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City of San José

Station Area Advisory Group

May 22, 2019

[Music]

Hello. If we get seated. We will hope to get started in two minutes. Thank you very much. Okay. We want to get started here if we can go ahead and take our seats. Excellent. Well done. Okay. Thank you again for being here tonight. The next round of exciting conversation. To start, i wanted to bring alejandro up to let us know about interpretation services.

>> [speaking spanish]

>> excellent. Thank you, alejandro. So, here's the agenda for tonight's meeting. We will start by approving the minutes from the last meeting for march 11. Can i get an approval and a second? Anyone? Motion approved.

>> thank you, jeffrey.

>> second.

>> great. On we go. As we do, we will go quickly through group agreements. Again, you've been great about it. We will have a few different presentations tonight. One on the process. The dude on stationary plan. We will get an update from google and where they are and talking about the dear don integrated station concept plan. We have quite a bit to go through. We will have a discussion with you all and have public comment as well so please fill out the comic cards. Meeting objectives. I just, quickly, to learn a little bit about the anticipated process to amend them and review the mixed-use development proposal by google. Just to continue to build an understanding of that process and how it integrates. We will learn progress about the disc, as i just mentioned to give feedback and a possible layout and different elements. We deftly want to get your feedback on that and will hear from the public again. So, group agreements. We have gone through this many times but really, just be respectful as you always are. Let's not talk over each other. Always put yourself in each other's shoes in different perspectives and we really want to maintain the safe space and we would love to hear from you all. If we can just be open and friendly as we always are and as always, have a good time. That is key. So, with that i handed over to lori. Really quick as an intro, we will have an

introduction. We will have information about the community engagement. Also, some information about google and the mixed-use up the and generally how all that integrates. Different processes but there's a lot of similarities. I will ask that we hold the comments into the end of the presentation. We will have a discussion with you by then. With that, you are on.

>> all right. I will just go through a couple of slides really quickly to set the stage and remind everyone of how far we have come and what the background has been for the dear don stationary planning. The good neighbor committee, which i know several of you are on, began in 2009. The city also conducted other public outreach during the 2009 2010 timeframe. That culminated in adopting the dear don stationary plan in 2014. In 2017 the city signed an exclusive negotiation agreement with google for the sale of 21 acres of land near the station. Following that, the city initiated this group. The stationary advisory group. So, and 2018 we conducted a community engagement process that resulted in a series of desired outcomes. It really set forth the community priorities around a potential google development and the dear don stationary. In 2018, it ended with a city council meeting with them approving the memorandum of understanding google as well as the land sale and option agreement for the abc lot next to the arena. So, 2019 has really been about ramping up. Google began preparation of a mixed-use plan. The city has been preparing for an amendment process for the dear don stationary a plan. Next, roslyn will go through that process we are anticipating.

>> good evening. I am rosalyann hughey with the city of San José. Glad to be with you. To share with you about the anticipation for the dear don stationary a plan amendment process. Actually, before i get started, because, clearly, there are many staff members within my department and across several other city departments will be involved in this process and i just want to take a moment to introduce a new member of the planning team. Robert manford was over here. Raise his hand. Robert manford has been with the planning department for about six months. He comes to us from the city of los angeles. He is serving as the deputy planning director and will be involved throughout this process. Particularly from the environmental review process. You will see lots of robert. Again, building on the 2014 plan for the dear don station area. It's an opportunity to really implement the guiding principles that we have always had for the dear don area. We would just be building upon the principles and the ones i consider as core values for the entire area. Obviously, we had the opportunity to really create a new neighborhood district. It will be a major destination area. It's a place that has new intermodal stations. Again, the opportunity to build on the existing transit services. It's already provided they are in addition to adding the exciting new trend transit services coming. With that, the

opportunity to really see a significant development. The opportunity for high density land use in the mix of uses for many people to live and work and enjoy the area. We know how important the public spaces are and making sure we have opportunities for place making and that we have respites for people to enjoy. Those activities and more active. Lastly, the opportunity for the neighborhood district is to reflect who we are in San José. The rich culture that we have. Really to include that spirit of innovation throughout the process. So, with the dear don station area planning covers is a lot. I will go through these elements quickly. Obviously, there is a big focus on land use and where they are located. I will focus on urban design and the public spaces. The gathering spaces that will be so critical for the people living and working in the area. Station concept and how that is laid out obviously, transportation and connectivity and how the area will work within the existing neighborhood surrounding the area. Obviously, the parking supply and demand will be a big item for the area as long as the other infrastructure needs. Affordable housing. We know it's very important. Again, part of the place making that includes public art and other opportunities for place making. Ensuring that we have really good quality design guidelines by which development proposals will be measured. How we can actually maximize the development potential in the area.

>> why the need to amend? Well, there's been lots of changes. Since 2014, we now have an implementation partner to help us implement the vision from 2014. So, for example, no longer planning for a ballpark. That's a big change in the plan. We now have the dear don integrated station concept planning effort underway. We want to incorporate that work. We have the implementation. Google is pursuing a mixed-use development within the station area. Just recently, the city completed the downtown airspace and development capacity study which council approved earlier this year. Now we have the opportunity for higher heights in downtown and in the dear don area. Council of also approved last year climate smart San José. It's a very ambitious plan strategy to be more environmentally friendly and sustainable throughout the city. Recently, the city council adopted a set of new design guidelines for downtown including the dear don station area. Lastly, we are about to embark on a very important transportation plan for downtown. So, what we expect to change in the station area plan. Again, first and foremost, the opportunity for more development capacity to reflect the increase in heights. We will be looking at land use designation changes as example, the ballpark the learning long longer being plan for. With that land use will look for that particular area as well as other opportunities for land use designation to make sure we really have the good mix of development and housing opportunity and perhaps other uses. We will be revising some of the concepts around connectivity, infrastructure, transportation and public spaces. For example, we know

how important some of the gathering spaces are in the station area. We will look at where those areas should be located. We obviously want to refer to some of the new documents that have been recently approved. Again, downtown design guidelines. This effort seems to be kicked off with transportation planning for downtown. Others studies and plans that will be underway. In conjunction with the dear don station area plan process, we will be working on lots of other things. This will actually be happening concurrently. So, we actually received through counsel direction, to prepare a series of implementation plans for the dear don area. That includes the district parking plan. Infrastructure financing plans. As well as affordable housing plan. That work will be underway. Obviously, the city will be processing and reviewing google's mixed-use plan. It is along with the development agreement. It would include community benefits plan. Also, the anticipation will be other property owners who will be submitting their development applications to the city and we will obviously be processing those as well. When we look at the actions that the city council will be taking, from the city side, again, the city will be initiating amendments to the dear don area. So, obviously we know that google will have ideas for their mixed-use project. It will be submitted, like we submit the amendment to the dear don area. The city will be looking at the dear don area from a comprehensive approach and making sure that we have an appropriate amendment for the non-google land. We anticipate that will include a general plan amendment with an implementation plan that i referenced earlier. On the google side, the city will be processing their entitlements and the council will be taking action such as the amendment and other entitlement actions such as the rezoning. Obviously, the city council will take action on the development agreement which includes the community benefits plan. All of this work, the environmental clearance process is a huge piece of it. So, we will be undertaking the environment analysis on the city side. The city initiated work and the google mixed-use development project. So, in terms of timeline. Here is a really good representation. You will see the three components for the dear don station area plan itself. The google mixed-use development project. The development agreement. We see all of this work happening concurrently. Throughout this entire process, there will be continued community engagement. We know how important that is and we see the opportunity to really do a lot of joint community engagement. It is throughout the entire process. This will happen throughout the rest of this year and concluding to anticipate by the end of 2020. All of these plans and documents and actions will be going to the planning commission making a recommendation to the city council and with a final action by the city council. So, i will just elaborate more on that bottom bar. The community engagement. So the mou and city council collectively give direction on some things they would like to see in terms of community

engagement. This supplement – what the city normally does with the development project. At a minimum, this is going to include periodic reports to this group. It is to share information and get feedback. Last time we said we would look at every three – four months. We are thinking that it might be a little bit more frequent. Two – four. At least one of these meetings we will be providing – presenting to you in getting feedback on the development agreement before that goes to city council. Similar to the engagement process that we did last year. We will also use a variety of other methods to involve the broader public. That would involve workshops. Online tools, pop-ups and things like that. This is our tentative thinking. It's preliminary right now. We wanted to just give you a flavor of what this could look like in terms of the number of outreach rounds. We are thinking about three. Starting with a kickoff around to present the project description and do the environmental review scoping and provide an overview of the process. The next round would be more focused on specific topics like land use, transportation, public space and the third round would be the plans themselves. The complete set of the amendments. The plans for google. The draft development agreement and the environmental document. So, the engagement process will really build upon the past. So, I started the presentation by going over what those different milestones were. In the past, the good neighbor committee and other public outreach drove the development of the Dear Don station area plan. A few years later we did the engagement process. Those desired outcomes are directly reflected in the report. It summarized all of the activities. Also in the MOU. The MOU becomes the foundation for work moving forward. It includes the guiding principles and shared goals for the development. I hope you all take a look at that again. We provided the MOU in your packet. We also provided you some one-page memos on the additional city council direction that was given at the December 4 meeting. That was not directly reflected in the final MOU but still important direction for the staff and google to keep in mind moving forward. We've taken the foundation and begun to work on some preliminary concepts. We went over the anticipated changes that we will be looking out for the Dear Don station area plan and you will hear, soon, next from google, in terms of the emergency thinking around developing some preliminary concepts. Later this year we will be doing some outreach related to these preliminary concepts. That will lead directly to informing google application. Once the application gets into the city, it will formally launch this process that Roslyn went over. We will do the three rounds of engagement that I just described. That process will then inform, ultimately, the set of council decisions. Hopefully, this diagram is just meant to show that we have these engagement processes that directly feed into these milestones along the top. So, I also wanted to find out that we included the set of FAQs in your packet. This has been updated from the last round of FAQs on the web.

