

From: [Stanke, Brian](#)
To: [Downtown West Project](#)
Subject: FW: DOT Development Review - Google Application
Date: Thursday, March 12, 2020 1:21:57 PM
Attachments: [Google Comment Sheet.xlsx](#)

Forwarding per Public Resources Code Section 21186 requirements.

Brian Stanke

From: Stanke, Brian
Sent: Monday, October 21, 2019 10:00 AM
To: Lapustea, Florin <Florin.Lapustea@sanjoseca.gov>
Cc: Moody, Doug <doug.moody@sanjoseca.gov>
Subject: RE: DOT Development Review - Google Application

Hi Florin and Doug,

Attached are my first stab at comments on the application. I will add after my Diridon meeting now.

Brian Stanke
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City of San Jose Department of Transportation
200 E Santa Clara St, San Jose, CA 95113
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From: Lapustea, Florin
Sent: Friday, October 18, 2019 2:16 PM
To: Bittner, Jim <Jim.Bittner@sanjoseca.gov>; Khattab, Zahi <Zahi.Khattab@sanjoseca.gov>; Abarca, Angel <Angel.Abarca@sanjoseca.gov>; Lim-Tsao, Lily <Lily.Lim-Tsao@sanjoseca.gov>; Cruz, Lam <lam.cruz@sanjoseca.gov>; Morales, Ricardo <ricardo.morales@sanjoseca.gov>; Shkouratoff, Alex <Alex.Shkouratoff@sanjoseca.gov>; Smith, Jennifer <Jennifer.Smith@sanjoseca.gov>; Jung, Kenneth <Kenneth.Jung@sanjoseca.gov>; Do, Anthony <Anthony.Do@sanjoseca.gov>; Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; Madou, Ramses <ramses.madou@sanjoseca.gov>; Moody, Doug <doug.moody@sanjoseca.gov>; Tam, Wilson <wilson.tam@sanjoseca.gov>; Cuello Leon, Agustin <Agustin.CuelloLeon@sanjoseca.gov>; Tranngo, Tan <tan.tranngo@sanjoseca.gov>; Zhou, Renee <Renee.Zhou@sanjoseca.gov>; Nelson, Brian <Brian.Nelson@sanjoseca.gov>; Macias, Brian <Brian.Macias@sanjoseca.gov>; Van Zee, Joshua <joshua.vanzee@sanjoseca.gov>; Hansen, Russell <Russell.Hansen@sanjoseca.gov>; Eddy, Thomas <thomas.eddy@sanjoseca.gov>; Peng, Larry <Larry.Peng@sanjoseca.gov>; Hernandez, Alejandro <Alejandro.Hernandez@sanjoseca.gov>; Stanke, Brian <brian.stanke@sanjoseca.gov>; Eidlin, Eric <eric.eidlin@sanjoseca.gov>; Gulzadah, Zahir <Zahir.Gulzadah@sanjoseca.gov>; Kedida, Beza <beza.kedida@sanjoseca.gov>; Gao, Jack (Xin) <Jack.Gao@sanjoseca.gov>; Dao, Vu <Vu.Dao@sanjoseca.gov>; Mintz-Roth, Jesse <Jesse.Mintz-Roth@sanjoseca.gov>
Cc: Luong, Andrew <Andrew.Luong@sanjoseca.gov>; Aoun, Alisar <Alisar.Aoun@sanjoseca.gov>; Lu,

Stacey <Stacey.Lu@sanjoseca.gov>; Su, Shu <shu.su@sanjoseca.gov>

Subject: Re: DOT Development Review - Google Application

Hello DOT folks,

Given that a meeting between city directors will take place this coming Monday afternoon to discuss the Google development's application and department comments, I am asking DOT groups to provide me with their **high level comments** by **11am this coming Monday (October 21st)**.

Please provide further **detailed comments** by the **end of day this coming Wednesday (October 23rd)**. The city's various development review leads (DPW, Planning, DOT, etc.) will be meeting with Google's representatives this coming Thursday (October 24th) to discuss each department's preliminary comments.

Thank you all!

Florin Lapustea, P.E.

