

From: [Roland Lebrun](#)
To: [Hill, Shannon](#)
Cc: sanjoseplan@google.com
Subject: DOWNTOWN WEST MIXED-USE PLAN (GOOGLE PROJECT) EIR scoping comments
Date: Monday, November 25, 2019 12:54:27 AM
Attachments: [Google project EIR scoping comments.pdf](#)

[External Email]

Dear Ms. Hill,

Please find my comments attached.

Sincerely,

Roland Lebrun

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Roland Lebrun

Nov 22 2019

Dear Ms. Hill,

Thank you for the opportunity to comment on the DOWNTOWN WEST MIXED-USE PLAN (GOOGLE PROJECT). My comments are in **Bold**

Transportation/Circulation

The project sponsor proposes to extend portions of certain streets across the project site and would also remove sections of other streets (see Figure 5). Notably, Cahill Street would be extended from its current terminus at West Santa Clara Street to Julian Street in the north (and to Park Avenue in the south) to enhance north-south connectivity throughout the length of the project site.

While I strongly support removing sections of streets, I am equally opposed to extending Cahill to Park because this would bisect the new station from the DSAP central zone. Specifically, the only north-south vehicular connection through the central zone should be Autumn Street, nothing else.

The project would extend North Autumn Street to the site's northern edge. Future access at the northern edge of the project boundary is being evaluated and may include an extension of Lenzen Avenue that would connect Lenzen Avenue to Cinnabar Street. North of the SAP Center, West St. John Street would be extended to connect with the lengthened Cahill Street.

I am opposed to lengthening Cahill Street north of Santa Clara. Please consider substituting this extension of Cahill with a street on the west side of the SAP parking lot to enable emergency vehicle access to the Caltrain tracks.

The project would add a block-long east-west extension of Post Street, a block-long east-west connection between the lengthened Cahill Street and South Montgomery Street, As stated earlier, any extension of Cahill Street is undesirable and there is no need to connect it to Autumn Avenue. Autumn should be the only north/south connection between Santa Clara and Park Avenue.

and a new L-shaped street linking Royal Avenue and Auzerai Street through the project site.

The project would remove North Montgomery Street between West St. John and Cahill Streets, South Montgomery Street between West San Fernando Street and Park Avenue, and Otterson Street west of South Montgomery Street.

The project also proposes to remove Crandall and Stover Streets in front of the Diridon Station and expand the existing open space at that location.

Please additionally consider removing San Fernando between Cahill and Autumn and replacing it with open space.

The project also proposes to construct mid-block passages at several locations to facilitate pedestrian and bicycle access through the project site and break up the scale of larger blocks. The project would widen sidewalks and implement “road diets” (lane removal and reconfiguration) along Autumn Street, Montgomery Street, and Delmas Street, which also entails changing Autumn and Montgomery Streets from one-way to two-way operation and removing vehicular access on Montgomery Street south of San Fernando Street.

The project would also enhance streetscape and intersection design and implement new and improved bike facilities throughout the project area that prioritize pedestrian and cyclist safety and improve linkages to Downtown as well as other improvements aimed at enhancing transit access and ridership by leveraging the site’s proximity to Diridon Station, currently served by multiple transit agencies, and where existing and new transit providers are planning new or enhanced services in the future. Finally, the project would include a Transportation Demand Management (TDM) Plan describing strategies the project sponsor would adopt to reduce single-occupancy vehicle use to and from the project site, promote car-sharing, and promote use of nearby transit, bicycle, and pedestrian facilities that would provide access to the project site. Compliance with the project’s TDM plan would be included as a condition of approval for the proposed project.

Vehicular and pedestrian/bicycle access points to and from project buildings has not been determined. Details regarding driveway locations and pedestrian and bicycle access will be reviewed by the City as specific building plans are developed.

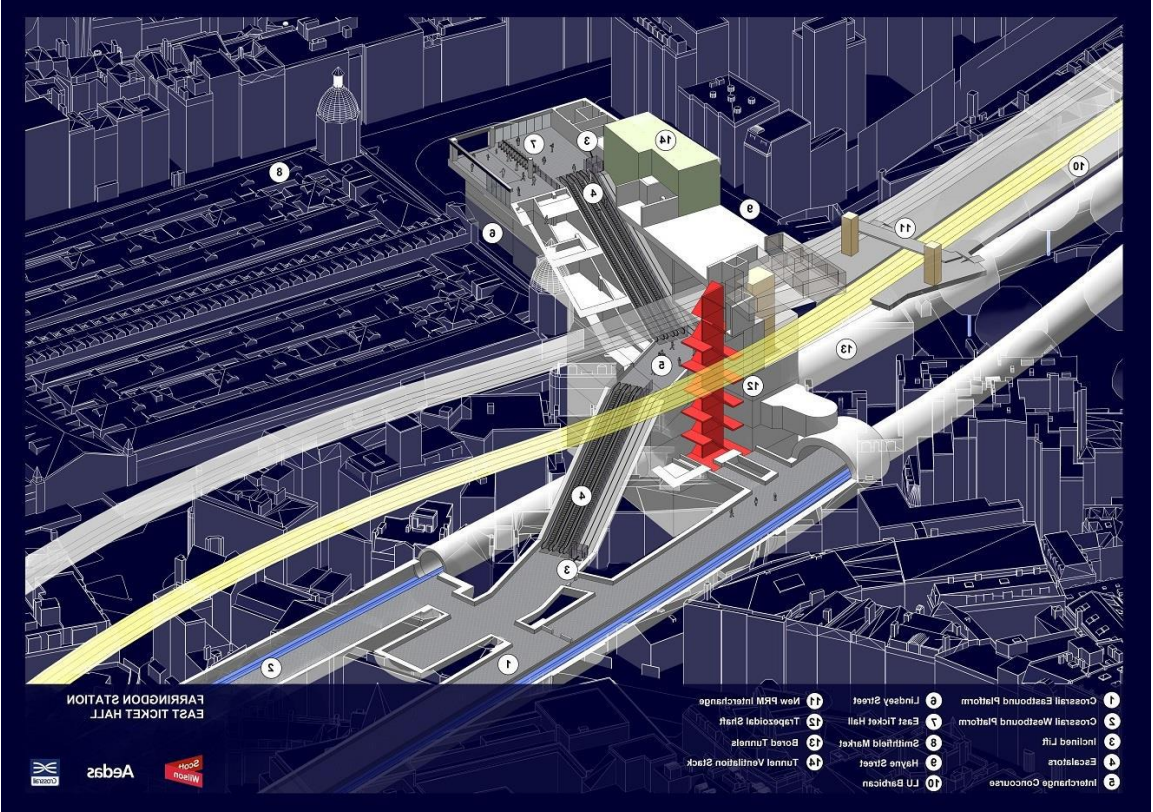
Please consider eliminating conflicts between vehicular traffic and bikes and peds by depressing Santa Clara and Park and building a block of open space above each underpass immediately east of the tracks.



Please earmark the southeast corner of the building at the junction of Autumn and San Fernando as the location of the airport connector south entrance.



Utilities should be coordinated with future Airport Connector project underground tunnel and station proposal.



Thank you in advance for your consideration

Roland Lebrun