For all of these materials, they have been posted to dear don sj.work. It is for the public as well. The process will build on the past and coordinate with other plans. Next agenda item after you hear from google will be on the concept plan. You already heard updates on this a couple of times. This is not new news but just to remind you that right now we are in phase one of the concept plan. The outcome of that will be determining a layout for the station and track alignments and track crossings. It will be continuing to work on that layout and refining and optimizing that into phase 2. In phase 2 of the plan, they will be working on a program delivery framework so the organizational component of that. Throughout this time, the concept plan team will continue to coordinate with the city processes related to the dear don station area. Of course we have a dear don station area plan and the amendments and the google developments that are part of that. There is also the downtown transportation plan. You could see there's a lot of overlap in terms of topic. Access, parking, urban integration and things like public spaces. They will be all happening over the next couple of years. It is concurrently really having to talk to each other and coordinate to be consistent. This diagram here shows how the dear don station area planning google project is the timeline you saw earlier. Layered on here is the concept plan and downtown transportation. We are in phase 1 now of the concept plan. We are working on these ramping up for these efforts. Later this year, these things will begin. So, we are seeming like a lot is going on. It is but it is actually aligning very well to have these planning processes happen concurrently. It starts to really gel and coalesce around the same concept. With that, i will turn it over to google. We have joe, alexa arena and rebecca prison.

>> hi. I am joe, senior director development of google. It's been a while since i've been back here. I just wanted to reiterate a few things that i talked about my first meeting. We are really focused on creating the right kind of place and places in just about the physical things and buildings. It's about really trying to design for those urban experiences that people crave and how do you program these places and create a sense of community. The approach to this is really around how you balance the needs of the community and the needs of the environment. How do you create economic regular will solutions and enhance the economic well-being of the community. It's all through a sense and lands of innovation and of course, living in a deep understanding of the community in the context. We have been spending a lot of time listening. We have participated in about 150 hours of city led community meetings as well as over 30 community meetings. I personally enjoy the community walk the most. I really learned a lot about the community and i can honestly say that our team is being very informative to the thinking around the project and it has changed our opinion on several things. We are really convinced that collectively, we can all come up with solutions where the community and google

can thrive together. It's also impacted the makeup of our team. How we collect a diverse set of thinkers and how we address the things that we heard. On that note, I just want to introduce to team members at the far member. Samara has joined the sag team. Back there. He will be focused on workplace design. Ricardo? Ricardo – many of you probably met through the community. I am very happy to announce our new addition to the team who joined. Alexa arena. Alexa and I have worked together in the past. I really admire her work. She has a deep experience around place creation but more importantly she is a deep passion and a deep thinker around social infrastructure and we all know it's important thing that we have to get right. I'm very excited about having her here. She has significant experience of projects the scale including tears 70 and the head of development in the west coast for years. I will turn you over to her so she can the presentation.

>> thank you. It's really great to be here. I feel like I know you all in a way because I have had the pleasure of watching a lot of videos and getting up to speed on the content of the great content. It was part of what really inspired me to really come and take the job and work on this project so I think has great potential to really be an outstanding private private and public partnership. I'm happy to be here. I will jump right in. We have since January, since the mou was adopted, we have geared up to hear the right team to bring things from the vision of the mou over to action. That is included as a bonding team which some of whom are here today and some of whom are in a broader level of expertise around both urban planning and how we build out the place in the social infrastructure piece which I will touch on. A lot of our work has been about really learning our context. Obviously, it's hundred percent rooted in context in the history of where you are in the place you are. So, that starts with the memorandum of understanding which is just this incredibly inspector vibrational document that hits on so many critical things. Great public-private partnerships in getting it done right. It goes beyond, as Joe mansion, physical spaces and what keeps culture and retaining the best of cities and helps everyone grow with it. So, we rooted ourselves in the planning documents. The downtown design is a recent version as to the station area plan and all of them hit on a really strong desire to create a great public realm in the sense of culture and vibrant life where it becomes a place where everyone wants to go and can experience. Rooted in the context of so many different elements. When you think about creating the right mixed-use plan there is everything from the technicality of sight to constraints of place in the context and the nature of the environment you are around. Community, the positive sides of community and some of the areas we really need to pay strong attention like homelessness around the site that we have a strong sense of leadership on how the project could help Billy get ahead and lean into it. Also, the policy around

us. How the city advances in so many different ways. How we can reflect that within the place. It's as well as creating a economically viable project. So, really it's exciting to think about how all of those pieces can equestrian come together in a complex way and it takes time and that's the time we have been spending to really get geared up on a lot of the input. Ultimately, you've heard us say social infrastructure a couple of times. It's really trying to say it's more than about the buildings. When you go to a place you don't experience the buildings. You experience the interaction with people and social life around you. The fundamentals of what builds that community up. Those are things like libraries and schools and open spaces and opportunities and it is to be part of the development and what it is in the city at large. We will spend a lot of time on that. I think it becomes brooding to how we think about the plan. It's beyond just the physical. I will bring you through a few slides on how we think about the physicality principally to make sure it's embedded correctly. First and foremost, this is a diagram that you saw a couple of meetings ago. It's enhancing real connection at the saag meeting. It's a really important part. It's at the nexus of incredible transit and natural infrastructure and a really diverse sense of community. So much opportunity here to connect in and grow from the context. The key in principal and the strongest adjacency that's direct in the site are the rail stations. How that matures which is very active with the disc process and serving out how it works in the future and how it works in the present state. The sab center brought an enormous amount of activity and liveliness to the area which we want to make sure the plan supports and responds to. It's a pretty incredible social infrastructure piece in and of itself and the nature in the creek in the river and outcomes together. San José is taught so much about the resort for what it means for the city overall. Want to fit this in a way to bring alive. Connecting it to the broader city at large. We really approach this with a set of strong principles. How do we think about this? As a regional destination or something that's rooted in localism. It's part of the development and the growth. How can we amplify the best of what is all about. It's a really vibrant and social in welcoming environment through the streets in programming and what we support through the social infrastructure and how it can become the basis. It's a really building first design thinking of what kind of place do we need for eight people first design. What are we really trying to get to. What are we trying to drive in the civic life. We advanced the plan so it's really too extended and we really have to keep on learning to do that and keep reflecting with you all and people in the community to understand how best to bring it in and make it come alive. Ultimately, San José is this incredible diverse cultural rich place of creators and innovators. We have great history to it. We come to San José because we want to be part of the city. We are not held here to build a campus. We are building and thinking about how we

can bring this part of the city into the next generation taking it into it. We take it very seriously. That relates to the process that we will go through. Part of this is inviting you to help us understand the process and give us advice on how the waves are that we should best do that. The process is getting that right and it's really telling us what will drive that outcome. There is three different ways that we think about this. The first is advisory. You all are a key part of that. Everything that we start to think through and incubate we use you all as a sounding board. Is it the right direction? Is it great for the people that we could learn a lot from and we want to do that with you through the journey. There is also the side of place creation that we could talk about and we get the social infrastructure. That is really thinking through the partnerships. We can't do this alone. We have to partner with neighborhood stakeholders with arts organizations and local businesses and with non-for profits that do incredible work that have the capacity to grow as we grow and we can help support in that growth to have the right type of opportunity pathways into the project. So, we will do very deep topic-based discussions around that. It is in the coming months in experience the feedback with what we deliver as a place that San José and want to go. We want to deeply understand what that looks like. A lot of the outreach comes in different forms. It is really about having an open house and going to a different neighborhood and community and getting out there and getting feedback where people are. We will do it the next three – six months as well. All of that coalesces to the idea of a really strong public-private partnership which is an exciting part about that. It's something that is culminated in the mou which is way more than just about design but how can we can partner together to find the right program and find the right co-creators in order to create what can be a really great part of the city. We look forward to going on that journey with you. We hope to use it as an invitation to have some further conversations with many of you individually and as a group to give us feedback on how we can go through that. Hopefully give you some ideas of where the head is and we look forward to doing a little bit of question and answer. Thank you.

>> i would just like to reiterate that we really want to be an extension of the city. It isn't about an office campus and waited for the community loud and clear about balancing the needs. We know we have to be a player and housing and affordability in all these important social infrastructures. We totally get the importance of the creek and what it could do to connect people to nature and preserve that resource. We are listening. We are very excited about entering the next phase. Starting to share real ideas. Thank you.