Associate Engineer

Department of Transportation

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Email: florin.lapustea@sanjoseca.gov

From: Lapustea, Florin

Sent: Wednesday, October 16, 2019 6:57 AM

To: Bittner, Jim <Jim.Bittner@sanjoseca.gov>; Khattab, Zahi <Zahi.Khattab@sanjoseca.gov>; Abarca, Angel <Angel.Abarca@sanjoseca.gov>; Lim-Tsao, Lily <Lily.Lim-Tsao@sanjoseca.gov>; Cruz, Lam <lam.cruz@sanjoseca.gov>; Morales, Ricardo <ricardo.morales@sanjoseca.gov>; Shkouratoff, Alex <Alex.Shkouratoff@sanjoseca.gov>; Smith, Jennifer <Jennifer.Smith@sanjoseca.gov>; Jung, Kenneth <Kenneth.Jung@sanjoseca.gov>; Do, Anthony <Anthony.Do@sanjoseca.gov>; Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; Madou, Ramses <ramses.madou@sanjoseca.gov>; Moody, Doug <doug.moody@sanjoseca.gov>; Tam, Wilson <wilson.tam@sanjoseca.gov>; Cuello Leon, Agustin <Agustin.CuelloLeon@sanjoseca.gov>; Tranngo, Tan <tan.tranngo@sanjoseca.gov>; Zhou, Renee <Renee.Zhou@sanjoseca.gov>; Nelson, Brian <Brian.Nelson@sanjoseca.gov>; Macias, Brian <Brian.Macias@sanjoseca.gov>; Van Zee, Joshua <joshua.vanzee@sanjoseca.gov>; Hansen, Russell <Russell.Hansen@sanjoseca.gov>; Eddy, Thomas <thomas.eddy@sanjoseca.gov>; Peng, Larry <Larry.Peng@sanjoseca.gov>; Hernandez, Alejandro <Alejandro.Hernandez@sanjoseca.gov>; Stanke, Brian <brian.stanke@sanjoseca.gov>; Eidlin, Eric <eric.eidlin@sanjoseca.gov>; Gulzadah, Zahir <Zahir.Gulzadah@sanjoseca.gov>; Kedida, Beza <beza.kedida@sanjoseca.gov>; Gao, Jack (Xin)

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Subject: DOT Development Review - Google Application

When: Friday, October 18, 2019 11:00 AM-12:00 PM.

Where: T847

Hello DOT teams,

Given the magnitude and importance of Google's development application, this meeting is being convened to reserve an entire hour to gather comments from all DOT groups.

Please feel free to forward the meeting invite to others that need to attend.

Thank you in advance.

Florin Lapustea, P.E.

Associate Engineer

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Comment #	Applic. page #	Subject Area	Comment	Commenter	City plan/ Policy reference
	2.07; 2.08; 2.09; 3.05	Transportation; Public Space	<p>The Location of the Primary Public Plaza is inconsistent with the adopted Diridon Station Area Plan. Specifically the description, location, and uses for the Primary Public Plaza sections: "2.3 Landscape and Open Space" and "2.4 Primary public plaza concepts"</p> <p>On page 2-41 the Primay public Plaza is described as functionally connected with the station "A new public plaza will be associated with the new high speed rail terminal and large enough to allow the visual impact of the terminal to be fully appreciated. The space will have a civic as well as a commercial focus. It will be quite different than any other public open space in San José; it will demonstrate the City's commitmentto creating a new transitional space and gathering place with a predominantly urban focus.</p> <p>"As the transition space, the plaza will accommodate high volumes of movement in different directions and provide a transition from the station area to the city. This is where the City welcomes the resident or visitor. Easy orientation will be essential; orientation to other transportation modes, pick-up areas, information points, destinations and a visible connection to downtown."</p> <p>The application instead places the Primary Public Plaza west of Montgomery, surrounded by Google development, thereby disconnecting from Diridon Station and Santa Clara Street in direct contradiction to the DSAP.</p>	BJS	<p>Diridon SAP: FIGURE 2-3-1: LANDSCAPING AND OPEN SPACE STRATEGY "4. PRIMARY PUBLIC PLAZA" pg. 2-41 and 2-42 "2.4 Primary public plaza concepts" pg. 2-47 to 2-57</p>
	2.07; 2.08; 2.09	Transportation	<p>The application's framework does not acknowledge, nor is it designed to work with the adopted DSAP of San José Diridon Station "Station concept and layout" nor subsequent work by the City and other agencies on the Diridon Integrated station Concept (DISC) Plan. The framework likewise does not acknowledge the adopted final EIR for the VTA Phase 2 and subsequent design work.</p> <p>The adopted DSAP expands passenger access points to San Fernando and the unnamed street between Stover and Santa Clara, linking station entrances for rail and BART. Further work by VTA has shifted the BART entrances to Santa Clara Street. Likewise DISC is considering either Santa Clara or Stover for the main rail concourse entrance. Neither of these projects, or the DSAP design are acknowledged in the application framework which only shows the existing station configuration.</p>		<p>DSAP "2.5 Station concept and layout" VTA phase 2 Final EIR</p>
	2.07; 2.08; 2.09; 3.05	Transportation; Public Space	<p>The proposed plans Design Drivers do not reflect the importance of San Jose Diridon station as the structuring element of the area and its connection to the Primary Urban Plaza. Section 2.4 of DSAP states in part: "The new HSR terminal building represents an opportunity for the City of San José to create an iconic gateway that can create deep, memorable mental images of San José. The station could be considered the "new cathedral" of the City: It is a landmark of symbolic importance for a 21st century transportation-based society. It is a place where people come, go, and meet. A central and appropriately-sized public plaza that could serve as the station's natural extension reinforces its civic role and ensures its functionality.</p> <p>"A public plaza that serves as a gathering and celebratory space for the central core area is a critical component of the plan. The new primary public plaza is the place where the City welcomes its visitors and residents. It needs to accommodate high volumes of movement in different directions and a wide variety of activities and functions. As described in the Section 3.2, Public Open Space, additional public spaces will be integrated throughout the core area to complement the primary plaza: adjacent to the new terminal building; on the mezzanine level above the terminal; on circulation roadways such as Cahill and Santa Clara Street; BART station portals; spaces adjacent to the historical Caltrain depot; terminal foyer entrances areas; and at drop-off areas or multi-use streets such as Montgomery within the area. It is imperative that the creation of a public plaza in the core area of the development be balanced with the shared goals of the City and the two local transit agencies who currently own the property in the core area, to 1) create a highly functional, mixed use development with densities necessary to support the planned high levels of public transportation in this area and 2) to create a highly active and lively pedestrian environment with excellent connectivity to downtown and transit.</p> <p>...</p> <ul style="list-style-type: none"> • A transition from the station to the city through visual and physical connections to the station, the new district including the San José Arena and ballpark, and downtown <p>...</p> <ul style="list-style-type: none"> • A place where art is integral to the overall experience and creates an iconic identity for the plaza and the station <p>...</p> <p>A new plaza which has the new high speed rail terminal as an integral part of its surrounding fabric would be quite different than any other public open space in San José and would demonstrate the City's commitment to creating a new gathering place with a predominantly urban focus, befitting the presence of high speed rail. In order to showcase and support the new terminal structure, public access and entry spaces, the plaza should be located alongside the new building with a direct connection that enables a natural flow of movement and integrated activates. Resulting from a study of several plaza options, the team identified three example plaza concepts that can serve as an illustrative view of various plaza designs."</p>		

