet of that jewel. And in the perspective of infinity, our differences are infinitesimal. We are intimately related. May we never even pretend that we are not.”

Take these words to heart, and may you all be all the better for them.

Let us all start anew, and let us all finally put our hatred and differences behind us, and let us all work to truly

Q24 - Responses

make San Jose a leader.

A catalyst.

For solutions are so obvious, tools to begin to delve into the roots of homelessness and mental health via the only viable means to really help people are right here, right in front of us, yet our community leaders refuse to take advantage.

Sam Liccardo needs to take note. I always say, even though a few people have expressed discomfort because religion is such a touchy subject for some, yet it is true ... as a Catholic who admittedly admires Pope Francis (who named himself after Saint Francis), and who has even met the guy ... he is commanded to halt Google, Federal Realty, etc, and to really focus on bringing the community together to reign in money for and delve into the roots of homelessness and severe mental health issues.

It is "finally" time that he follows in the footsteps of the person he so greatly admires.

We could for months argue back and forth regarding tiny technicalities, which is what is happening now, and all the while not get anywhere.

Why not take a ... humanitarian approach?

What would be the harm?

In the very long-term, as in 15-30-40 years ... we are setting ourselves up for disaster.

We need to thing long-term. Not short. No more short.

Look at where short has gotten us: the highest priced affordable housing anywhere, and the most rapidly rising homelessness and mental health epidemic.

Saying yes to Google will not solve anything.

Q24 - Responses

Saying no will give us the chance to thrive.

#nomorewetbandaids

#notoGoogle

#SaveOurCineramaDomes

- 5 Accountability would be nice. San Jose pollutes neighboring communities without remorse. Be part of the community
- 6 I have not had time to be involved in this much, but from attending other public meetings, I worry that anti-Google protesters disrupt or dominate meetings. They should be provided a protest area far enough from the meetings so as not to disrupt the meeting and bother attendees trying to participate in the meetings. I observed problems like this at a meeting in the city hall rotunda, where protesters were noisy outside and holding signs up to the glass. They should have been set back from the building to be less disruptive to the meeting itself. I went for the meeting, not the protesters.
- 7 Blessings. Hopefully, all you SAAP team members will work in the best interest of the people of San Jose rather than big money concerns.
- 8 More flyers and community education for local residents about the impact of BART to San Jose and Google to down town. Even though you think you are doing enough, do more. News segments on local t.v., newspaper, flyers, advertisements in sports programs and local community programs.
- 9 Google has created longer traffic times by allowing employees to start work later and end work later. This is why traffic no longer ends at 9am and sometimes goes on until 10/10:30am in the morning and past 7pm in the evening. Adding more locations in San Jose will cause more traffic and Google needs to be enforced and limited so that traffic is not made even worse and even bigger than it already is. More planning needs to be put in place.
- 10 Don't make it the same design as SJ City hall or tall glass and metal bldgs. Use Santana Row as example. Limit the high rise bldgs.
- 11 Activate that space just beyond the SAP Center where the river is! There are steps down to the river that could be great for a concert, etc.
- 12 It would also be good if the city could devote more space to spaces where youth could congregate in an unobtrusive way.
- 13 The City officials working with professional urban planners & developers must hold firm to make this a commercially successful project. The loud voices of a minority of citizens who do not want any development or hope to extort funds from Google for numerous uses should NOT BE ABIDED.
- 14 This survey was a bit of a joke since every item was generally agreeable. I imagine your median score is going to be 4.6-4.9 on just about every item. True projects and true decisions involve tradeoffs, and true leaders present those tradeoffs to the people they lead and provide the information, the time, and the space for truly informed decision making.
- 15 Diversify so that it's not dependent just on Google's well-being or needs.
- 16 Public transportation is my primary mode of transportation. The mass changes in the area have the potential to hinder or help my commute. I have watched vta's service area get spread thin. Use the growth in the downtown area to support the lagging system.
- 17 This engagement process is far too little and far too late, and it is not providing services that allow for real community engagement, like robust translation services that allow community members to speak with one another in small groups across languages and accessible child care, that the community-based engagement sessions have been featuring for months. They have also allowed no opportunity for community members to address the gathering at large rather than being silenced.

Q24 - Responses

This engagement process alleges to receive feedback from the community but offers the community no actual power or self-determination within the process. And that is very apparent when you see the difference in how these meetings have gone when run by community groups rather than being run by the city and, through them, the tech industry.

Many of the proposals in this survey today and in the plan put forth for the community at the Gardner neighborhood session sound lovely. But without a specification of who is actually going to have ownership and power over these developments, and without actual authentic engagement around the decision of Google as though it is not already a done deal, it is meaningless.