>> thank you very much. We will roll right into the question and answer. We really don't want to touch on the slide. I thought there might be something.[laughter] forgive me. This is our

schedule for the summer and beyond. It is touching more on the eir lines from the planning process for simultaneous we can go through how we believe we build up the public benefit plan. Over the course of the summer we will with the community engagement opportunities. The latter part of july or early august we hope to come back to you with howling we get the right mixed-use environment for the site and honing in on some of the major pieces that build up the social infrastructure piece. That will get refined as we get the feedback. We will come back towards september and as needed, get further refined going into october /november where we would initiate our eir process great preparation and scoping meeting. Once the plan is done we have the financial benchmark around the evaluation that leads to the dollar and cents and how it scope. We want to have good active conversations around the key things from concept over to action that we should consider as it relates to public benefit pieces. We will take a year leading up to the fall 2020 date. It will be quite a bit of apt activity in the year we work through advancing design in a phase one of looking at a building perspective versus the planning perspective. Likewise, advancing the public benefit agreements and what that looks like. After that, we have this great opportunity. There is a great benefit to google in a typical development year. You get through the process and we are in for the long haul. We do want to find a process where it continues after we are operating to make sure that we are really doing it right. It will extend beyond this. My name is dave to the consultant working with the city. Sorry forgot to say that earlier. So, no. We have a list of questions for you. I know that was a lot of information. We understand it's all related and community engagement. We want to get your input on the overall process. Any questions you have and thoughts on the engagement. It's very important. If you give us feedback, what other engagement activities you might want to consider. We have 15 – 20 minutes for this item. We have a lot more to discuss. You can keep the questions or comments as brief as possible i would greatly appreciate it and we can get through the process. Speaking your mics clearly and state your name, organization. You already flipped your name tags over so you are ready to roll and we will start with bill.

>> thank you for the presentation. If you could go back to the side with the schedule. Not necessary. One of the things i think about before you get to the eir process, that you have something that is little bit more detail about the plans. We haven't seen anything that's even like a massing plan. When google talks about not a campus. I really have no idea what to imagine. That's a lot to happen before the eir.

>> that will be the july and august. We will show over the course of july and august how we think about street networks. How the blocks are forming. What are the elements of how the

pieces like where is the retail going on the mixed-use going and how do we optimize that now the creek is going and what historic buildings are we keeping and not keeping. That is an intensive process. We are going through it and obviously very much in line with the city in terms of coordinating with all the other processes that they have going on. That will be to you starting in late July – August. It will reiterate over to the fall based on the feedback.

>> we will go to Jonathan and Harvey. Jonathan Martinez. Georgetown and Cahill Association. It's ground zero. Something to consider or trying to find out. We all know about the Google buses leaving San Francisco. A lot of your employees like living there. Commuting down. Do we have or have you looked into how many people do live in San José and commute up to Mountain View and want to move closer to ground zero. Would they be renters or homeowners? It's something I would be really curious about. You are talking about 20,000 employees. It's a lot of people coming into that neighborhood.

>> we don't have specific data that would imply or give us a quantitative number around that. We imagine, what's unique about this is that it's access to transit. I think we are working on the mobility plan. It is just to enter the front end of the question. The way people get to work is different than Mountain View and Sunnyvale because of the access to transit. We don't have a strong lens at the moment that implies to us how many people will move closer to work and into the area and what it will do to be for sale or will they try to buy something or rent something. Unless there is work beyond that. It's an interesting question. It's something we can think through to conceptually understand. You still have Adobe moving in. You have the Waterhouse Cooper and other things moving into downtown San José. It's something I want to be considered.

>> thank you. We will go to Harvey and Teresa. There is great kudos. I was up at your campus today. It was for the office hours. For those of you who haven't been up to their campus in Mountain View, they have a main egret in the area. It's on their campus. Rather than letting the cars go by during this five-month mating season, they close off the street and it is pedestrian only. Pedestrian bikes. It's a great thing. The Autobahn Society goes out on Wednesdays. It's 11:30 a.m. for you to enjoy it. So, that's the first thing. The second thing is, the 10-ton elephant in the room is that you will put more pressure on them in housing prices. So, I want to know what you are doing to get ahead of that so that we don't increase the amount of homelessness and we already have a significant amount in the area of the campus that you are proposing.

>> i think that's a very critical issue that we are looking at. I think we are trying to look at that a few different ways. First off, the city is doing the housing study to understand that. That will inform us a lot on how we should respond. What is the site contributed for the broader strategy. There is a problem that we need to lean into that is even more broad than the site itself. We are interested in finding the right models of how we can address homelessness and affordability and housing in the right way for the site. It's certainly something that we imagine advancing along with the city and really respect that it's something we need to double down on.

>> i would like a commitment from you to make sure that you use some of your money is and helping us advance along what we are capable of in the community. I think it's important to think of housing regionally. To look at mountain view, we advocated for thousands of units to be built in north bayshore. We put a project up in mountain view as well and we are working with the city to get the approval on that for thousands of units. We are also fighting the same good fight and sunnyvale to have the office parking including housing and we see San José is another piece of the puzzle. On homelessness, we have given almost \$9 million sense it specifically for San José. 12 million in mountain view. Numbers escaping me. We will continue to invest in the non-for profits during the great work. That way we can help because we really understand it's something that we will have to roll up our sleeves and work on together.

>> i do think there is two mechanisms. It's google and what they can give. There's also things like commercial assessment fees which we have been supportive of. Agreed that office needs to pay a fee to help to create more affordability and housing and address the homelessness problems. We are committed on both ends. Thank you.

>> alexa, great question. Great to have you join a engaged team.

>> name and organization.

>> teresa alvarado with spur. You all have been very involved in this process. I really appreciate that. What we are hearing tonight. We heard from rosalynd and lori about the various city plans are underway and i feel like we will hear from liz scanlon and the abc team about the disk process underway. It's a little bit of a chicken and egg. There are so many pieces of this incredible puzzle that have to be addressed and one of the most important is addressing the realignment first and making sure we get that right and the public investments in a seamless way. How do you guys approach and get tons of feedback. You probably heard from everyone. You have a giant wish list. How are they being vetted and how will that get reflected into your mixed-use plan?

>> the disk process – you will hear more about it next but is it a really great time to come together with the mixed-use plan process. That's exactly what we are doing. It has gone through just this very robust process of really understanding all the technical work which informs for us how we come together in pushing and pulling between the two to find the right solution. We look forward to doing that and it's a great time for things to come together specifically. There's so much feedback and so many great existing things that we don't want to re-create a lot of the great conversations it's already happening and so, whether it's a report or an mou, the great report that the silicon valley has done, there's pieces that we don't want to say how to dig deeper as a basis to figure out what the real executed strategy is for the site. I think it's a conversation that we have to have with members of the more broad public and community groups in the next base.

>> thank you. Kevin, if you don't mind i will go to nadia next. I will come back to you.

>> nadia with silicon valley. I've two questions. One is for the city. I saw about commenting on the immunity development plan for saag. If you could what the process will be for that. The second question is for both google and the city, i see there is community engagement happening this summer which is right around the corner. Whatever you think about what happened at the city council meetings, there was a lot of community members who felt like they were unheard by the city in google so what are you planning on doing in addressing those parts of the community that felt unheard?

>> i could take the first question, kim wallace, deputy city manager. One of the things you provided to you is a piece called the city council direction from december 4, 2018 council meeting. For those of you tracking it was a very long complex set of recommendations. I just want everyone to know the specific directions of counsel was it was at the top of page 2 of the handout. Reconvening the stationary advisory group to discuss feedback on the final recommended community benefit agreement prior to any council decision. We had clear direction to bring what we negotiate and agreed to end the recommend for the saag before it goes to planning commission. This will be in the second half of 2020.

>> on the community engagement piece i am talking for javier gonzalez which is out of town. You are shaking your head because you probably know him. If you want to reach out to him to schedule a meeting you should do so in it's an open invitation to anyone on the committee.

>> obviously to ricardo, i think we also plan on absolutely going at it starting conversations and this is a form in which i feel we can gain feedback through this venue or coming to talk to us

about, look, hear what you are doing but i think you should also be doing these types of events like it's reaching out to schools and trying to figure out how we can get people's voices heard so that we understand them to the best of our ability or through the organizations with more meetings with the constituents and people that you interact with. So, we are happy to be committed to doing that so, we can do that and a variety of ways. So many ways to do it. You saw some of the ideas in the presentation but if you have comment within the forum or grab me after work ricardo and we are open to better ways of doing it. We could always improve.

>> i will just add – as the leader of the community engagement process, all of last year and including the council meetings, we have done a lot of reflecting. I've talked to a lot of you and a lot of other people about how we can continue to do better in terms of making people feel heard. Part of it, i want to put it back on you all to help brainstorm with that. I have lots of ideas. Part of that is developing the deeper partnerships and relationships with the community leaders. Community members. Being more creative. I think a lot of what we do can feel very dry and technical and i want to work harder on making this material be more approachable. It's drawing and more people into the conversation. I have ideas and i would love to have follow-up conversations to really dive into those. Tonight is an opportunity that we pose the question, what are your thoughts and ideas of what you want us to consider. Also, available off-line. Thank you.

>> thank you all. We will go to kevin and jeffrey. Hello. Kevin, gardner neighborhood association. This question is more for the city as well. It is from back in your presentation, i think about what is the cover. There is a list of 12 items there. Is that just merely a list or is that hierarchy? I will have a follow-up question for that.

>> okay so list of items are currently what's in the existing area document. It's actually probably reflecting the table of contents. All of those sections are currently included in the existing dear don station area plan. Lex okay because the design guidelines are pretty far down on the list. It's 10th out of 12. What i am concerned about is, there is some projects. If you walk down from our neighborhood going to the tank. There is a project that is for housing. It is in the works, possibly. They are getting a jump on everything before we get any design guidelines for the area in place. I am concerned that ultimately, the whole area has a cohesive design element to it that sings well. It's not just a hodgepodge of things like well, in certain parts of the area you can tell – that is building from the 50s 50s 50s 50s 50s 50s 50s 50s 50s 50s and this is from the 70s. This building is from the 90s. You can date them by the design character. I would like to see something a little bit more cohesive. I guess that's what i'm thinking. How do we keep

things under wraps so that we get excellent design on people that are jumping the gun on the process a little bit.

