

From: [Hill, Shannon](#)
To: [Elliott Schwimmer](#); [Hillary Gitelman](#); [Karl Heisler](#); [Linda S. Peters](#); [Meryka Dirks](#); [Pete Choi](#)
Cc: [Keyon, David](#)
Subject: Information Request Updates
Date: Wednesday, July 15, 2020 3:05:14 PM
Attachments: [DTP Description.docx](#)
[06-18-2020 Letter to San Jose \(Withdrawal from Google Project\)_ SIGNED.pdf](#)

1. Status and objective of City's stormwater modeling (Karl): On 7/9, Vivian Tom in PW indicated they were reaching out to the consultant to push the result. She was hoping to hear back in a couple days. She did not elaborate on the objective in response to my request. I sent a follow-up message to her today to request a status update and asked that she elaborate on the objective of the modeling.
2. Standard Specs for Addressing Potential Contamination for Off-Site Improvements (Linda): In addition to the information previously provided, I received confirmation from DOT staff today that they are not aware of standard specs or conditions incorporated into bids/contracts that address potential contamination, so neither PW or DOT specs address this issue. The pavement team focuses on areas that are already disturbed, so Phase I and or Phase II ESAs may be necessary for off-site improvements that result in new disturbance.
3. DISC Concept Layout Approval:
 - a. Caltrain has Approved the "Concept Layout":

Here are the minutes from when we sought and received approval regarding Decisions 1 and 2: <https://www.caltrain.com/Assets/Minutes.pdf>

Here are the minutes from when Decision 3 was approved via consent:
[https://www.caltrain.com/Assets/\\$!235a.2+-+2020-02-06+JPB+Regular+Meeting+DRAFT+Minutes+-+Copy.pdf](https://www.caltrain.com/Assets/$!235a.2+-+2020-02-06+JPB+Regular+Meeting+DRAFT+Minutes+-+Copy.pdf)
 - b. CAHSR, it turns out that their board has not (and will not) formally approve or disapprove the DISC Concept Layout.

You can see how they characterize their participation in the DISC process in this update on DISC from the [CEO Report in February](#):

Update on DISC Station Planning in San Jose

I am pleased to report that we have reached a milestone in the Diridon Integrated Station Concept Plan process, which is a partnership between us, VTA, Caltrain and the City of San Jose to develop a vision for what the future Diridon station could be. At this point, we are wrapping up the first phase with Concept Layout that includes elevating the tracks, having two concourses at the station, and primarily utilizing the existing rail corridors north and south of the station consistent with the preferred alternatives adopted by this Board. We published this recommendation in November with the other agencies and after additional review, the San Jose City Council voted to accept it earlier this month. While this project is still early in its planning process, these preliminary concepts will be further developed and evaluated as we move onto the next phase of station planning work with our partners this year. We will report back to the Board on this effort as appropriate.

In addition to ESA's requests, I have attached an expanded description of the Downtown Transportation Plan (DTP) from DOT for your reference. Note that this description was also provided

to Circlepoint for the DSAP Amendment for consistency.

I have also attached a signed letter from Caltrain officially withdrawing from the Google project. Regarding any changes to the project description after the NOP went out, the letter can be referenced in support of the respective Chapters of the EIR where changes are made and included as an Appendix.

Thanks!

Shannon Hill, Planner

Planning, Building & Code Enforcement | Environmental Review Section

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The Downtown Transportation Plan

In late 2019, the City began a comprehensive study of the downtown transportation system. This effort, called the Downtown Transportation Plan (DTP), is developing a visionary transportation plan for a resilient and world-class Downtown San José. At the heart of this effort are core community values, including safety, social equity, affordability, environmental quality, public life, public health, fiscal health, sustainability, adaptability, comfort, convenience, and coordination and consistency.

The Plan will provide clear, well-vetted direction to improve access, mobility, circulation, navigability, streetscapes, and public life in Downtown. It is based on the idea that the Downtown needs a transportation system that supports the type of place that we would all like Downtown to become, a more vibrant, dynamic and interesting place, a place that facilitates exchange – one where a maximum of life is lived in a relatively small area, and welcomes our whole community. The key principles discussed earlier in this chapter relating to spatial efficiency, public life, and “gentle modes” are essential principles as much for the DTP as much as they are for the transportation element of the DSAP.

Key elements of the DTP include the following:

- Weaves downtown together in welcoming and easy-to-navigate ways;
- Serves the needs of all downtown users, including residents, workers, and visitors;
- Facilitates movement while enhancing places;
- Provides space-, time-, and cost-efficient access;
- Incorporates trail systems;
- Employs legible, intuitive, and user-centered design;
- Prioritizes projects and programs based on Downtown community, City, County, and regional goals and values. Themes of key questions to answer: public life & city making, mode shift & economic development, modal priorities, transportation system design and management, financing

Work on the DTP began in 2020, and accelerated network analysis on the western portion of the downtown to coordinate with the DSAP Update. The full Plan is anticipated in 2021, and will identify a comprehensive circulation network and advance the big transportation moves that will help shape the desired future of downtown. It will also recommend curbside and parking management strategies. Community engagement is a critical component of the DTP, and a process goal is that the community – including the underrepresented – supports, feels ownership of, advocates for, and helps implement the Plan.



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June 18, 2020

Tim Rood
Planning Division Manager
City of San Jose
200 E. Santa Clara Street
San Jose, CA 95113

RE: Caltrain/Diridon Station Adjacent Planning Application

Dear Tim,

In 2019, the Peninsula Corridor Joint Powers Board (Caltrain) authorized Google, LLC to include property owned by Caltrain within the boundaries of Google's Downtown West Mixed-Use Plan. As our team has previously advised the City, Caltrain is no longer part of Google's project and therefore formally requests its property be removed from the Downtown West Mixed-Use Plan area. Caltrain also withdraws the previously submitted universal planning application, and the authorization granted to Google, LLC, to process that application on behalf of Caltrain.

Caltrain plans to submit an independent development proposal to the City for its Diridon Station adjacent property, and looks forward to collaborating with the City on that process.

Best Regards,


Jim Hartnett
General Manager and CEO

cc: Nancy Klein
Johnny Phan