18 I love this survey but I have zero faith in the process because at the end of the day it comes down to \$\$\$\$ and the forces of gentrification are already in full swing so I worry that really nothing can be done. I appreciate the City's efforts though and appreciate having a voice.

19 Keep the information coming, keep doing what you're doing - communication has been great. Maybe set up Twitter feeds and other online methods of checking in and spread the word for participation at local food/beverage and shopping places.

And get input from students at SJSU and from the many HOA condominium owners associations - have them insert news and information and events in their regular newsletters.

Thank you!!

20 Stop micromanaging. A good city comes from good planning on the high level. If developers are following the rules do not punish them for it.

21 Let's make this happen ASAP. Traffic is getting worse in Bay Area. Let's move jobs to where we live. Thanks!

22 Let's make it happen ASAP. Bay Area traffic is getting worse and worse... let's move jobs where we live now!

23 Engage people where they are, require SAAG members to go out on the streets and engage with people in their element. Provide localized walking tours with specific themes listed in the Diridon Plan. This will allow interested parties to attend specific sessions of their interest. Ask SAAG members to explain their issues through stories. The SAAG is not a safe space, its a battleground, members are not working together even though they have different opinions. People need to learn who each other are. I recommend going on a retreat or doing an offsite that focuses on members learning who each other are so they can move forward and design great things. Create a 'safe space' container so different ideas can be shared. REMOVE the BROWN ACT!!

24 Build Union, promote construction jobs, area standard wages, so that we can live where we work.

25 Thank you for this survey! Downtown San Jose has such tremendous potential. It would be fantastic to see it become the great city it was meant to be!

26 Google needs to keep High Speed Rail from taking Homes and Gardner neighborhood

27 If you give too big a voice to private citizens who are not educated in city planning, and who generate more noise than sense, you are going to end up disappointing everyone. Be wary of that outcome!

28 Safety

Affordable housing

Neighborhood feel

Job opportunities

Q24 - Responses

Outside parks

Save and restore the creek and more trees

Exciting events brought to San Jose

29 Given this Alphabet's wheelhouse with what they have been doing with AR, electronic visualizations would be helpful and help this project stand apart from other developments, as different ideas on shown to the public.

Look to Hudson Yards and around the world for innovation. For instance, at Hudson Yards, they are using pneumatic tubes to transport garbage from outdoor garbage cans to central repositories.

In Germany, the amount of floor plate devoted to elevators is lower than the U.S. They are able to lower the cost of the building by doing this without compromising safety.

30 STOP THE OVER-DEVELOPMENT OF SAN JOSE: GO AWAY!!! }:-p<

31 Thank you for seeking input!

32 Hire local and pay well. Google is swimming in cash. The is plenty to go around.

33 Keep up the good work

34 We need visibility and accessibility of our first responders such as firefighters, police and paramedics within the area and on regular basis.

35 Just do it!

36 Be credible. Be innovative. Loose the politics.

37 Please deal with improving the transportation infrastructure, especially 280. It cannot bear any more traffic.

Dealing with the homeless issue is the second most important piece of this.

38 I'm good.

39 I had no answer for any of the questions, maybe because I've only spent literally like 1 minute driving through the Diridon Station area. Maybe easily accessible resources to learn about what's going on with the development would be helpful.

40 Don't be dissuaded by the nimbys who show up to complain. Don't let best be the enemy of better on affordable percentage.

41 Get the project started I am all for it!

42 Get it built

43 Please approve the new Google campus!!!

44 It appears to be moving too slowly. Would love to see more progress.

45 Hope to have a community college in almaden valley, so teens and adults can take course.

46 Got to make San Jose feel safer.

47 Remove vagrant camps. Improve security of downtown. Remove vagrants from sleeping on the streets.

48 Bring the jobs to San Jose, specifically downtown San Jose for tax revenue and improving the overall area. If we don't bring the companies in they are just going to go to another city.