>> absolutely. Clearly we do know that quality design is crucial for this new district. To your point, we have development projects that are under construction now. We fully anticipate more development proposals coming forward. I think you are absolutely right. We will have to definitely make sure that we are referencing the recently approved city council downtown design guidelines. They have been fully updated and really robust and really speak to issues of the architectural quality and public spaces. We know how crucial those will be. Your point is spot on.

>> great, thank you.

>> thank you, we will go to jeffrey and david.

>> dave i wanted to quickly clarify that that is the order in which they are listed in the d sap. It is the design guideline that chapter 3 following oils those other things.

>> great. Jeffrey with working partnerships. Just one comment. To the question about when they get to discuss the community benefits. I believe the council discussion was talking about the community benefits conversation of graphs preceding this weighing in on the development agreement. I think it would be helpful for this group to not necessarily have to weigh in when the cake is already been baked but hopefully earlier on in the process so we can figure out a way to do that. My question is, 2 and a half months ago, we met last and the timeline that was presented both in the disk process and the staff talking about the process it's an extra 12 months on the timeline. I believe this is the first time we heard about the timeline. Given all the concerns of dealing with the housing crisis where we are, you look at the d sap process in 2009. It took until 2014. Since we first started, rent has gone up about 60%. The area around the station has become one of the largest hotspots of displacement. It's more latino families displaced than any other part of the city. Right now, it is hard to ignore growth impact on displacement. I appreciate, joe, your comments that it's a focal point. The fact that it wasn't really a vision for that and how it's actually done that wasn't represented in the presentation. Staff have begun their examination of the housing issue for a number of months. Getting a consultant designing a study in getting it back and figuring it out. I'm really worried that we are pushing ahead on the timeline for an eir in the fall before we really understand the impact of the housing issue much less a solution. At the same time, for teresa's comments, the disk process that will hear about later. They are not planning to be wrapped up until the fall of 2021. We will

hear from them. What is the benefit of chopping 12 months off the process given all these complicated issues and the lack of solutions at the moment.

>> i can start. When we went to council on december 4, at that point we said we think the project design and review would be about two years. 2019 and 2020. Now we have had time to take a look at a number of factors and create what we think is a realistic target plan. You are absolutely right. One of the factors was better understanding how the disk project was going to integrate with the amendment process. With the review of the google project. It actually shaping up quite nicely because we expect by this fall that the preliminary concept for the rail and stations will be a preferred concept. The timing is quite good. We also took a look at the implementation plans and you are right, the affordable housing implementation plan – how we will get to the 25% affordable housing in the dear don station area. We have a path to work on that with housing departments and also, i want to clarify, on december 4, counsel gave staff the direction to come up with a citywide anti-displacement strategy. It's for residential and a citywide anti-displacement strategy for small business. We are on track to bring those forward to council in the fall. They will clearly have implications for this area as well as others. At this point – things can change. We are looking at how long we think it will take to do the eir. That will include the google mixed-use plan as well as for the amendments. I think it's important to be clear that creating that original plan did take many years. We were starting from scratch. We talk about amending this and we are talking about making some likely incremental changes because of the vision primary objective and a lot of what the community work so hard for and what the council approved will really up dated five years later. Certainly, some things have changed. For those reasons we are saying we set on december 4. It's generally true. 2019 and 2020 will be getting the bulk of the work done. That's how things are looking right now.

>> very informative. We have about five more minutes left for the segment. We will try to get these as efficiently as possible but david, you are up.

>> david meyer. Silicon valley. I just wanted to make a quick general comment on the amendment process. I really appreciate staff looking at what will change and why it will change and i think one thing i've just been thinking about – how do we make sure that the original plan from 2014 that was laid out then isn't going to constrain the vision that this group has worked hard on, especially in the housing front in terms of how moore has changed. There is clearly a need for more housing than doubling the current capacity. I just wanted to make sure, as a general comment, that as we look at whether or not the 2014 plan can serve as a useful model for what we are looking at going forward and how we can better reflect what this group is

acknowledging from a affordable housing piece. It's a plan that has a use is split up and if you want to have the virus faces that we own vision that they should be more integrated throughout the plan. I was just giving a general comment is about the basis and what are the potential shortcomings of the plan and making sure that it doesn't constrain our ability to meet the housing goals that we have to take part in.

>> that is a really fair point. The d sap had contemplated something around 2500 units. Our goal is to exceed that through our plan itself. That is only a piece of the overall. It's still it's still it's still it still the routing of the downtown being the driver of where the job center is established by the city and now getting more housing into the plan is very critical. We are looking towards that. You will see it reflected in that late july presentation.

>> thank you very much. I also wanted to note that we are doing a good job. Taking down all the notes. We will go to john next and frank and we will wrap it up with nora.

>> hello. John. Thank you for the presentation. I just want to echo that this piece about affordable housing in particular for the support workers housing – it's a lot of people in the east side that are going to be working in the kitchen janitorial work and landscaping work. That is the reality. I would like to see the thought partners with people that are working in the fields. Really having your processes and design of housing and the ongoing displacement of the families and individuals. To that, i know we can't solve or boil the ocean. If we were to follow that particular piece, a lot of the workers have their own children with aspirations of becoming engineers and working at google or different companies in the valley. The education of resources in certain parts of the town and the mentoring ability and just the other kinds of things that are really necessary to give them the competitive edge that you would have with kids from saratoga and other parts of the valley. It would be really great to see what google might want to do in terms of interfacing with the public schools in the area. It would be too push up some of that so that we would have the kids considered for internships. Also, the other pieces the culture at google. When you bring in some of these kids into a work environment that does not really look like them. It's speaking like them or welcoming them. There needs to be some effort on the receiving end once they are there. How do you have a plan and having the conversation with people. How to make the culture of the workplace a place that's able to sustain employment so when the kids stay home, they are able to support their parents and stay in the place. I have a concern that, with having these thoughtful conversation with thought partners it feels like were driven by the timeline rather than the authentic conversation. I think we ought to give some consideration that if a timeline is focused just on that timeline, i am worried that the very

important conversation that hit on the granular pieces that were really important to give the data points for a really solid plan. It just won't be made if we don't have the time to give to it and focus on the timeline and the authentic conversations.

>> that is very fair. Part of that is that we have internalized a lot of what has been put out there so far. We need to just, as we talked about, saying here's the public benefit plan that we negotiated and here it is. It's actually also bringing forward the session with some of the ways that we think about addressing a lot of these topics that you bring up through opportunity pathways in the project. Here is how some of our initial thoughts around how you create the right housing and so forth so we can begin the conversation. We definitely want to have the conversations with you and the intern. It's on a one-on-one or group basis or whatever way we think is right. We can feel it out. We just can see how we have the right process. Completely respected that we are not trying to get it done just to get it done to make sure it's really done well. Rebecca, I'm not sure if there is anything from the policy perspective that you wanted to add for Google.

>> I just wanted to echo exposing the youth from all of San José to STEM and we have looked at a number of events with the school district to really show that exposure. We have also been recruiting from San José state for years. We are ramping up those efforts. We are also funding a number of non-for profits to develop the pipeline that you were talking about. The groundwork is being laid. We really want to make sure that all of these voices and how we develop the pipeline and how the other ideas are on exposure and some of the other things that we are talking about are all part of the many that we are creating.

>> thank you. This goes back to what Lori mentioned earlier. We want all the great ideas of how to reach every demographic. If you have ideas of events that are happening in places we can be too make sure the voices are heard, please let us know. Frank, you are next we come back here to normal.

>> it's Frank. My first time here representing the association as an alternate. I wanted to call attention to the sign that Sandy is holding in the back. I'm sure everyone has seen it. It is really aware and everyone is aware of the details. That is the sad condition that we are in. It's as a city, as a region. Frankly, I am troubled by the lack of detail around the answers that have to do with housing. We don't need in this juncture is market rate housing. It's exactly what we don't need. I know we have a 25% affordable housing for affordable housing in the area but I will contend, not even that is enough. To obliterate our situation which I don't think anyone here

would deny google among the other folks. It's in the tech industry that's directly responsible in some ways. With that being the case there is a question for google around, are we willing, possibly, to do more than 25%? Also, there is a suggestion around when we talk about the benefits in the next meeting, what are going to be the details on the housing, the affordable housing that will be brought about? Is it extremely low income housing? Is it supportive housing? That's what we need. That two years from now we don't have double what we had in 2017 in terms of homeless population. I guess that is the question. Are we willing to do more? I know we have the money for it.

>> yes, i just wanted to start. The mou, if you haven't read it, i really encourage you to read it because this is the direction from counsel. The topic that you raise is really important. Let me see what it says. It's our marching orders from them.

>> i was working and councilmember rocha's office. I took part in the suggestions for that.

>> i recognize you. Awesome. Thank you. For the benefit of everyone else, it says shared goals. Grow and preserve housing. Contribute funding. His three community benefit contribution. And/or a downtown linkage fee and a financing district. It might be combined with other services to develop and preserve housing in the city to help address the rising housing costs and displacement. Housing in the station area should include on-site units, affordable two incomes ranging from extremely low incomes – missing middle middle households in combination with market rate homes. Affordable units can be built integrated into market rate development and the standalone affordable housing project. The parties as a goal – not as a specific requirement on google alone. It strives for 25% of the housing develop in the deer down station area to be affordable. His with a mix of affordability levels to be negotiated in the future development agreement. We want to raise our aspirations for affordable housing in the area as a whole to 25%. Google, the base expectation is like it is for everyone else. It's 15%. We will work with them as we develop the da to see how it's feasible to encourage them to get higher. That is as well as targeting our affordable housing resources. It is 100% affordable projects in the deer down station area. That so people in the projects could benefit from the transit and all the other amenities. These are the marching orders that we have from counsel. It's really important. We will get down to brass tacks working with our housing departments. It's the specialist and we will get feedback from you as we go along.