Comment #	Applic. page #	Subject Area	Comment	Commenter	City plan/ Policy reference
	2.05		Design Drivers "while office uses are focused along the predominantly-industrial rail edge and adjacent to the Downtown Core. Active uses including retail, cultural, educational, and small businesses are located in greatest concentration at the core of the project..."	BJS	
	2.09	Transportation; Land Use	What is the hatching on the south end of the site between Caltrain and Royal Ave. and San Carlos and Auzerais? It is not consistent with the test fit alignment found in the DSAP. Nor is it consistent with the DISC Santa Clara scenario, because the alignment and flyover north of Santa Clara are missing. Does the hatching north of Santa Clara represent the footprint of a particular DISC scenario?	BJS	DSAP pg. 2-18 and 2-19
	3.06	Transportation; Land Use	3.06.1 DSAP building heights misrepresents the High-Speed Rail alignment contained in the adopted DSAP. The alignment in the DSAP follows HSR alternative #1 through parking lots A, B, C, and the Petco building.	BJS	DSAP pg. 2-18, 2-20, and 2-23
	3.08	Transportation	Proposed street types are different than DSAP street classification. Notably Cahill Street is proposed to be reclassified from a "Transit Station Street" in DSAP "It is a street for all vehicles with a prioritization for taxis, transit buses and shuttles. Sidewalks are generous in width to provide for comfortable pedestrian access." to a City Connector. This would remove the special designation identifying Cahill street design as primarily driven by the needs to Diridon Station to a City Connector which DSAP describes as "Transit use, if any, is incidental. These streets typically have four or six traffic lanes and would accommodate moderate to high volumes of through traffic within and beyond the City."	BJS	DSAP pg. 3-45, 3-51, 3-52, and 3-53
	3.07	Transportation	Plan describes as "conceptual" a connection at Lenzen Ave. after tracks are elevated. This acknowledges public agency planning around elevated tracks between Taylor and Bird Ave. but the proposed street network does not propose any future east-west street connections besides Lenzen. Given the height of the rail alignments under study Cinnabar would be an easier connection. Both the W. St. John extension and the new street between Park and San Fernando could be (re)connected under Caltrain. Further connections between Cinnabar, Autumn St. and the San Jose Marketplace site could improve access to the Google parcels in the wye and the Marketplace site.	BJS	