49 Not looking forward to this project.

50 Minimizing the commercial square footage would be preferred.

51 Shouldn't there be posters advertising this all over the station and surrounding areas?

52 Thanks for making this type of participation available!!!

Q24 - Responses

- 53 A large commercial/office development at this transit-rich location is exactly what San Jose and the region need. While community engagement is important, imposing onerous conditions on development at this location could result in the jobs being located in an office park next to 101 in Sunnyvale instead. This would be a disaster for everyone and a terrible missed opportunity.
- 54 Again, please support the local school system in whatever plan is eventually developed.
- 55 My main concern, as I hope I've made clear in my responses, is that of the traffic situation. I would like the city to work together with the developers to ensure that the surrounding area is not a victim of more gridlock as workers commute to the new location.
- 56 Just keep informing the public and include us thru public forums.
- 57 Stop making this about housing and make it about bringing San Jose into prominence
- 58 Dedicated, safe bike lanes.
- Increase speed and frequency of VTA.
- 59 Ban cars.
- 60 The development of the Diridon Station Area via mixed-used developments and the addition of new modes of transit is key to the future of Downtown San Jose and the city in general. The city and its residents should be working to bring jobs to the city to alleviate our jobs:housing imbalance and the Google project and others (i.e. Adobe) are key to tackling that issue. We should not create roadblocks, try to extract onerous community benefits, or give in to labor-funded interest groups disguised as grassroots community organizations which do not represent the views of the majority of residents.
- 61 Reveal the terms of Mayor Sam Liccardo's non-disclosure agreement
- 62 Put the people who would be most inconvenienced first.
- 63 Create an enewsletter that provides regular updates on the progress of the project for people who are interested in it.
- 64 Thank you for asking our opinions!
- 65 Let's take these ideas and apply them broadly through San Jose. Let's create micro communities like in LA and SF. It'll add much needed vibrancy and community to our city
- 66 Good luck~ I hope my friends, coworkers and I are still here when Google finally arrives ☺☹
- 67 I am excited about new growth and future Diridon/Google/San Jose projects. Do it right the first time - don't have a repeat of the Mission District and/or Mtn. View. Be pro-active in helping homelessness and education.
- 68 Good questions
- Good luck
- 69  A new campus of high-paid workers in downtown San Jose benefits home-owners (with no downside for them), but forces unfair burden on renters, as rents increase and the prospect of being able to eventually afford a house becomes a distant fantasy. While I can see efforts to mitigate impact on low-income residents and the homeless population (which is certainly noble), middle class renters are being left out. These are the San Jose residents who will likely suffer the most.
- 70 Get the people involved, rather than leaving this to the city and Google. There is too much money involved to leave it just to the people writing the cheques!
- 71 I'm happy to see Google come down here and hope that they're able to do so in a way that takes responsibility for the impact they'll surely have on the community.
- 72 Google needs to come to San Jose! While I understand the concerns on displacement and the need to solve homelessness, I trust those items will be considered with this project but I believe they are not solely Googles to solve.

Q24 - Responses

- The city of San Jose needs to bring in big companies and Google is welcomed as a partner in the downtown area. My hope is they revitalize, clean up and make our downtown a true hub for our city.
- 73 how is the city going to elevate the quality of building and architecture that we see evolve in this development. Other cities have architectural review processes other than simply planning approval. Planning has had a huge turn over in staffing over the past several years. Who is stewarding this once in a lifetime opportunity for san jose, to make sure we are FINALLY able to express who we are -thinkers, doers, creatives, hardworkers, and attract the type of talent and future residents that continue to build on our past success, but create even bigger opportunities for our future generations. i have lived and worked in san jose all my life. I chose to keep my small business in san jose. i have a young son, who i want to grow up feeling proud of san jose, and not having to constantly defend the decision to stay and live here. it's a city that has been full of amazing potential for decades, but has never been able to get out from the shadow of our big neighbor to the north, or even our tiny neighbors up the peninsula. i am so excited for the potential, i just hope the city is able to manage this, and encourage this to grow in the best, highest quality way for today's residents, but more importantly for my son and his generation and the future generations to come....
- 74 I appreciate you asking for feedback.
- 75 This mayor and city council are forcing the long-time, middle class residents out of their San Jose homes and they are leaving in droves. Despicable.
- 76 Thanks for doing a survey
- 77 At the meeting I went to all of these ideas sound great, but no one addressed the fact that we have so many problems now with transportation, affordable housing, and homelessness that we can't fix .The Google Project was presented as the solution to all of these problems. Sorry, but I'm not buying it
- 78 Make it beautiful, clean and safe.
- 79 I am both a resident (homeowner) of downtown San Jose and a Google employee. I fully support and welcome the establishment of a new Google campus in downtown San Jose. Creating an urban campus connected to public transit and nearby housing is a smart move for Google and will help revitalize downtown San Jose and bring some balance to the jobs/homes disparity that has long been a problem for San Jose.
- 80 Long commute out of county, can't attend any meetings. Metered bandwidth, can't view large, hi def videos
- 81 Dont understand why historic preservation wasn't included at the table at the beginning. THIS is and old neighborhood.
- I hope surveys of the cultural resources are complete and full and made public.
- 82 Approve the project and hopefully it is at highest density possible.
- 83 We have a drug/ rehab and homelessness and transportation problem, lets focus on housing, programs, expansion in those areas. No more big tech companies expanding with no room on the roads or housing...thats how we got to this place to begin with.
- 84 We use Dieridon station regularly. Although we are a short light-rail trip away, any disruption in service is not acceptable. Cal Train is considering expanding service both to SF and back, public transit connecting to Cal Train needs to be better.
- 85 I want to see downtown San Jose be a lively destination with late night options, green spaces and pedestrian zones. Like a real modern city.
- 86 This survey seems highly ineffective. One can simply Strongly Agree with everything...you can't do it all. It seems like you avoid asking the difficult questions. What are really the trade offs? How much is this really going to cost San Jose?
- 87 More people support this project than not. There is a very noisy minority of people opposing this project who act like they are speaking for San Jose residents. They don't. Please keep this in mind.
- 88 This survey did not let me give opinions on actual implementation and was worded confusingly. I agree with many of the "desired outcomes" but STRONGLY disagree the city/developer's implementation is actually going to meet most (or any) of those outcomes, and this survey didn't ask that
- 89 Focus on existing residents within a broader area to ensure impacts to meet these goals don't inadvertently affect other areas nearby poorly - so involve a wide group of residential areas beyond 280 etc