>> my counsel question stands. Didn't hear from google. Are we willing to invest more than what has been delineated in the previous conversations. A lot more. Especially in extremely low housing.

>> okay.

>> i think you need to let as to the plan because the plan shows how much commercial we will have versus residential. That is a nexus there. That's the commercial linkage. It goes back to the conversations. It's 15% affordable housing and a type i struggling to make that work. The plan partly tells you want to see what the plan is generating, you can partly say how high we can go because we know how much commercial relative to residential that we have and how we can work through it. There is not a simple yes or no for you. It's a let's, let's keep at it together but i appreciate the direct notice of the question.

>> we are well over time so we will take norma's and reginald's and jeffrey, if you don't mind, we will come back to this by the end with an additional conversation. We don't want to shortchange the station plan conversations are normal, you are up.

>> okay. Norma camacho. I know early on we heard a lot of discussion about early implementation and activation of spaces before the development of construction of the project. I am wondering if that is still on the table as well as areas surrounding the creek and, if so, will it follow or put an end to the eir process or is there an opportunity to separate some of those from the eir process. That way we can have some early wins.

>> so, yes. We are working on the early strategy as part of the social infrastructure plan of how we can start to activate the place sooner and build capacity so in the place to start to get develop people could spend off so the answer is yes. By this fall.

>> you have to work the buildings to get them in shape to where the shapes of activities can occur. We absolutely are working on the plan as we speak and it's intended to bring it back as part of the overall plan and how it builds up over time. It's coming in july.

>> we are having conversations around that early activation with the sharks as well because we think there is interest in synergies of reaching out with them to start to create activity.

>> great. We will take one comment or question and transition to the next agenda item.

>> reginald william. Minority business. The overall economic structure of what's going on in our community. Around the country, this is why we have so much homelessness because we are

not turning dollars over in the community. Everyone is scrapping to get as much as they can and stack it away. We have small businesses not being involved. I was slightly disappointed, maybe more than slightly disappointed that it was not emphasized more in the report that we put out about using local and diverse business communities. Communities that have been previously unengaged in the big development processes. We have cranes coming up around town which is a great thing. If it's not helping small businesses, we will fill the impact in one way or another. If the dollars can be turned over your moved out and i think our company has been in some conversations with google about it and i think as a city, we need to put the emphasis on this and i think it will help us economically and help impact much of the homelessness and the decrease in the economic structure around here. I would like for us to put more emphasis on the, please.

>> can add something to that? We have started that this discussion. There is no reason for us to have that in dealing with it already. We are starting to look at how we get more active in the and cross them in the valley. It's getting prepared for the future. It is something important that we have to focus on.

>> excellent. Thank you very much for the great conversation. Now we go on to transitioning to the next agenda item on the deer down integrated station plan. Mac rainey. Good to see well. We will switch over to the integrated station plan so martin and liz, if you could come on up. We will have 20 minutes over where we were on the agenda. One thing i would like to ask for is if there is a member of the community who want to come and give comments. If you could please fill out a time card and bring that up so we can get a sense of how many people want to present. So, we will jump in now to an actual very detailed and meaty piece of information. What we will do is a presentation first. It will ask you to ask some questions after the presentation. We will take it first. Pros and cons about the ideas that you will see today and tonight. I will turn it over to liz. We will come back up afterwards.

>> thank you. I'm the program manager for the deer down station concept plan i will let my colleagues introduce themselves.

>> i'm martin. I am with team abc and the project manager.

>> okay. We have a lot to cover so i will talk really fast for the first half and allow martin to get into content. We have things to show you and then we will go back into a round of question-and-answer. Okay. A quick reminder. You have seen this many times. Partner agency is part of the concept landholding for you that we won't get everything you want from what you

expected is a bit of a mantra that we consistently remind ourselves of. You've seen these key objectives many times. A reminder that the items on the blue list are speaking to the conceptual design principle and items in order organization and governance items. The intent is bringing people back to the objectives as we come back to the conceptual planning process. You've seen the version of this project. It's where we dove this as the graphic that shows all the projects that are happening and you have heard about quite a few of them between Rosalyn in the Google presentation. There's lots going on in the area and this represents the top bar of 2019 – 2019. All the different things happening and to acknowledge that we are aware that there is a lot to coordinate on it, we get better and better at doing that. In a couple of the last rounds of outreach, we sent a lot of how this works together in space and over what time is. There's a lot going on in this area. It is over some period of time – the next 10 years or beyond. What we try to represent is spatial thinking about how you could have the projects. This conceptual to get us thinking about what's happening in a space at the same time for quite a long time. It's under construction and will be done in a couple of years. We have the project that is well underway as you know environmentally cleared and going into construction in the next few years. We know there is a station area plan implementation the Google project and this is the outline. We have high-speed rail at some point coming into northern California and stopping in San José and the integrated concept plan. This is to help us think through as we walked through the conceptual design process. How you would sequence the process. We are figuring that out and we will work altogether to make sure it gets done the right way. Phase 1 process and outreach round. We started in the fall with objectives and ambitions by the partner agencies. We were couple of months ago and showed you the key elements of the trapped configuration with the vertical organizations as well as the station horizontal layouts. Tonight we will show you some potential layouts for this hub and we will talk a little about that. Where we are headed is to where we had a draft spatial vision. The partner agencies can weigh in on ways to keep on developing in the program. We have done quite a bit of community outreach. We have taken the input and put it back into the design process. What we find really encouraging and exciting is the things coming out of the outreach are very consistent of what the agencies are thinking about in terms of passenger experience and access and connectivity and development in all these great things. I think it's wonderful to see that the community partners are still in very good alignment with the public agency and partners. The concept plan process is designed. Maybe the Dutch way but it's a more innovative planning. It's very planning focus. Sometimes we jump right in before we have done a little bit of planning so we intentionally decided to start with requirements and standing understanding each other and what the ambitions are. What we hope to get out of

this. We have been hearing from the community. We are reiterating through ideas and we have hired them who have international experience with similar projects. They are bringing to us the experiences in other locations and they are helping to do quite a bit of assessment on these ideas. We are sort of advancing the things that hold the most promise to meet the objectives of the partners to set out for. In the graphic you can see the spatial building blocks items that we will hopefully come out phase 1 with. So, tonight we talk a little bit about what we call the big parts. We have shown this a couple of times. It's really the legos or the building blocks that make the hub. It's a illustrative graphic. It's really representing that you have to have a bunch of ingredients in order to have a successful station. So, what we started with – we showed you in february, the vertical platform position. The station being the platform where they are today. Maybe a little bit elevated. The station location between san fernando and santa clara street with something on stover street which is in the middle between san fernando and santa clara. Because of those different station locations, they affect the actual heavy rail court orders. There is consideration around what we call the northern alignment which goes to the north towards the maintenance facility in connection to the peninsula corridor and the southern alignment as it travels south towards gilroy. We have a couple of those ideas on how. It's representing a spectrum of things. The intent will make san and optimize and come up with the right layout and spatial organization. It includes the things that you need for the station. Pedestrians and bikes, how you get to into the station. Where does the light rail glow. It's relative to the heavy rail track in the station entrance center of gravity. How do the buses access the station off of the main arterial. Of course it's really important that we have a great connection to the new station. We have lots of intercity bus and taxi's. Shuttles, scooters, hovercraft, skateboards. You name it we have it. You want to make sure there is space for those technologies. We haven't even thought of them yet. An airport connector to the city exploring how to connect to the geodon station to San José airport. We want to think about where we would put that connection relative to space. Parking and how we still enable auto access to the site. On the airport connector and parking, what you see are those two elements not as well-developed as the top of this list. We are mindful and they are being considered. It is in terms of parking, it's something that we recognize as a big issue in this area. We partnered with the city of San José relative to the district parking study that they do which connects into the area with a larger programming of parking in the area. We are connected to the and doing quite a bit more work in phase 2. It is relative to parking as it relates to the process. It's a honeycomb graphic. At the top of this honeycomb is the big moves. Beautiful platforms and station location in north alignment and south alignment. If you pick discrete choices you get

different outcomes. All of the colorful parts of the honeycomb are all the parts and you stick them together you start to put together a layout for the station. If you mix-and-match those you get slightly different outcomes depending on where the buses might go. You might have a different transfer connection to your taxi or light rail. This is where you see us talk through what happens. Mix and match the components and there is different benefits and trade-offs for the station. With that, i turn over to martin and he walks you through the layout.

>> thank you. This is a layout that we show. If you get a better understanding of how it works for operations like heavy rail and light rail bus and how it influences the urban fabric. We start with a layout one which we call san fernando street. With every layout, i want to show you the current situation with a zoomed out version like this which is the corridor. I will zoom and more on the intermodal hub. With every layout i will do two aspects. A zoomed out and more zoomed in around the intermodal hub. You will see the station area today. We've included a street name and the corridor for your reference. We talk about san fernando street and it is at the station. It's changes to what we discussed last time. It's around the train station. It facilitates the future operations. Not much of a difference to the north and the south. Some changes to the intermodal hub themselves. This is what it would be like if you do mixing and matching of the elements. Let me zoom in. On the intermodal hub, this is a station area. You can see the different colors of the different modes or elements. It should be all combined in this way. I think it's important to note, this is a configuration more zoomed in. All layouts assume through the running station. Currently we have trains laying over at dear don station and that will not happen anymore. They will be out of the train station and moving out north or south away from the train station itself. Here you see the layouts and the upgrade for the station. Let me take you through one element to start with. You can see here, the station building and where the entrance will be there. It's a concourse underneath the tracks. The tracks are there and you need access to the station from the underground facility. We have obviously a layout and with all layouts, they will assume the corridor as they plan the rollout of phase 2. There needs to be spaces for the buses and intercity buses and light rail. You can see here, last but definitely not least, the taxi pickup and drop-off. As you might see, this is how it all works together. It does not necessarily preclude any developments. It's how the elements look together and one layout. Because the train station and tracks are there, we need to create new underpasses because they spaces little bit wider than it currently is and we need a new underpasses or an overpass around san carlos. What we think of this is that we have the barrier and you have to use the underpass or the overpass to cross the tracks. The other interesting thing about this layout is that it has a train station access from the heavy rail that's

relatively far away. Around two blocks. This layout might not necessarily meet all the ambitions for the creation of the next hub at dearden. That leaves me to another layout. Layout number two called santa clara street. Again, i some starting with its zoomed out with a heavy road corridor. It's an elevated train station. It is the center of gravity around santa clara street. You can see here close to the sap center. You can also see two heavy rail corridor's going south. One is from the existing corridor south and one is with a new corridor going towards it to 87. This is the high-speed rail assuming that it is using the eye 287 corridor. It assumes the diesel operation and the trains going through the current existing corridor south.

>> because we have two court orders, i will zoom and more into the hub itself. Because we have two corridor's coming south and one rail corridor going north to the peninsula, we need to somehow connect these two and you can see them up north on the top right of the image. He will fly over to get back to the track to the north corridor. We also need to collect the freight operations to the hub going to the highway 87.

>> that is it for the heavy rail component. Let me zoom in on the intermodal hub. Here you can see the train station and why we call it santa clara street. It's an elevated thing again as a reminder of why we think the station creates access to the west and east of the train station. It is a very close area to the entrance and you could even consider something as a direct connection to the train station itself. The buses are located around the autumn street. Most of the buses you come south and that there is a lot of buses using east and west connection along santa clara street that will use this facility to turn off to santa clara street with a quick stop and going back and there for the existing route. Light rail is located at the station. At that the concourse and it makes for an easy transfer between light rail users and train station users if needed. You can see on the image on the left, it comes up only elevated structure. It crosses san fernando. It goes down to it and connects to the train station. It continues for long periods along the current alignment and it was lined into downturn. The next bit is highlighted in purple. You could see the intercity bus on autumn street. The taxi and company pickup and drop-off located around this street. Here you can see them integrated together.

>> the next one is silver street. It's a straight not as well known but right there next to cahill and santa clara. Here you can see the station area as it is today. Here is the heavy rail corridor. What you see here south is the old trains using the existing corridor south. The corridor north is slightly changed. I will zoom into it. You have the current area where it is today. Because you shift the platform north, we have a concourse around one third – 2/3 two thirds of the platforms. It is for good loading of the trains and equal loading and distribution. We are moving the

platforms a little bit more north. That does require a new alignment. What this means. It's also necessary for the other layout. Both this layout and the layout number two, they both require them to be move south of the train station. This is because of the new train alignment up north. It's diagonal as we sometimes call it through the station. It's around silver street to the east of the train station. Something we appreciate about the layout is that if you stand in front of the train station, you will have a direct clear sight to santa clara and downtown. There is an easy way finding a natural way of getting into downtown. As you want to exit the train station or vice versa. Bar is located on santa clara. It's a space at the front door. They would use it off of santa clara and even though with this one, i've said it for the previous one. It's on development on top of it. This is how, functionally, [audio lost] in the current alignment.

>> excuse me. Are you opening san fernando street on the last two?

>> san fernando was closed off now.

>> thank you for that. Question. What you can see is the elevated tracks. It is a sketch. It looks like it's a complete embankment of tracks and that is not necessarily the case. Something we are working on. It's what actually is happening under the tracks. The sketches are meant to give us an idea of what the configuration would look like and how it interacts with the urban fabric. What you see here is a different element. This is an element where we would add onto the tracks. It's another elevated piece of structure where the taxis it's dropping off the passengers and they would be going into the concourse to go into other modes. The entrance and exit of this facility and vice versa would be through julian street and be a direct connection to all the other modes. Here you see them. Here you see everything connected together. That is the whirlwind of information for me and very short amount of time. Enough time for your questions. There's one more thing i want to discuss with you before we start the presentation. It's mixing and matching. Let me tell you one more thing on how it works. Here we have an example. It is stover street with all the elements. It would form one layout. Now, let's assume with the next slide we would have a station location at san fernando. That gives us three options. Three ideas on where we could put the buses. Let me go to the next slide. We will put the station position on santa clara. That leaves us with the current insight. It's only one location. This is what you would get with mixing and matching. It's not that you can't choose anything you would like. There are some constraints. Some simple physical constraints and some are constraints that we work with the partner agencies on because they are always telling us we have to make them together.

>> really quickly. You saw this in the last meeting. The evaluation framework. This is the category we will use to evaluate some of these layouts. Just wanted to call out in the last presentation community environmental were stuck together as a single category. We split them into two elements. They get community atmosphere and environmental speaks to natural natural environment things. We thought it was good, and we will be moving forward on that. It's a reminder that you've seen it before and we will come again in future presentations with more on the criteria. Very briefly, in terms of the next steps in outreach around number three. You will have tonight with a community meeting on June 10. We will do a couple of events at the station itself to get some feedback on June 6 and 13. In terms of partner agencies and what they do with the optimization to correct the public feedback that would be at the design process. We will be identifying the optimization opportunities mix-and-match. It's arriving at a draft version that will seek more feedback on likely in the fall timeframe and we will be presenting something to the partner agency policies and boards. I think that is it. I wanted to make sure and call out all public agency partners. Not about them doing all this but Melissa and Kelly and the city partners. The agencies are here so I might call on them to help me answer questions as needed because it's really their project. With that, ready?

>> all right. So, that was a lot of information to chew on. I've seen it multiple times and been through it and I see something different every time. So, with that in mind, just a couple of quick things. This is not the one opportunity where the public, you all, can have comments and questions. These are a public workshop on June 10 and another one on June 15. The city is also offering stakeholder presentations. They can go out. The we can go out. The neighborhood association. The organization and talking about all of these different layouts. So, there is a lot to hear. What I will try to do here is first, take questions. Not answer them individually but take questions of clarification Martin and Liz will answer those questions collectively. We will come back and talk about pros and cons of different options and may be additional information. We will go around the room and see people have questions. Questions and answers later.

>> let's go around. There might be multiple questions related to this.

>> hello. San José state. Anyone more important than the other? Is the unwritten criteria, the likelihood of completion of any one of these systems. I would just add cost. I am Jody from the Guadalupe River Conservancy. With the elevated version, does that mean that Santa Clara Street will no longer have that deep dip? Will it be eliminated? That is a super barrier for pedestrians and bicyclists. I also want to be sure that whatever pathways you have in connectivity hooks up

to the trail system at the guadalupe bay and creek. Being sure there is dedicated path for people commuting that way.

>> thank you. Love the model. It makes me feel better about progress. As the light rail i constraint? Question mark as an anchor? Is there any plans that eliminate light rail?

>> micheli's veto with San José association. I just wanted to say we are really excited about the project and it's wonderful to start to see some of the real planning. I just wanted to ask, is there a deadline for this round of community input? That would be really good to know. This is so complicated and really want to make sure we get detailed feedback. We need to have enough time to discuss with the members and get you something really thoughtful.

>> john, curious if you have part of this conversation as you build. How will you interface with the on house community that is in different places in the area and the displacement of where the folks go. It is their homes and their area and will it go to the adjacent neighborhoods? How will they be treated. How are we working with that community as we have a humane and positive way as we move through the construction phases of the project. I would like to view details on that. [laughter] i appreciate the working partnerships. Appreciated the equity that was noted as the community concerns. How will equity be incorporated into the decision-making process? Particularly, perhaps it could be a part of access and seeing the different options and thinking about limited mobility folks who are writing vta buses or light rail. It would be good to hear how equity is incorporated.

>> colin chrisman. Neighborhood association. These are interesting building blocks. I am not quite sure the neighborhoods that are being treated in a way that i would like to see reflected. There is a component here where the neighborhoods are more of a constraint rather than a building block. I think that needs to be considered. I will just leave it at that.

>> kathy from dome's park, i would like to know is there any hard things that need to happen for example, moving seem off. Is that a given that that will move? If it's not a given, what does it constrain if it does not move?

>> which of the layouts provides the most long-term capacity for future expansion of rail services? Teresa alvarado.

>> re: darnell. I like the proposal on santa clara. It is creating an elevated track and two s. Lines. On stouffer street, that particular one only shows one. If you move seem off down south,

it suddenly puts, rather than 20 trains a day, 150 hundred and 50 trains. So, that is a great concern. Can stover be done with two lines south?

>> bill burke. What would the height of the elevated platform be that the trains are wrong? What are they running by? Norma camacho, valley water. I see in many of these alternatives, there are interceptions with the creek and i was wondering when any consideration was given on these – will it need further covering of the creek? How are you – what is the impact on construction to the creek areas? There is going to be an impact. Laura winters, saint leo's neighborhood. Bill burks concern, what would the height be? Clearly, there are advantages to not having the pedestrian and vehicular underpasses anymore. Is the neighborhood the only residential neighborhood that would be impacted by elevated tracks that has really big implications? Being able to get smoothly from west – east it's one thing but having a neighborhood in the shadow of an elevated track is completely another. It can't be discounted. Another question that i have is, and all of these scenarios, what happens to the historic train station?