Q24 - Responses

- 90 Stop using the term "affordable" when the area is not affordable! Some of us have to constantly worry about the future and what it may look like already!!! Makes me sick when it's used in these types of "plans." It won't be affordable and it will turn into Sunnyvale or Cupertino where it's gentrified!
- 91 Build build build. San Jose, with proper transportation and density, can become more of a powerhouse than it is right now
- 92 Get it started.
- 93 This is the most expensive real estate in the country. It is incredibly unlikely that someone will cease to be homeless in this area given the demand for housing. Instead, they fare a better chance if they live in areas with a lower cost of living so that they have a hope of becoming self-sufficient. Public programs to help the homeless locally would just create a slavery for these people that they will not be able to escape. We would just have to support these people long term and we end up victimizing them instead of helping them. They need a shot at being self-sustaining which is not doable in an area like San Jose.
- 94 Development should include every bit of facilities upgrades all local public-operated K-12 schools (not Charters) be a part of the development plan.
- 95 Plan for the future. Study the best examples of development around urban transit nodes in other states and countries especially with regional transit such as highspeed rail and commuter rail.
- 96 Describe more about the fundamentals of the strategy. e.g. jobs/residents ratio and its fiscal relevance.
- 97 Get it done the right way, no matter what.
- This is the most important development area in the west coast.
- 98 Mitigating the effects of gentrification while at the same time supporting the welfare of local San Jose residents (housing, transportation, cost of living, etc.) Google coming to San Jose will undoubtedly raise costs for locals and I think those realities are much more important to address than appeasing Google and Google employees who care more about themselves and their ability to expand than the residents of the city they are seeking to gentrify by their arrival. Improvements to our city are long overdue but it's a shame that this is coming to make San Jose look "nicer" for gentrifiers, not the local residents who have spent generations raising their families and working to make San Jose home. Prioritize them, not the new people who pose a threat to them and their already less-than-affordable lives.
- 99 I'm glad this development is happening, and believe in the potential, and as a St. Leo's homeowner, our transit-dependent household is looking forward to having more places to shop, more places to work, and more future neighbors.
- 100 I am most concerned about increased traffic, decreased parking, abysmal street conditions, and bike and pedestrian safety. These are currently my least favorite aspects of living here and I dread it all getting worse with large companies moving in.
- 101 do not place undue requirements on companies looking to locate here. maximize job creation development. put housing elsewhere.
- 102 Would love to be more involved as it becomes a reality. Hope it moves forward swiftly!
- 103 Let's build it already!
- 104 This survey isn't well designed. Most of these questions are going to be answered "Agree" or "Strongly Agree" and, as a result, this survey will tell you little about what the community will really want. If you've highlighted everything, you've highlighted nothing. The same applies here.

Q25 What is the zip code of your residence?

Answered: 500 Skipped: 193

Respondents	Responses
1	95128
2	95125
3	95125
4	95128
5	95126
6	95134
7	95008
8	95126
9	95050
10	95126
11	95125
12	95128
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16	95125
17	95125
18	95110
19	95116
20	95126
21	95112
22	95116
23	95112
24	95113
25	95128
26	95112
27	95112
28	95112
29	95112
30	95125
31	95111
32	95112
33	95117
34	95133
35	94040
36	94539
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43	95050
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46	94024
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54	95125
55	95136
56	95125
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72	95116
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101	95110
102	95148
103	95125
104	94107
105	95112
106	94041
107	95126
108	95066
109	95070
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