>> jonathan martinez, cahill association. Is it possible to get a community meeting with saint leo's planet 51 and georgetown and cahill? Okay. All right. Thank you for the question. Did get the microphone back which facilitated the meeting is always dangerous to let go of the microphone. Now, this was an experiment to get everyone's questions first. I think there might be multiple overlaps for answers. I will turn it over to liz. I will let her try to answer as many of the questions that she can. If anything is missed, you want to throw out follow-up questions.

>> this is great. I will start with – i think i said it last time but to say it again. The planning process that we designed is intentionally to figure out the space and will probably end up asking more questions than answers. Sometimes if tonight we can answer everything it's because we haven't necessarily dove into design, architecture, sequel level and we will get there as we go. We are thinking about the big implications of a lot of these. The benefits and trade-off that most of you ask about our being dug into. It's pretty high-level and we will get down into more details as we go along. I just want to preface it with that. I heard a couple of buckets of things that were asked about the physical design of the elevated tracks and what might be happening with the facility and how that works. Heard a little bit about the creek and historic station on the environmental side. Some of the modal elements and what we do about those. We will take them and see if we got everyone and we are happy to clarify. Maybe some easy ones first. The elevated tracks are roughly 25 feet above where they are today. Approximately. To give you some sense of – i don't know if i have a point of reference but it's not what high-speed rail had.

It's fairly high elevations. It's kind of more nominal but elevated over what it is today. See mass does have applications in two of the layouts because of the northern track alignment. In the san fernando it does not have to move. Although i would say one of the important components and input into the process has been the business plan. Looking at future service visions for the peninsula corridor. There might be things that are happening with that. We wanted to make sure we had a spectrum. At least one alternative that does not touch it and one that does. Does it accommodate the future rail capacity as we think it does. We are still working through caltrain and rail to the level of service to the future in the business plan is not taking an action or picked a trajectory at. I think we have a big configuration but we need to continue to work through that we got it right for you we think so far it is looking about right. That was tracks. Cmos. Doesn't have to with picket. It has implications with how the tracks are laid out going north. Yes, we want to connect the station to pass and trail. It's important part of the access from the station to the city working very well. It's for everyone. We are looking at ways that the station is in itself. You know where to park your bike and you know where to catch a train. When she leaves the station, you know clearly where the path is two points to downtown or residential neighborhood south. It's really important. We haven't gotten into the granularity of how it will work. It feeds into the plan in the process. It is a goal of the project that all of it works really well and it's very easy and intuitive to get out of the station or into the station once you are there you know where to go. Light rail is not a constraint. It's just an element that we think is important to accommodate. It's not being looked at as being eliminated but there is interest and optimizing once it leaves dear don with some optimization of the system and i think the downtown transportation plan might be getting into work with them and were accommodating to put it somewhere dear don. The options that we have looked at could connect the alignment and it could move in the future – we are trying to be open to have some layouts that could – once it leaves, connect into a different system so that is going to go through downtown transportation plans and vta. Let's see – i will take the land acquisition next. It relates to the items. It will be visionary about it and intentional. We did not want to throw obstacles in the projects as we sometimes look at cost and implementation as a potential constraint in itself. We look potentially at this trying to figure out the light right layouts. It could be dangerous because it could be that we pick fairly complex items. I think the partner agency really wants to look at the bold vision first. We will be looking at the cost. We will look at the cost and the spectrum of like a view – a one dollar figure in a three dollar figure or five dollar figure. A spectrum of potential cost of implementation. We are starting to think about sequencing and construction. We need to keep the rail operations operating at dear don so that people can still use them. We

are mindful that the project and a lot of stuff will happen over a really long period of time. Trying to figure out the right ways to do that. You could either get in there and do it fast and try to knock it out in a short period of time which requires some funding to be in alignment or it might take several years to germinate and sequence over time. We are thinking about that we haven't solved that equation yet. That is definitely forefront to figure out how we would. We don't think we have come up with anything. It's kind of an orchestra and a dance of how you would layer in new major infrastructure while other new major infrastructure is being built. Let's see.

>> you want to break here for second? Let me hand it over. That was impressive. Let me turn it over to you for some of the community engagement in the timing for getting the questions back.

>> let's catch your breath a little bit. So, i heard what is the deadline for feedback. We don't have a hard deadline. I think we will be collecting our feedback through june on this round. Really by the end of june would be a good target for submitting more detail if that's what you're interested in. About the neighborhood meeting, the answer is 100% yes. Let's coordinate on that. The easiest way is if you give us a couple of dates and times and we will make sure it works with the staff members and work with you in terms of where an how much time and they are pretty flexible and revolve around the material that we have like in terms of a powerpoint. We don't have to do a powerpoint if that's not what you want to do.

>> before we go on – i just wanted to ask one more time. If there's anything from the public that wants to have a public comment, we can – if you haven't filled out a form yet great, we will get to that. We have three people. I'm trying to judge time so we have the appropriate amount time for public comment as well as comment. Liz, back to you. We will come back to all of you for some follow-up questions and comments.

>> i missed a few. I will keep on going.

>> it's a great question. The intent would be if they get elevated will have an opportunity to smooth out some of the roadways. We have a great pedestrian industry environment. Jim, i don't think i had an acquisition. I started on that and lost my train of thought. We haven't looked into specific detail about land and we recognize we show the concept that leaves a trail on top of stuff. The idea is big vision and we will have to distill into how we have the impacts. We could also make sure to leverage the benefits. I think it's important in the partner's minds, the idea that when we did the research on the other projects, he started with a vision and over time it would mold and look different. Probably in implementation with the idea. We recognize that

over time this vision will mold as implementation advances. We will hopefully build something that achieves the objectives but it might not look something like what we are showing in the early planning phases. There's a lot of work to figure out all the details to make it happened. Historic stations. We – not sure what will happen. Could it be encapsulated in the new station? Could it moved? Maybe. Something could happen to it. We have to explore that. We are certainly showing that something will change and that particular environment. We are sensitive that it is a big community issue we need to work on the right answer. We have seen the train stations all over the world where historic structures were welded into the news thing in an appropriate and conceptual way so that is something we will have to look at. Martin, and i missing anything? Maybe pause and see if there is anything. We are moving along.

>> so, we have about seven minutes. We then move into public comment. I want to see if there is additional questions that came out of that.

>> nathan silicon valley group. You mentioned your port connection. Not being fully baked. There is an option that leads better to that or is that still really unknown with all the options.

>> it's still pretty fluid. We feel pretty confident that we can work the airport connector in and it hasn't been a lot of time on it. We continue to work on it as we advance the layouts.

>> okay. Other questions?

>> i did not get an answer to my question about the alignment being able to have a dual south.

>> the answer is yes.

>> so, it was just showing what if one s.

>> you saw the layout was santa clara and the two quarters going south. With the mixing and matching as we explained, you can of the street with two quarters south.

>> thank you.

>> normal?

>> valley water – i guess you don't have an answer in terms of impact.

>> i saw your card go up and i thought – we, again, it's an important feature. We did, in the early work look at major with the creek in terms of the track alignments that we showed. At some different effects. We moved away from those because they would've been fairly significant. We want to improve the connection and utilize that corridor. We haven't gotten into

a lot of the details. So we can keep on working on it so we mitigate in the right way if something happens. If we cover it – we haven't even gotten to that detail yet.

>> i would recommend having meetings with the environmental community and ourselves and other entities like the conservancy to get more specific feedback.

>> that would be great. Hello. Saint leo neighborhood. I will go out on a limb here in regards to the decision on the historic station. Let me just recommend. You plan on keeping it as some kind of adaptive reuse unless you want a full-blown right on your hands.

>> fair enough.

>> jeffrey?

>> i won't promise a full blown root riot but i did not hear an answer on the equity question. Rather than asking the question again i will give a couple recommendations. We have seen with vta as explaining the rest of the downtown station. They are ahead of even dearden and looking at displacement doing a displacement study. I would encourage the partners in the disk to review that and hopefully the study that the housing department will be doing here in dearden. The one way that i think the station can address this placement that's different than little portugal or east santa clara, the inclusion of concessions and retail. It's an opportunity to look at it as we create a joint partnership governing authority for the station. Looking at a living wage policy that ensures folks have the kind of wages that they can afford to continue living in and hopefully be able to have a labor peace and be able to have a voice at work. As we look at the construction of this, because of the joint powers authority or other structure considering whether or not we need a project labor of this size.

>> thank you. That is helpful.

>> okay. Thank you, jeffrey. We have a couple of minutes. I want to open up to see if anyone has questions or comments on anything that you saw or any of the vertical platform positions and whether there was one that jumped out. Anything about the alignment. We have about five minutes before we move on. If there is comments. Let's try to be quick so everyone can get a chance. Bill, go first.

>> one of the things that comes up often is parking. Mayor liccardo was saying that we want to design around people, not cars. Their new strategy to just move parking outside of the core and perhaps support even sap center. It's in a way that you could use some year transit. I think we will start with the city relative to the district parking that they will do. I think we need to follow

that process so we are appropriately looking at it now we will have some ability to look at where we could put parking. We recognize there is a larger policy effort happening with the city so we will follow their lead on exploring what makes sense relative to that question.

>> okay. They would do just the opposite to jeopardize the future of the San José arena and all the events. We are very concerned about the impact of those schemes as shown tonight and realize it's a revolving process and they might change or be refined but from what we've seen we would be concerned about that.

>> have you had a chance to sit down or is that something to do in the next month and walk through the options?

>> all right. Harvey?

>> so, what is the impact of the change of height limits of building this in the immediate dearden area? How is that masking and hiding in the elevated platforms that we create? I think we have really increase the height limits in the area.

>> we did. That's a good question. I wish our – i am not the architect of martin is not but we need to put that for the architects and explore that a little bit.

>> we are likely to have very high buildings in the area which would be bigger shadowed than a 20 foot.

>> i think that is a good thing to keep digging in on especially because one of the comments that came out of this group as well is out of a lot of the community engagement was to have a signature building. If it's surrounded by tall buildings you might not. It might be a little more difficult.

>> okay. Kathy endowments park. One of the things i'm wondering about is the impact of all the ridesharing in the traffic that goes along with it. I think everyone is heard about the experience at san francisco. I'm sorry. So, the impact of the traffic of the ridesharing. With the gridlock, everyone is heard about what's going on in san francisco with their streets. They are constantly circled by the cars that are just picking up people and delivering. How will that impact the neighborhood adjacent to the station if we are going to be encouraging and providing a lot of access for ridesharing?

>> it's a great question. Something we need to explore once we figure out how we want that to work at the station. I think there is more technical work to be done on exactly the impacts. I

think the layouts have different trade-offs relative to where the rideshare is located. That could affect how things move and disperse away from the station.

>> jeffrey?

>> all right. We have – has anyone not had a chance to ask a question or give a comment who wants to reflect at this time and give some ideas? If not, we can – anyone who has who wants to? I know it's a lot of information to take in. I encourage everyone to go back and look at the powerpoint again and go through the details.

>> if i could just – i will reflect really fast for me as a presenter. I wish we could spend more time digging in with this with you. I think if you have additional questions or want more information, reach out to lori and we can explore it. There is a community meeting coming up. It's another time commitment but it's an opportunity to sit with us and spend more time. Thank you for indulging this fast talking.

>> wait, one more.

>> just one thing. I would like to have you come out and make a presentation to north willow glen and kathy's neighborhood. Delmas park. They might be jointly.

>> you bet.

>> sorry, making the comments about the signature building. I just noted, as we talked about it all the time, have you considered integrating major urban village on the real properties? Could you get a signature building that is a massive train hub with a residential tower and in urban village? You can go downstairs and get on the train.

>> we will take that as a comment to respond to later and explore. Yes, they will look into that. We will move on to public comment. Liz martin thank you. That was a lot of information and questions. I appreciate your time. Dave, i will turn it back over to you. We have five and.

>> live. So, i am here tonight to talk about the elephant in the closet. It's called climate change! It is coming. Okay? Is coming in six years. Let's talk about 12 years before irreversible destruction on the planet. That is what's on the agenda. Climate change! You guys are not looking at it. That is why we are in the world of hurt that we are in. That's why you say we can't talk to politicians because they have caused the problem. So, what we need to do is something very different so that we don't go extinct. That is what we are dealing with now. Climate change. In six years, we have to reduce 60 percent. I will give you a hint. My husband is a

master biologist. He will tell us what 60% looks like because that's what the ipcc says we have to do – reduce drastically 60% in the next 12 years. That is 5% – the economic development will decline because the only thing that has caused economic growth is fossil fuel. We have to stop using fossil fuel. That's why i'm here to tell you that. We have 12 years. 5% reduction every year from now on. That is – my husband says, 5% is a depression. We lost 12 depressants on top of each other. That's what we need to do to reduce the fossil fuel use to make a livable planet, maybe. We don't even think we will have it. It's gone. We have lost our natural habitat and we can't fuel the artificial habitat that we have developed so we need to change. We are talking about 60%. What my husband says – what that means is, no cars, no airplanes. We don't have wings. I have to stop talking. No, i would like to keep on talking.

>> what i am saying is that under the climate emergency we have to fix stockton avenue. That's proof i would like you to look at. We are starting a association called fix stockton avenue. Not have guards go to santa clara. Then to stop at dear don. These are important things. We need you to come to the neighborhood association to fix stockton avenue. Save the world and save ourselves.

>> next we have adena followed by blair beekman. Do you want to pop up here? Thank you.

>> good evening. Adena with caltrain. Thank you for this rich presentation talking about a bunch of options. Two things to think about. One, seems like different options have very different implications. It is for the active transportation through the area walking and biking and for transfers between while the different modes. There was a study that was done a few years ago for the station area showing the there might be as many transfers among the transit modes in 2040. Transit use today. So, the options that the best transfers are likely to do the best at getting more transit use. Getting more cars off the road and helping to save the planet. I urge that to be considered. Point number two, in this phase of the dear don station and the area plan, it's probably looking at internal circulation in the area. Especially with walking and biking and scooters with encouraging you to look as you move forward with what they did for la union station to look, not only at the immediate station access but look at the one – 2 mile bike shed and where the barriers are so people can get to the area without driving and get cars off the road. If that could be included that would be helpful in order to achieve the city's vision of less driving and saving the planet. Thank you.

>> i appreciate that, adena. Next up is blair and roland.

>> hi. Thank you for the meeting today. Both speakers about a meeting as a vta last friday. May 17. It talked about the same issues. I recommend to review it. It's important and we was mentioned by santa clara board of supervisor, mr. Chavez, with the station ideas you learn to develop different modes of transportation around the station. It's important at this time. The emphasis should not be on automobiles and the use of fuel and petroleum fuel in fossil fuel. We are really having a time to think about different means of transportation. It's interesting that San José is so dedicated to the process. A few other items i wanted to mention. In talking about the high-speed rail, we are talking about design here. All the designs i hope are available for the options in the future. We could just simply be open, however it is, to talk about high-speed rail. It doesn't happen to be a close subject. Hope we can talk about the different uses of mixed income housing. I think it's an interesting topic in San José that were developing well. The workers rights – how to establish the work standards for all of San José. The culture of San José could be talked about more here. I want to respect the people who demonstrate here. I hope you can too and not fear. Full of them. We work for peace as we are possibly heading towards war. Don't be fooled by their strong words right now. Thank you x thank you, blair. Next is roland and ed.

>> so first of all would like to thank you great because i believe we should have a year-round season and between pedestrians and traffic i think the only way to achieve this is to elevate the people space above the street and the tracks just like the station around them in the brand-new station in hong kong. Going to google it. That takes care of the buses and the rogers. Kathy brought it up. On this one – you still see the historical building. Maybe it's the next one over. It's gone. All right. So you have to start at the station and everything else. It's not negotiable. We don't understand what it is go to the office and have a good look at what the station looks like. That's expectation. As you elevate the tracks you will elevate them for hundred feet either side. If you go 25 feet you will go 25 feet in the station. It will be a 1 mile barrier. How could you elevate them and go under the tracks. The station needs to go in the same box as the concourse. Just like the station. My advice is to get the house in order as soon as possible because we have a new kid in town. The train operates the high-speed rail and the rail station in germany. Thank you.

>> thank you. Final speaker is addressed.

>> i have a question for the city. How far down with the eir impact will it go down in the station were further south than that? What you are doing, essentially on that is if you don't look at where the impact is, you will impact it later in the future. Looking at it is the idea of future

proofing. If you don't do that, you will basically wipe out the entire one side of jerome and gardner. The other side you need to take a look at is taking a look at what's happening in vta. Right now, the typical subsidy that they have is over \$22 per person. What happens is, right now we are subsidizing 90% of the operating cost and it's subsidized by the taxpayers. Sometime they will say, we don't want to do this anymore. So, you want to take a look at what is going to happen in the future. Right now, it's split between the light rail side of the buses and the road maintenance. It's an idea you need to take a look at with how wide they will continue at some point. Thank you.

>> thank you, ed. Final comment. From ian.

>> hello. I had a suggestion for community engagement. A different kind of forum. My suggestion is that i think it needs to have the information tonight that's very dense and if you haven't read all the report it's hard to follow. It's not very easily accessible or democratize for a lot of people who don't have a vernacular to understand it. The suggestion i had was if we could maybe host a meeting at the San José improv. They are available monday – wednesday and they can accommodate three – 400 people, i believe. Also, to be able to partner with a local improv or comedian to work with the presenters to help to condense, rewrite and translate information. Making it more easily digestible and at the least, in english and spanish so if it was a two night event it could be one in english and one in spanish. It will be a live audience participation into an app called coot and you can have a live survey where it projects on the screen and you can ask questions like what is the preferred transportation mode for 10 years from now for millennial's? What do we want to do? Do we want more caltrain or vta or better bike lanes? There could also be a live stream aspect and the feedback and survey expanded more through the channels and in making the suggestion, i don't think it's fair to just lay it on one person. So, i would ask it should be a team effort and if there is anyone at saag that's able to help lori put together the community meeting or just brainstorm different styles of community meetings. Thank you.

>> great. We love the creative thought and we took all that note down. I went back over to lori to walk us through the next steps.

>> so, the next few meetings for the advisory group. These are the tentative topics and tentative timing. We will try to get these on the calendar as soon as possible. One or july and particularly as a rough month. We will provide updates on the google student plan at july and september. They already give you an invitation of what they hope to show at those times. We

are planning to provide an update on the citywide anti-displacement strategy. We will continue to refine the layouts and come back with you at that time. We have a kickoff round for the amendment and google project review process. Since past 9:00 i will adjourn at 9:03 pm. Let me know if you have any questions. Thank you, everyone.